



# **VACY**

# **LOCAL AREA PLAN**

**Adopted 16 August, 2005**

The Vacy Local Area Plan was prepared for Dungog Shire Council by Jenny Rand & Associates and Watkinson Apperley Pty Ltd.

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## **1. INTRODUCTION - THE PLANNING FRAMEWORK**

### **1.1 THE PLANNING CONTEXT**

The Planning Policies and Regulations for Dungog Shire are provided in the following key instruments:

- Dungog Shire Local Environmental Plan 2005
- Dungog Shire Rural Strategy 2003
- Dungog Shire Wide Development Control Plan 2004

These three planning instruments apply Shire-wide.

#### **Dungog Shire Local Environmental Plan 2005**

Under the provisions of the Local Environmental Plan (LEP) all land within the Shire is classified into land use zones. The LEP details the land uses and activities permissible in each zone and the factors that need to be assessed and addressed in developing within these zones.

Most of the land within a two (2) kilometre radius of Vacy is zoned as 9(a) Investigation Zone. Land within this zone will be investigated to determine its suitability and capability for a range of rural and other activities, including rural lifestyle living.

#### **Dungog Shire Rural Strategy 2003**

The Rural Strategy supports the Local Environmental Plan by detailing Council's policies in relation to development of rural lands. These policies are designed to protect the rural character of and rural activities undertaken within the Shire, environmentally sensitive areas and water resources. This Strategy sets the direction for the future development of the areas zoned 9(a) Investigation Zone.

#### **Dungog Shire Development Control Plan 2004**

The Shire-wide Development Control Plan (DCP) supports the Local Environmental Plan 2004. It provides the design guidelines and design controls required to achieve the aims and objectives of the Local Environmental Plan.

### **1.2 LOCAL AREA PLANS**

Recognising that each community may have a different vision in relation to the type of settlement that it considers sustainable within the surrounding investigation zone, provisions have been included within the Shire-wide planning instruments for the preparation of Local Area Plans.

### Land to which Local Area Plans Apply

Local Area Plans (LAP) are locality specific plans that are prepared for each town and village with an Investigation Zone 9(a). The provisions contained within the Vacy LAP relate only to the Vacy area.

### Purpose of Local Area Plans

Local Area Plans aim to establish a desired future character for the land that is contained within the Investigation Zone. Local Area Plans contain locality based performance criteria and controls which are designed to address key issues and achieve the desired character.

### Factors taken into consideration in preparing Local Area Plans

In preparing the Local Area Plans factors taken into consideration included:

- Community Vision - the views expressed by the local community to which the Plan applies.
- The physical and cultural features of the land within the Investigation Zone, including factors such as slope and stability, hydrology and flooding, flora and fauna, bushfire, views and visual impact, sites of cultural or heritage significance.
- The existing road network - hierarchy, road alignment and condition etc.
- Access - vehicle, pedestrian and cycle - to and within the Investigation Zone and between land within the Investigation Zone and the adjoining village.
- Existing pattern of subdivision (size and shape of allotments).
- Existing land use and settlement patterns and the characteristics of the neighbourhood.
- The need for environmentally sustainable development.
- The desired future character of development.

The Local Area Plans recognise that at some stage in the future, the land within the Investigation Zones that is subdivided for rural lifestyle living, may be needed to accommodate the growth of the village and may potentially be rezoned for residential and/or other uses such as recreation, commercial or special uses. The Local Area Plans contain principles in relation to road networks and subdivision layout that will have the capacity to support closer subdivision patterns in the future.

### Suitability of Investigation Zone land for development

Not all land within Investigation Zones will be suitable for re-development. Section 12.4 (Constraints Criteria) of the Dungog Shire Rural Strategy details the constraints that **exclude** an area from Rural Lifestyle and Rural Enterprise subdivision and development. These criteria include:

- Land in areas affected by the 1:100 year flood.
- Slope greater than 18 degrees.
- Not meeting minimum service/infrastructure requirements.

- Inadequate and/or unsuitable land on-site effluent disposal.
- Bushfire prone land as defined by Council's bushfire map, if clearing of habitat and wildlife corridors are required and biodiversity objectives are not met.
- Ecologically sensitive land.
- Areas with high habitat values.
- Contaminated land.
- Access via a road complying with Council's Rural Roads Policy cannot be achieved.
- Prominent positions in the landscape where development would be silhouetted on the skyline horizon.
- Not complying with the Performance Standards of the Rural Strategy:
  - 8.1 Wastewater Treatment and Management of Effluent
  - 8.2 New Development and Biodiversity
  - 8.3 Aesthetic Design / Scenic Character / Energy Efficiency
  - 8.4 Water and Riparian Management
  - 8.5 Bushfire Hazard Mitigation

In addition to these criteria, Local Area Plans may identify site specific criteria which may exclude certain land for development.

### **Land use and activities permissible within the Investigation Zones**

Providing that the land, after detailed assessment, is considered suitable for development, then an application can be lodged with Dungog Shire Council to rezone the land as Rural Lifestyle 1(l) or Rural Enterprise 1(e).

**Rural Lifestyle** zones provide the opportunity for people to live in a rural environment close to settlements with services and facilities.

**Rural Enterprise** zones provide the opportunity for people to live in a rural environment and undertake small-scale commercial, service, intensive agricultural or light industrial activities on their property.

Details of the objectives of these zones, the activities that can be undertaken and the controls and guidelines governing subdivision and development are specified within the Dungog Shire Local Environmental Plan 2003, the Dungog Shire Rural Strategy 2003 and the Dungog Shire Development Control Plan 2003. A summary of the various sections in these documents is given in Appendix 1.

Zone	Permissible Uses	
	Without the consent of Council	Requiring Consent of Council
Rural Lifestyle Zone 1(l)	Agriculture	Advertisement Bed & Breakfast Camp or Caravan site Community Facility Dual Occupancy Dwelling House Farm Gate Sales Home Employment Leisure Area Recreation Area Utility Installation

## VACY LOCAL AREA PLAN

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Rural Enterprise 1(e)	Agriculture	Advertisement Automotive Services Bed & Breakfast Camp or Caravan site Commercial Premises Community Facility Dual Occupancy Dwelling House Employment Farm Gate Sales Forestry Home Employment Institution Intensive Agriculture Kiosk Leisure Area Recreation Area Recreation Facility Utility Installation Veterinary Establishment
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All other land uses are prohibited within these zones.

### 1.3 THE PLANNING PROCESS

The planning process for the rezoning and development of land within the Investigation Zone is summarised in the following flow diagram.

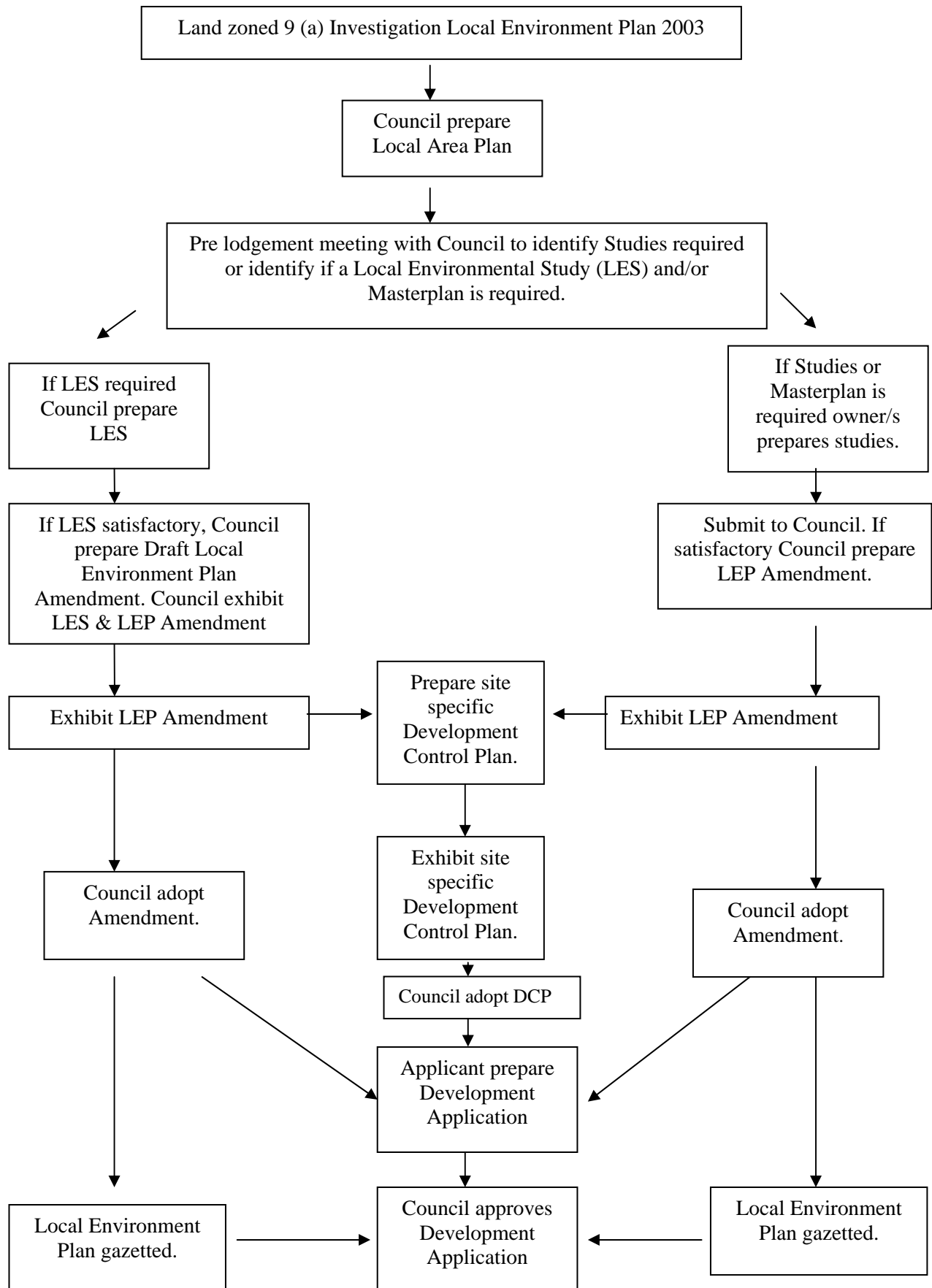
The first step in the process to rezone land identified in the LAP as possibly suitable for development is for the landowner and/or their agent to have a pre-lodgement meeting with Council Officers. At this meeting, Council Officers will explain the re-zoning process and identify the assessments and studies required.

Bookings for a pre-lodgement meeting are to be made with Council's Town Planning Department. The land-owner (or their Agent) will need to supply the following information when booking the meeting.

- Property title details - address, Lot and DP number.
- Proof of ownership.
- For Agents acting on behalf of an owner, written authorisation from the Owner.

Any studies or assessments already undertaken for the property should be brought to the pre-lodgement meeting.

## VACY LOCAL AREA PLAN



## 2. VACY LOCAL AREA PLAN

### 2.1 INTRODUCTION

#### Citation

This Plan is titled the 'Vacy Local Area Plan 2004'. It is referred to in this document as the Vacy LAP.

#### Land to which this Plan applies

The Vacy Local Area Plan applies to all land in and adjoining the Village of Vacy which is zoned **9(a) Investigation Zone** or **Rural Lifestyle 1(I)** under the provisions of the Dungog Shire Local Environmental Plan 2003. This area is shown on Map 1.

#### Objectives of this Plan

The objectives of the Vacy LAP are:

1. To ensure that development within the Investigation Zone is consistent with and promotes the principles of environmentally sustainable development.
2. To promote coordinated development that will produce sustainable subdivision patterns to allow for closer settlement and/or changes in land uses in the future.
3. To ensure that development within the Investigation Zone is sensitive to the topographic and environmental characteristics of the land.
4. To safeguard indigenous vegetation, habitats and water courses.
5. To retain and protect the rural character of the area and areas with high visual significance.
6. To provide a network of safe access roads and shared pedestrian and cycle pathways within and between areas developed within the Investigation Zone.
7. To minimise the cost to the community of providing, extending and maintaining public amenities and services.
8. To ensure that development within the Investigation Zone does not prejudice the interests of agriculture within the zone and adjoining areas.



**VACY LOCAL AREA PLAN 2004**

**MAP 1 – VACY INVESTIGATION ZONE**



## 2.2 PLANNING FOR VACY

Key issues identified during the study process and community consultation are addressed in the Vacy LAP.

- Roads and road access
- Pedestrian and cycle access
- Existing pattern of land subdivision
- Need to protect habitat
- The need to protect the waterways
- Flooding along the Allyn and Paterson Rivers
- The need to retain the rural character of the area and protect areas of high visual significance.

### Roads and Road Access

#### The Issues

The Gresford Road is a major thoroughfare within the Shire, with a significant proportion of traffic on this road being through traffic. This road has a 100 kilometre speed limit in the sections to the north and south of the village. There is already some conflict between local and through traffic and, if not appropriately managed, there is potential for the level of conflict to increase as the population of the Vacy and Gresford areas grow and tourism in the Shire increases.

Traffic is also increasing on the roads connecting Vacy to other areas within the Shire.

Under previous patterns of subdivision, lots with frontage to the main and collector roads were permitted driveway access from these roads. The continued use of private driveway access off collector roads is highly undesirable given the potential conflict between the siting of driveways and through traffic. The conflict is compounded by narrow roads and verges combined with limited site lines and, in some cases, 80 to 100 kilometre speed limits.

The LAP contains design criteria for new subdivisions that restrict direct access to collector roads from private driveways. Increased use of existing driveways to service new battle-axe lots is also prohibited in this Plan.

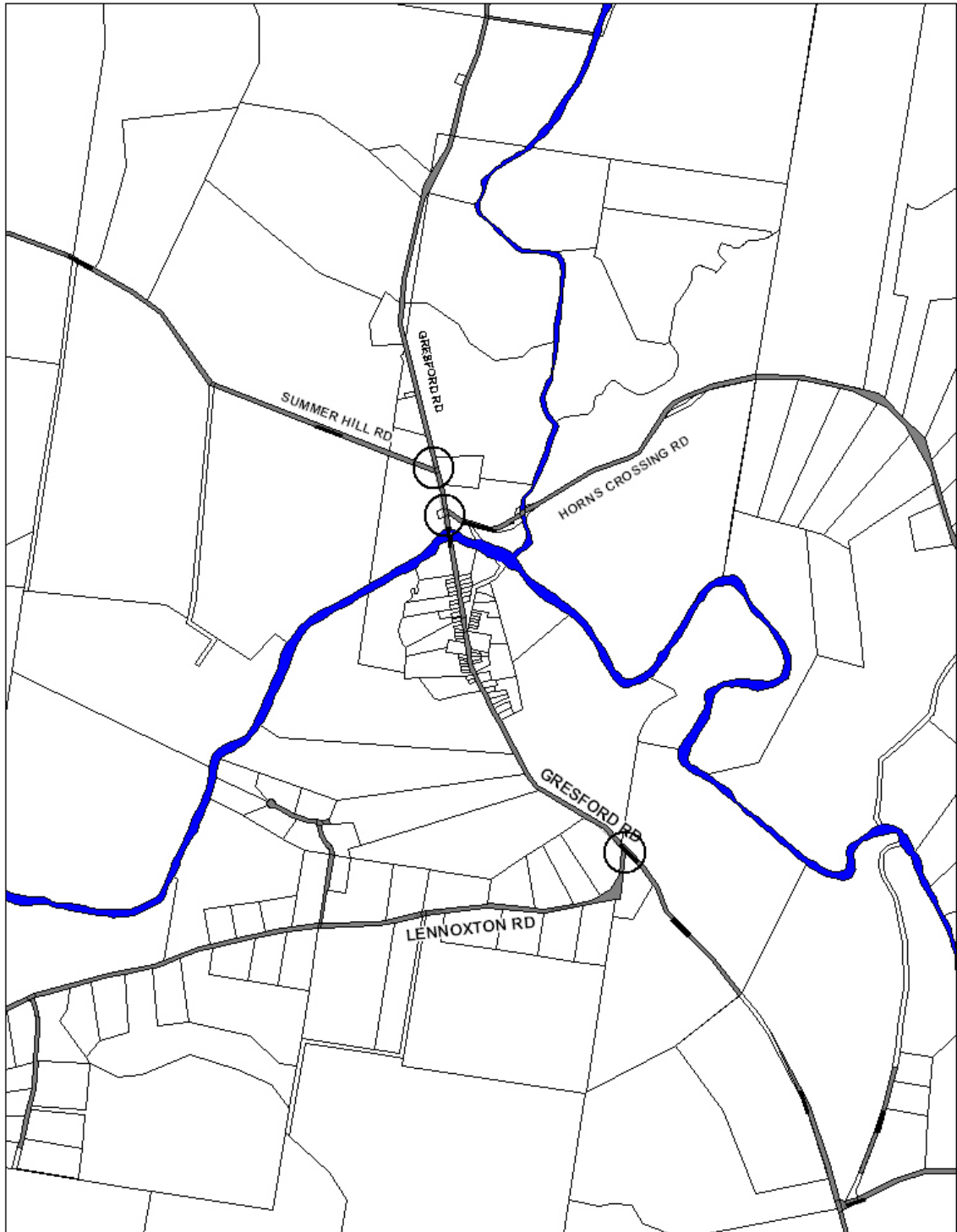
The collector roads in the Vacy Investigation Area are:

- Gresford Road (MR 101)
- Lennoxton Road
- Summer Hill Road
- Horns Crossing Road

Within the Investigation Zone, Dungog Council has identified the corner of Lennoxton and Gresford Road as needing upgrading prior to, or in conjunction with further development of land serviced by Lennoxton Road.

**VACY LOCAL AREA PLAN 2004**

**MAP 2 – COLLECTOR ROADS**



○ Intersections requiring upgrading

### Planning Approach

In new subdivisions access to the collector roads will be by properly formed local roads and appropriately designed and sited intersections. Existing intersections may need to be upgraded or relocated. There will be no new direct driveway or right of way access from private dwellings to collector roads. Where required, access ways for emergency access will be permitted.

In designing subdivisions, careful consideration needs to be given to the internal road network. Roads, unlike land uses or buildings, tend to become permanent features of a settlement. As such it is important that the road layout be conducive to the long term sustainability of the area.

For local roads within subdivisions, preference is for through, connecting roads rather than cul-de-sacs and right-of ways. A connected road network will minimise driving distances and provide for more than one entry-exit point within each subdivision. This is important particularly in areas potentially subject to bush fire or flooding. A connected road network will also encourage community interaction and facilitate development of bus routes, including school bus routes, as the need emerges.

### Desired Outcomes

- Reducing vehicular conflict and the potential for conflict through a significant reduction in the number of driveway access points to collector roads.
- To deliver a high level of access and permeability via a network of inter-connecting roads in and between subdivisions, not a series of cul-de-sac roads or right-of-ways.
- To deliver a road network that will support closer settlement in the future.

## **Pedestrian and Cycle Access**

### The Issue

There is no public transport in Vacy to provide access to the village for people living in outlying areas. In addition, there has been no provision for pedestrians or cycle routes along the collector roads. Due to the narrow, unformed verges and, in some cases, higher speed limits (80 to 100km), the collector roads do not provide a desirable environment for pedestrians and cyclists.

Vacy Bridge is a historic bridge that forms part of the character of the town. The bridge is very narrow and lack of space for safe pedestrian and cycle access is an issue that needs to be addressed by the RTA in conjunction with Council.

### Planning Approach

Where feasible, to incorporate shared pedestrian and cycle pathways within new subdivisions and to link these routes with adjoining subdivisions. In some areas the design intent will be to establish a shared pathway link to the Vacy village centre.

### Desired Outcome

- A network of shared pathways providing safe pedestrian and cycle access in and between subdivisions and, where feasible, to create links between subdivisions and Vacy village.

### Existing Pattern of Subdivision

#### The Issue

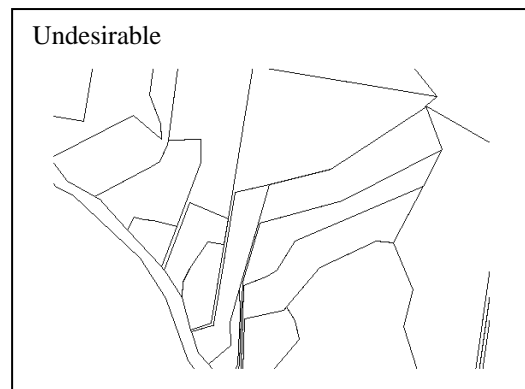
Under previous planning schemes subdivision of rural land in some areas within the Shire was undertaken on an adhoc, uncoordinated basis. This has resulted in significant fragmentation in land holdings. In order to provide access to existing roads and/or river frontage, some of the lots created were long and narrow and/or with battleaxe or highly irregular shape.

Most of the area within the Vacy Investigation Zone is still held in relatively large holdings. There has been some smaller lot subdivision in Lennoxton and Horns Crossing Road. Further adhoc sub-division of these smaller existing lots would increase fragmentation and is not considered desirable. Fragmentation also creates long term access and servicing problems.

#### Planning Approach

Emphasis is on creating a coordinated and integrated approach to subdivision design within the Investigation Zones. The Vacy LAP does not permit further subdivision of individual lots where the lots are small, irregular in shape and/or where the width to depth ratio of the lot is less than 1:3. These lots are identified in the LAP.

Subdivision of these identified lots may only be permissible if it can be achieved through consolidation of adjoining lots and/or co-operation with adjoining land-owners to form a viable subdivision design area. Masterplans may need to be prepared for subdivision design areas.



The Masterplan will detail the road network, lot layout, provision for open space, habitat corridors, environmental and scenic protection zones and shared pedestrian and cycle pathways within the subdivision design area.

Where there are lots suitable for subdivision that do not have existing public road frontage, the subdivision design for the adjoining lots with road frontage must ensure that provision is made for road and shared pathway access to the adjoining land. This will prevent the sterilisation of developable land.

#### Desired Outcomes

- No fragmentation and adhoc subdivision of land.

- A co-ordinated and integrated pattern of subdivision which is suitable for closer settlement patterns in the future to meet the needs of the Vacy village.
- A co-ordinated approach to staged subdivision and land release.
- To avoid sterilisation of adjoining or 'land-locked' properties.
- Creation of the opportunity for the development of an integrated community, not a series of separate enclaves.
- Creation of a strong network of pedestrian, cycle and open space links throughout all subdivisions and, where required by Council, to Vacy village.

### Habitat Protection

Information on the vegetation types in the Vacy Investigation Area is contained within the ERM Mitchell McCotter (1998) report on the Biological Diversity Study for the Paterson Planning District and the ME Greenwood (1999) Dungog Vegetation & Biodiversity Study report. The Vacy Investigation Area lies within the Paterson Planning District.

Four vegetation types have been identified within the Vacy Investigation Area:

- Open forest - in the area between the village and Lennoxton Road and on the southern side of Lennoxton Road on the foothills and slopes of the Mount Johnstone Range.
- Woodland - small pockets of woodland are found to the north and east of Vacy.
- Riverine Forest - narrow corridors along the Paterson river, Allyn Rivor and Mirari Creek.
- Rainforest - small pockets in the sheltered gullies surrounding Mt Johnson.

A number of rare and endangered flora and fauna species have been sighted in the Vacy Investigation Area. These include Eucalyptus glaucina, phasocogales, koalas and broadnose bats.

Within the Vacy Investigation Zone, the Mount Johnstone range to the south of Lennoxton Road has been identified as a key habitat area. As shown in Map 3, there is a wildlife corridor extending along this range, through to and across the Paterson River.

The Native Vegetation Act 2003 and the accompanying Native Vegetation Regulations 2005, (which are expected to come into force in mid-2005), restrict the clearing of native vegetation. Under the proposed Regulations, a Property Vegetation Plan (PVP) is to be prepared for properties that have native vegetation. The PVP will require the approval of the Local Catchment Management Authority before any clearing of native vegetation (including mature stand-alone trees) can occur. The provisions of the Native Vegetation Act and Regulations must be addressed as part of the planning and assessment process for land within the Investigation Zone. Information on the Native Vegetation Act and Regulations is available from Dungog Shire Council.

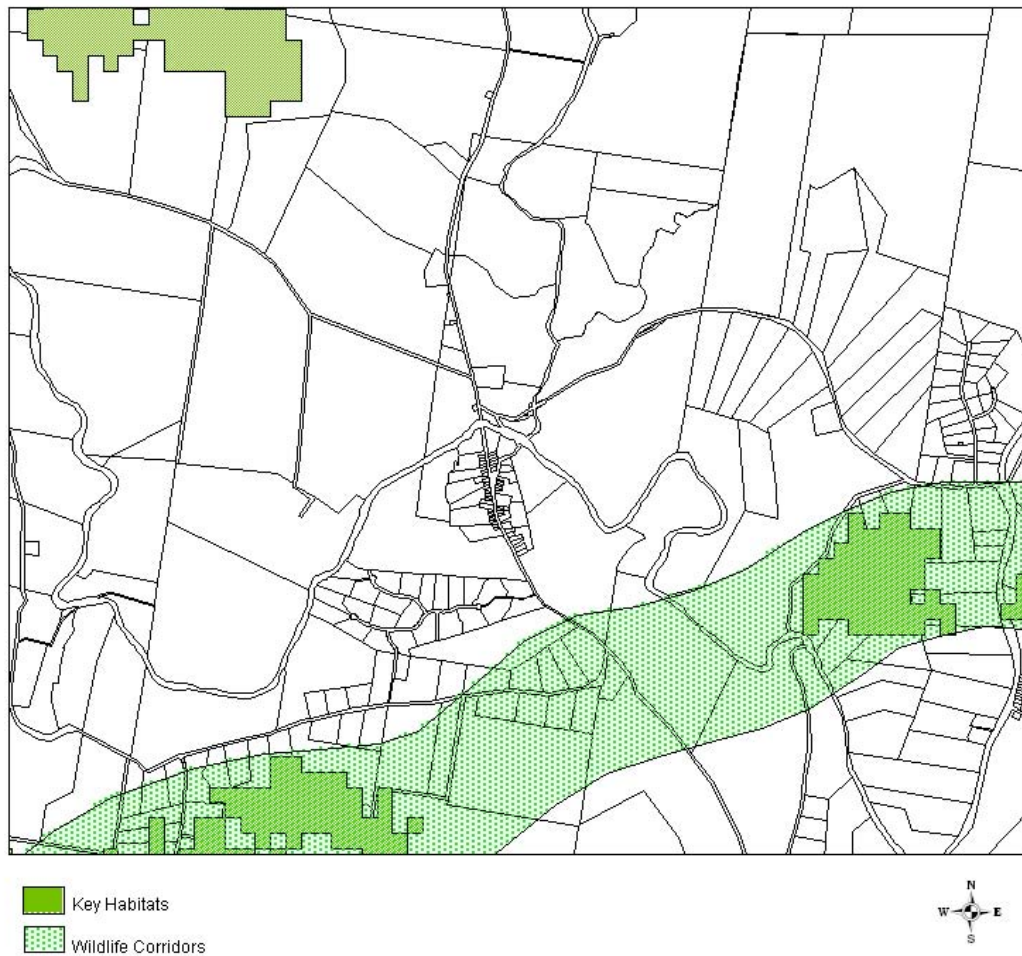
### Planning Approach

Habitat, flora and fauna assessments are to be undertaken as part of the rezoning process. This must include addressing the requirements of the Native Vegetation Act 2003 and Regulations 2005. At the rezoning stage strategies for managing areas identified as having habitat value must be identified. These strategies may include rezoning significant habitat areas as open space or environmental protection zones, provision of protective

buffers and set-backs, increasing the minimum lots size, minimising clearing and avoiding structures or development in habitat areas.

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**MAP 3 – KEY HABITAT AREAS - WILDLIFE CORRIDORS**



Desired Outcomes

- Preservation and protection of habitat that supports viable wildlife communities, particularly rare and endangered species.
- Establishment of a network of interconnected wildlife corridors not isolated protection zones or remote 'islands' of habitat.
- Protection of watercourses and the vegetation along these watercourses.

**Bushfire**

The Issue



There are areas within the Investigation Zone that are prone to bushfire. These areas are identified on the 'Dungog Shire Bushfire Prone Land ' map and shown in Map 4. Within the Vacy Investigation Zone, the main area of bushfire prone land is located in the Lennoxton Road - Vacy Downs area to the south of Vacy. There are also small pockets of bushfire prone areas just north of Summer Hill Road and on the eastern fringe of the Horns Crossing Road area.

### Planning Approach

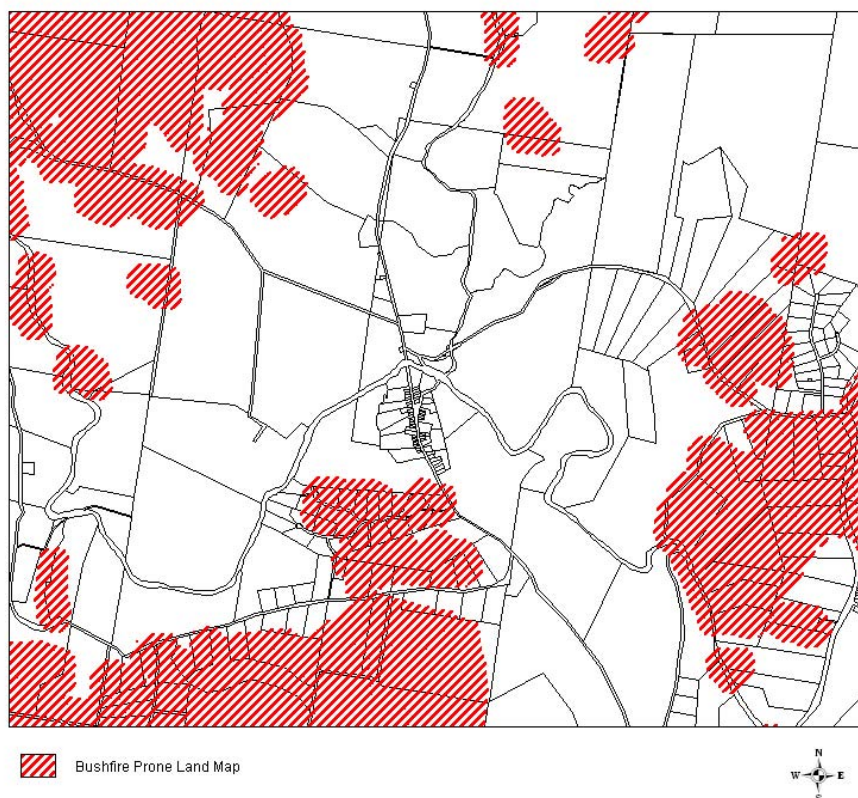
All subdivision design must comply with the provisions of the NSW Rural Fire Service requirements as specified in the 'Planning for Bushfire Protection 2001', and/or other relevant bushfire regulations.

### Desired Outcome

- To minimise the risk to people and property from the impacts of bushfire.

## VACY LOCAL AREA PLAN 2004

### MAP 4 – BUSHFIRE PRONE AREAS



### Waterways – River Foreshores

#### The Issues

The Paterson and Allyn Rivers converge at Vacy. These, and other watercourses within the Investigation Zone play an important role within the Vacy area. Shire-wide, these



watercourses contribute to the sustainability of agriculture, recreation, tourism, water supply, habitat and bio-diversity. Locally, they influence microclimate and are part of the local character of Vacy.

Issues include:

- The cumulative negative impacts of development.
- Preventing pollution from effluent and stormwater runoff and other activities.
- Maintaining water quality and the flow of the rivers by limiting the pumping of river water.
- Minimising impacts of development on the ecology associated with watercourses and wetlands.
- Protecting and re-establishing Riverine Forest along the Allyn and Paterson Rivers.

Flooding is an issue along both the Paterson and Allyn Rivers. A flood study has been undertaken for the Paterson River downstream of Vacy, with floodprone areas for the 1:100 year flood event shown by Map 5. Any proposal to develop on the floodplain of the Allyn or Paterson Rivers upstream of Vacy will need to assess the flooding regime to identify the 1:100 year flood level.

The LEP2005 and Rural Strategy 2003 prohibit Rural Lifestyle and Rural Enterprise development on land affected by the 1% (1:100 years) flood level. Under the LAP these areas are excluded from the Investigation Zone.

For further information on flooding and planning controls is available from Dungog Shire Council.

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**MAP 5 – FLOOD MAP - 1:100 YEAR FLOOD EVENT -  
PATERSON RIVER DOWNSTREAM OF VACY**



 1:100 year flood level



Consideration also needs to be given to future public access to the river foreshore. One or more foreshore reserve areas need to be identified and included as public open space in subdivision plans for land adjoining or in close proximity to the village.

Planning Approach

The planning approach incorporates:

- Protecting watercourse ecology
- Maintaining water quality and water flow
- Providing for public access to the waterways
- Minimising the impacts of flooding

This can be achieved by:

- Providing adequate buffers and set-backs from watercourses, as per the DCP.
- Ensuring that no further riparian rights are created, as required by the LEP and DCP.
- Prohibiting further subdivision and development of the river foreshore areas. New lots with river frontage cannot be created for Rural Lifestyle or rural Enterprise use.

- Encouraging foreshore areas to be kept in one title and zoned appropriately.
- Providing public access to foreshore areas.
- Encouraging the re-establishment of riverine Forest where appropriate.
- Encouraging the installation of package sewage treatment plants rather than on-site effluent management systems.

### Desired Outcomes

- Protection of riparian vegetation.
- Maintenance of water quality and water flow.
- Providing public or community access to the river foreshore areas.
- Minimising the impact of flooding on people and property.

### **Visual Impact**

#### The Issue

Retention of the rural character and appearance of the Vacy area is very important to both the Vacy community and Shire residents. Areas within the Investigation zone nominated by the Vacy community as having high scenic value are:

- Mount Johnstone and range to the south of Lennoxton Road
- The river flats adjoining the north-western end of Vacy Bridge - between the Paterson River and Summer Hill Road.
- The rural scenery along Gresford Road on the northern and southern approaches to the Village

#### Planning Approach

Emphasis is on protecting the character and visual identity of the area. The LAP identifies areas where a visual and view shed analysis will be required as part of the planning process.

Design criteria for development with areas of high scenic value **may** also include:

- Limiting or prohibiting further subdivision and development in areas of high scenic value.
- Increasing the minimum lot size to avoid impact of dwellings and structures within significant view sheds.
- Appropriate siting and setbacks of new development, as per the Shire-wide DCP.
- Use of landscaped buffers, including corridor tree planting along the Gresford Road entrances to Vacy. Buffers zones along collector roads will need to be in one ownership to ensure effective management and control.
- Siting dwellings so that they front collector roads. Backyards will not be able to have direct frontage to collector roads.
- Height limits on buildings, including limiting dwellings to single storey.

It is recommended that a Corridor Tree Planting Policy be developed for Gresford Road to ensure consistency in species planted.

### Desired Outcomes

- Retention of the rural character and setting of Vacy.

- Protection of areas of high scenic value, including Mount Johnstone and the rural vistas along Gresford Road.
- Minimise visual impact of rural residential development from the main routes through Vacy. New development will be appropriately sited with landscaped buffers / corridor tree planting to these main routes.
- Establish entry statements to the village.

### **Future Growth of Vacy**

#### The Issue

There is already pressure within Vacy for additional residential lots. Growth has been constrained by the lack of access to the sewer. Planning for the sewer is in the preliminary stage with Council currently evaluating options. Provision of the sewer is expected to be a medium to longer term project.

As the population in and around Vacy increases, there is likely to be demand for the provision of additional facilities and services in the village, including shops and recreation facilities. Under the provisions of the LEP2005, no land has been identified or zoned to provide for the future expansion of village activities.

There are a number of larger lots abutting Vacy village that are already zoned for Rural Lifestyle. Subject to the provision of town water and connection to a sewage system and these lots having no flooding, environmental or access/egress constraints, these lots will be able to be rezoned and developed for residential or other village-related use. These lots are shown on Map 6.

There is also other land in very close proximity to the village that has been zoned 9(a) Investigation Area and identified as potentially suitable for Rural Lifestyle and/or rural enterprise development. This form of development envisages subdivision with a minimum lot size of 8000 square metres. Once subdivided and developed for either of these uses it may be difficult to re-consolidate and redevelop this land to meet the future needs of the village. Some of this land may also be suitable for future village use, (subject to provision of town water and sewer, and the land having no flooding, environmental or access/egress constraints).

#### Planning Approach

Subject to availability of water and sewer services and lack of environmental or flooding constraints, existing Rural Lifestyle lots within the Vacy Village will be able to be rezoned and subdivided for residential or village uses.

There are also areas within the Investigation Zone within very close proximity to the village boundary that may be suitable for the future expansion of the village. These Lots are:

- Lot 66 DP835183
- Lot 1 DP782601
- Lot 1 DP 15187

Lot 5 DP15187 which also abuts the village is not suitable as this property is flood affected.

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These lots are shown on Map 6.

Further investigation of these lots is required to determine their suitability for future village uses. In particular, it needs to be determined whether these lots are flood-free and could be connected to the water supply and sewerage via an on-site package treatment plant.

Following these investigations, an area or areas, should be identified for future village uses. Key areas should be identified and rezoned for future village uses. The key areas should be land-banked to ensure that they are available for future development.

Land surrounding these key areas should be subdivided and developed in such a way that it can be further subdivided in the future as required. For example, the subdivision could be designed as a residential subdivision and then the lots amalgamated into larger parcels of 8,000sq metres and sold as rural lifestyle lots.

Alternatively, if not required for a land bank, and environmental, water and sewerage requirements can be met, consideration may be given to allowing closer settlement of all or parts of Lot 66 DP835183, Lot 1 DP78260 and/or Lot 1 DP15187, with the minimum lot size being reduced (for example, to 2000 square metres).

Given the constraint imposed by the Vacy Bridge, smaller lot subdivision will only be allowed in Precinct A on these nominated lots which adjoin Vacy Village.

### VACY LOCAL AREA PLAN 2004

#### MAP 6 – POTENTIAL FUTURE VILLAGE USE



Potential future village use



## 2.3 PLANNING PRECINCTS

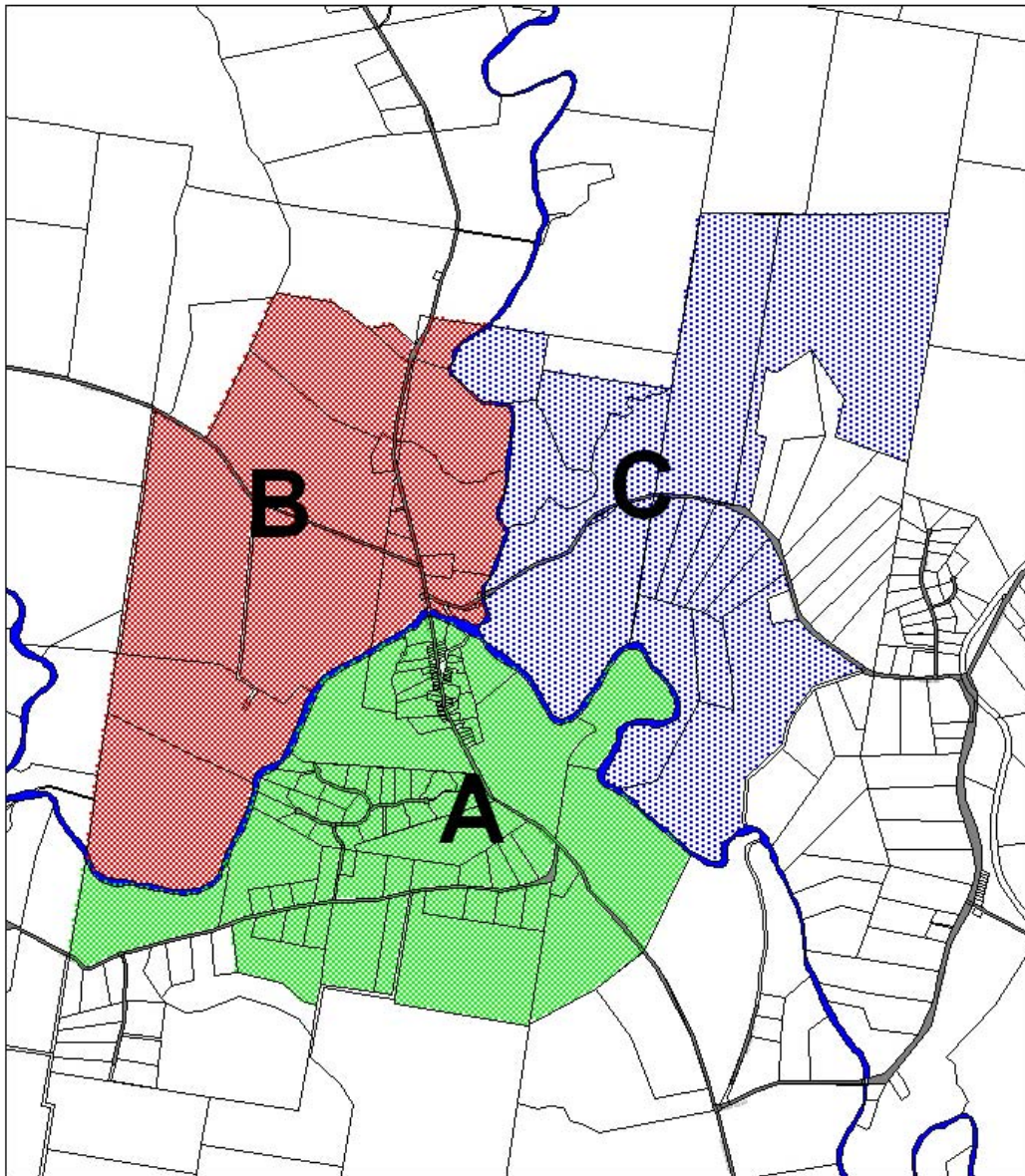
The Vacy LAP divides the Investigation Zone into 3 planning precincts. These precincts are shown on Map 7.

Precinct A	Vacy South
Precinct B	Vacy North
Precinct C	Vacy East - Horn Crossing Road

Each Precinct is divided into planning areas. These areas are shown on Map 8.

### VACY LOCAL AREA PLAN 2004

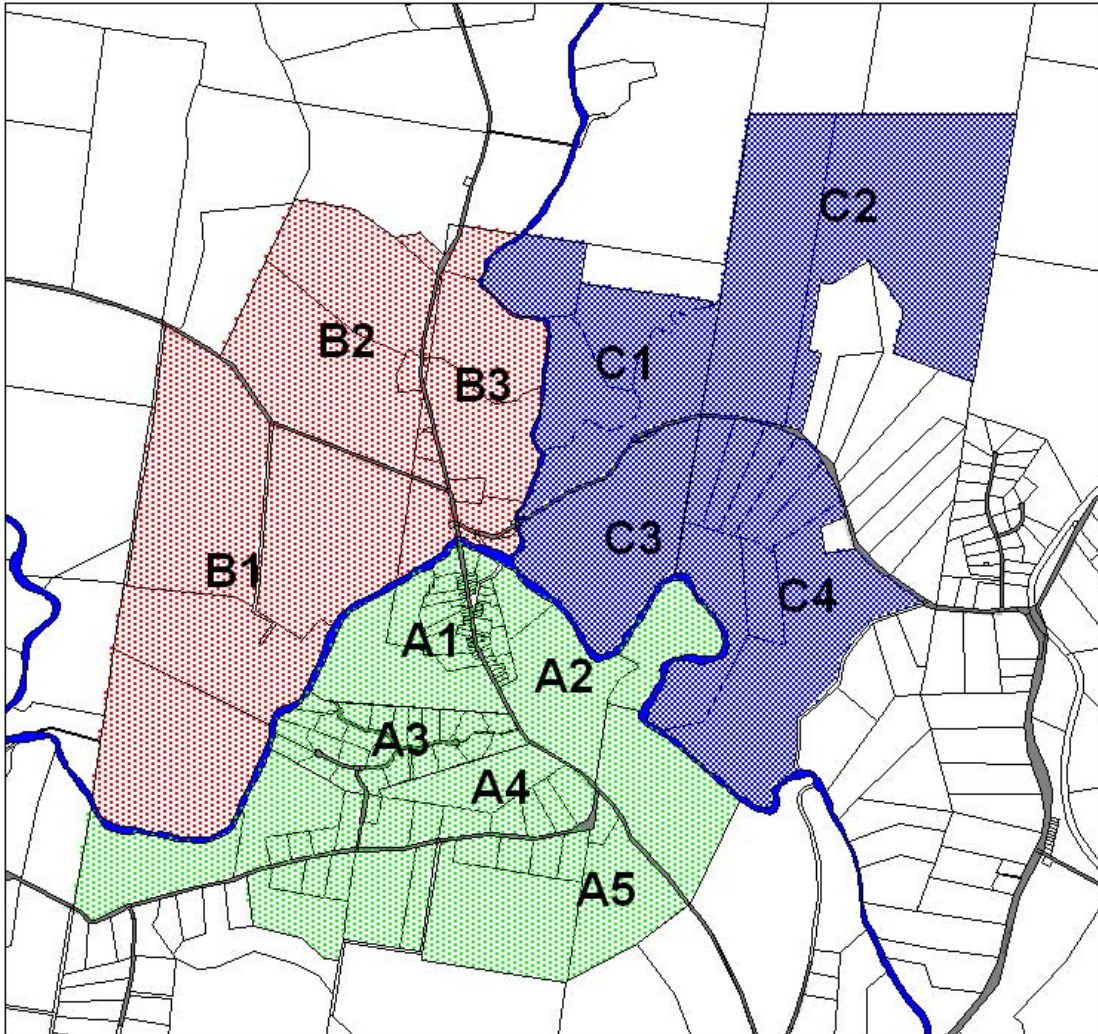
### MAP 7 – PLANNING PRECINCTS





**VACY LOCAL AREA PLAN 2004**

**MAP 8 – PLANNING AREAS**



## **2.4 COMMUNITY TITLE DEVELOPMENT**

As outlined in the Dungog Shire Rural Strategy 2004, Council's stated preference is for subdivision within the Investigation Zone to be undertaken as Community Title developments.

Community Title Subdivision enables the creation of individual allotments within a site, while retaining significant areas as common property for communal ownership. Common property can include areas and facilities such as roads, footpaths, bicycle ways, playgrounds, open space and sewage treatment plants.

Common property within the development will be owned and managed by a body corporate ('association') comprising all lot owners. The association will own the common areas, (referred to in the Act as 'association property') for its members in shares

proportional to the member's unit entitlement, based on site values, which will determine voting rights and contributions to maintenance levies.

Community title legislation allows for flexibility in the management and administration arrangements operating within a scheme. This is achieved by providing for a multi-tiered management concept and by permitting a management statement to be prepared for each scheme, setting out the rules and procedures relating to the administration of, and, participation in, the scheme.

## 2.5 MASTERPLAN

A number of the Planning Areas within the Investigation Zone will be required to prepare and submit a Masterplan as part of their rezoning application to Rural Lifestyle 1(l) or Rural Enterprise 1(e).

The Masterplan will provide a 'blue print' for the development of an area. It will set the vision and design principles for the area. A Masterplan will show how the area will ultimately be developed - which land is to be developed, how the subdivision will relate to the surrounding area, where the open space will be, how access (vehicle, pedestrian, cycle) will be provided, how areas of scenic and/or habitat value will be protected and how risks (eg bushfire, flooding) will be mitigated.

Under the provisions of the LAP, a Masterplan will generally be required where there are:

- Large parcels of land that are likely to be developed in stages.
- A variety of lots in individual ownership, where the layout and/or size of the lots are not suitable for subdivision on an individual basis.
- Lots within a Planning Area that do not have frontage to public roads.
- Lots with a range of physical and/or environmental constraints that limit the capability of the land.

### **Masterplan Objectives**

- To ensure that land is subdivided in a way that ensures long term sustainability, enabling further subdivision in the future.
- To manage the development of land in different ownerships to ensure that development does not sterilise or land-lock subdividable land within the Planning Area from future subdivision
- To ensure that new subdivisions respond appropriately to site features and topography, protecting areas of visual and/or habitat significance and minimising possible risks (eg bushfire, land instability, flooding etc)
- To ensure that new subdivisions are effectively linked into a public road network, and that the internal subdivision road network allows connectivity between areas.
- To provide for pedestrian and cycle access, throughout the subdivision and to adjoining areas, encouraging community interaction.
- To create and maintain a sense of place.

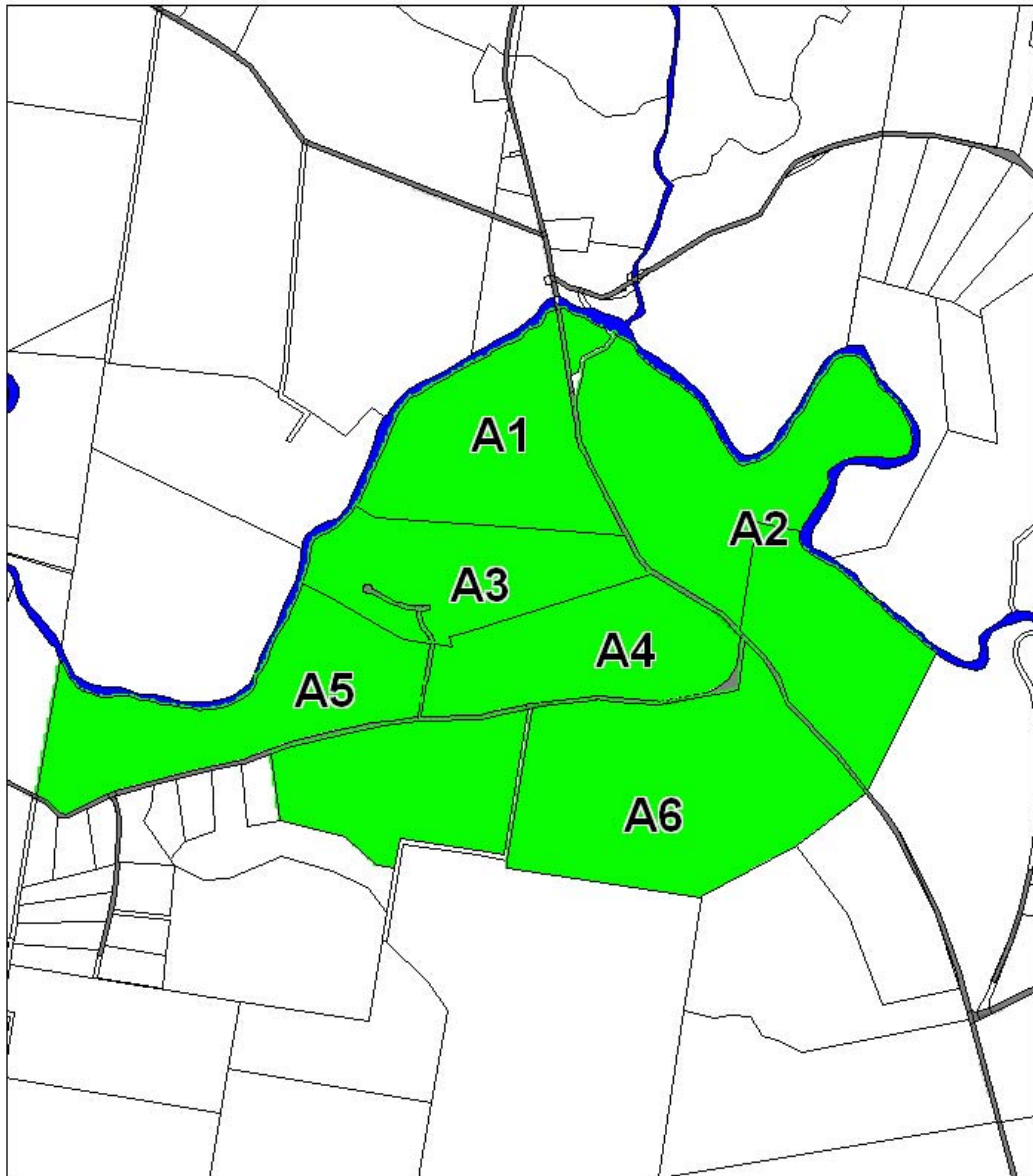


### **Requirements**

- Where a masterplan is required by the LAP, applications to rezone and subdivide land (whether the land is in the same or different ownerships) must be accompanied by a masterplan.
- The masterplan is to be prepared by a qualified urban designer, surveyor, urban planner and/or other suitably qualified professional.
- The masterplan is to apply to the entire area defined in the LAP.
- The masterplan is to address:
  - The relationship of the proposed subdivision with immediate adjoining land uses and the surrounding locality.
  - Connectivity with adjoining land so that adjoining vacant land can be developed in an orderly and economic manner.
  - The road network - in relation to ease of access, connectivity and in regard to fire and flood risk and means of evacuation.
  - Cycleway or shared pathway connections as required by the LAP.
  - Open space provision.
  - Protection of areas of high scenic and/or habitat value.
  - Mitigation against natural hazards, including defining the extent of clearing required for bushfire asset protection zones.
  - Building envelopes.
  - How residue land (where not dedicated to Council as a reserve) is to be treated.

### 3. PRECINCT A – VACY SOUTH

Precinct A incorporates all land south of the Allyn River and west of the Paterson River that is zoned 9(a) Investigation Zone and 1(l) Rural Lifestyle. The Precinct is divided into six (6) Planning Areas, numbered A1 to A6.



#### 3.1 PLANNING AREA A1

##### The Area

Planning Area A1 abuts the western edge of Vacy Village and is defined as the area bounded by Gresford Road to the east, the Paterson River to the north and west and the Vacy Downs subdivision to the south. There are 12 lots within Area A1.

- Lots 30, 31, 32, 33 DP 15187
- Lots 1, 8, 11, 23, 29, 34, 35 DP 15187
- Lot 69 DP716196
- Lot 1 DP 782601

Lots 30, 31, 32, 33 DP 15187 are small residential size lots that are zoned Rural Lifestyle.

Lots 8, 11, 23, 28, 35 DP 15187 and Lot 69 DP716196 are zoned 1(l) for Rural Lifestyle. Each of these lots has frontage to Gresford Road, with all lots except Lot 35 being battle-axe shaped lots.

Part of Lot 1 DP15187 has been zoned 2(v) Village.

### Development Potential

**Lots 30, 31, 32 and 33 DP 15187** are residential size lots and no further subdivision is permissible.

**Lots 8, 11, 23, 29, 34, 35 DP 15187 and Lot 69 DP716196** - Subject to availability of sewer and reticulated water and no environmental or flooding constraints, these existing Rural Lifestyle lots within the Vacy Village may be rezoned and subdivided for residential or village uses **in accordance with** the Masterplan to be prepared for Area A1. No lot will be able to be subdivided and developed on a stand-alone basis.

**Lot 1 DP782601 and Lot 1 DP 15187** - Further investigation of Lot 1 DP782601 and Lot 1 DP 15187 is required to determine whether these lots are suitable for future village uses and/or for smaller lot sizes (eg 2000 sqm) than permissible in the Rural Lifestyle zone. In particular, it needs to be determined whether these lots can be connected to the town water supply and sewered via an on-site package treatment plant.

In developing this area, access will be a major consideration. Existing access points to Gresford Road will need to be rationalised with 1 or 2 properly formed roads providing access to Area A1. No lots created by subdivision will be able to have to driveway or right-of-way access from Gresford Road to service a private dwelling. In addition, the internal road network within Area A1 must link with Sanctuary Way within the Vacy Downs subdivision. A road link must be provided to Lot 1 DP78260 if this property if this property is assessed as having land suitable for Rural Lifestyle or Rural Enterprise development.

While community title development is Council's preferred form of development, it may be necessary for the key access road/s to be dedicated as a public road and/or for infrastructure such as the package sewage treatment plant and water supply to be dedicated to Council. Alternatively, there may be opportunity for Council and the proponents of Area 1 to undertake a joint venture in relation to sewerage the Village and Area A, and augmenting the water supply.

### Masterplan

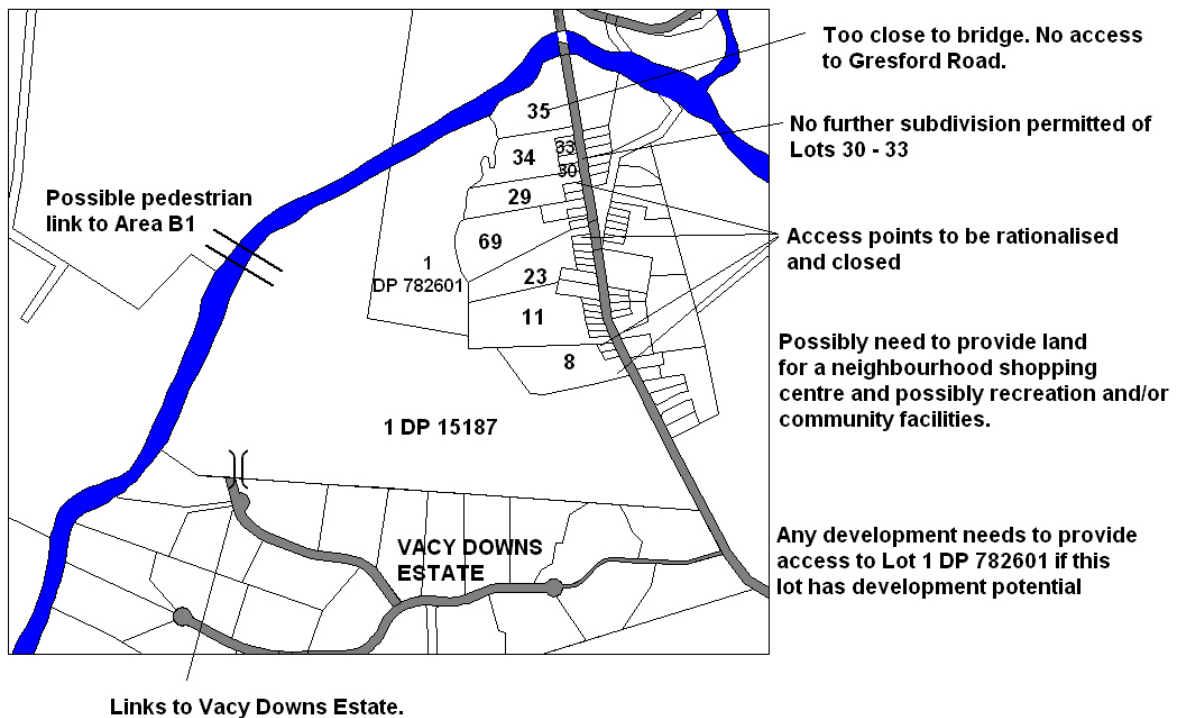
A masterplan is required to assess land capability and determine the most appropriate pattern of subdivision for Area A1. As part of the Masterplanning process, the following issues are to be addressed and resolved:

- Future village needs - With the population growth expected in the area, there is likely to be demand for a small neighbourhood shopping centre in the future and possibly additional community and recreation facilities.

- Provision of sewer and water.
- Access to / from Gresford Road.
- Flooding - parts of the area are flood liable and areas below the 1:100 year flood level cannot be developed for Rural Lifestyle or Rural Enterprise uses. In addition development of the area cannot result in increased runoff and flooding in adjoining properties or downstream.
- Pedestrian - cycle access across the Paterson River. At the Vacy Community meeting it was suggested that a pedestrian bridge be provided across the Paterson River to provide a direct link between Area B1 and the village centre. The feasibility of this link needs to be assessed and if a feasible location is identified, then an access corridor is to be provided between this location and the village centre.

The masterplan is to show the subdivision layout, road network, pedestrian and cycle access routes, open space and interface with the Paterson River. The Masterplan should demonstrate how development of the area can be staged. It is likely that only part of the area will be needed for residential development in the near future, with the remainder of the site developed as Rural Lifestyle and/or Rural Enterprise. In designing the Rural Lifestyle / Rural Enterprise areas, consideration should be given to road and lot layouts that will enable subdivision for residential in the future.

### PLANNING AREA A1



## **Issues & Performance Criteria**

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area A1 must address:

<b>Issue</b>	<b>Planning Considerations / Performance Criteria</b>
Need for co-ordinated development	<ul style="list-style-type: none"> <li>▪ Masterplan to be prepared for Area A1.</li> <li>▪ No subdivision of individual lots on a stand-alone basis.</li> </ul>
Future expansion of Vacy Village in relation to providing land for residential, retail-commercial, recreation and community needs.	<ul style="list-style-type: none"> <li>▪ As part of the Masterplanning process - identification of future needs of the village and allocation of land to meet these needs.</li> </ul>
Gresford Road is an entry point to Vacy. The visual Impact of development along Gresford Road needs to be minimised.	<ul style="list-style-type: none"> <li>▪ Visual assessment to be undertaken to determine set-back requirements. These may vary from the DCP, with the Visual Assessment requirements having precedence.</li> <li>▪ Landscape buffer / corridor tree planting along the Gresford Road frontage to create a village entry statement in accordance with any Landscape Policy for the Gresford Road Corridor.</li> <li>▪ No backyards to have direct frontage to Gresford Road.</li> </ul>
Access to Gresford Road	<ul style="list-style-type: none"> <li>▪ Need for an appropriately designed and sited access road/s to service Area A1. The location and design will need to be determined in conjunction with the RTA and Council.</li> <li>▪ No lots created by subdivision are permitted to have private driveway or right-of-way access of Gresford Road.</li> </ul>
Internal access roads	<ul style="list-style-type: none"> <li>▪ Must link with Sanctuary Way in the Vacy Downs subdivision.</li> <li>▪ Must provide access to Lot 1 DP782601 if this lot is assessed to have development potential.</li> </ul>
Shared access ways - pedestrian and cycle ways.	<ul style="list-style-type: none"> <li>▪ To link with the existing Village, in particular to the school and recreation area.</li> <li>▪ To link with a future neighbourhood shopping centre and other recreation - community facilities.</li> <li>▪ To provide a pedestrian bridge link with Area</li> </ul>

## VACY LOCAL AREA PLAN

	B1 (if feasible).
Paterson River foreshore	<ul style="list-style-type: none"><li>▪ Riparian vegetation corridor to be defined and protected.</li><li>▪ No additional riverfront lots or riparian rights to be created, other than for recreation - open space uses.</li><li>▪ The need for public access to the river foreshore to be assessed and addressed.</li></ul>
Flooding	<ul style="list-style-type: none"><li>▪ Rural Lifestyle and Rural Enterprise development is not permissible on land located below the 1:100 year floodlevel.</li></ul>

### 3.2 PLANNING AREA A2

Area A2 incorporates the land south of Vacy Bridge, bounded by the Paterson River to the east and Gresford Road to the west. The area incorporates 13 parcels of land:

- Lots 5, 7, 36, 37, 38, 39, 40, 41, 42, 44 DP15187
- Lots 451 DP865524
- Part Lot 452 DP865524
- Lot 602 DP597663
- Lot 66 DP835183
- Lot 123 DP 1063557 (eastern part)

The western part of Lot 452 DP865524 has been zoned for 2(v) for Village Use, while the eastern part has been zoned Rural Lifestyle. There is a motel developed on this site.

Lot 65 DP835183 which adjoins the Investigation Zone is zoned 2(v) Village. Lot 65 is a large parcel of undeveloped land that should be assessed and planned in conjunction with the surrounding land within the Investigation Zone.

Lots 36, 37, 38, 39, 40 and 44 DP15187, Lot 451 and Part Lot 452 DP865524 and Lot 602 DP597663 have already been zoned for Rural Lifestyle. Lots 37 - 40 are residential size lots.

#### Development Potential

Large tracts of Area A2 are reported to be flood prone and not suitable for development. Development for Rural Lifestyle or Rural Enterprise use is not permissible on land lying below the 1:100 year flood-level.

**Lots 37, 38, 39 and 40 DP 15187** are residential size lots and no further subdivision is permitted.

**Lots 36 and 44 DP15187** - parts of these lots appear to be flood-prone. If, after assessment, these lots are considered suitable for development then they will need to be planned and developed jointly. Subject to detailed assessment and ability to provide sewer and water, smaller lot sizes may be permissible. Access is to be via the road reserve adjoining Lot 44. Given the proximity of Lot 36 to Vacy Bridge, no access from Gresford Road is permitted.

A small arboretum has been established on Lot 44 and part of the road reserve area. The Vacy community has suggested that this area be retained and further developed as a park for the community. It was also suggested that a pedestrian bridge be provided across the Paterson River to provide a safe route for pedestrians and cyclists from Precincts B and C. to access the village, as the Vacy Bridge is very narrow and considered unsafe for pedestrian and cyclists. These suggestions need to be addressed as part of any proposed development of this area.

**Lots 451 and 452** are in the same ownership, with a residence on Lot 451 and a motel on Lot 452. The residence provides the reception area and manager's accommodation for the motel. Access to both lots is provided from the Road Reserve. The adjoining lot (Lot 101 DP 1009577) is zoned 2(v) Village. Flood-free land in Lots 451 and 452 should be rezoned Village to facilitate future residential and/or commercial development.

**Lot 602 DP597663** is located behind the Vacy public school. It abuts the Vacy recreation area to the north and the Village area to the south and west. Given that this site adjoins the school and recreation reserve, consideration should be given as to whether all or part of this land may be required for future expansion of the school and recreation facilities to meet the needs of the growing population of the area. Land not required for school and/or recreation use should be rezoned for Village use subject to the land being flood-free and suitable access being available.

The site has driveway access from Gresford Road. The frontage along Gresford Road is relatively narrow and located just south of a slight bend. If Council / RTA deem that this is not a suitable location for a road access point, consideration must be given to developing Lot 602 in conjunction with the adjoining land, Lot 65 DP835183. Lot 65 is already zoned 'Village'. Alternatively, road access to both Lot 65 and Lot 602 could be via Lot 66 to the south. In developing Lots 65 and 602, provision needs to be made for a pedestrian-cycle link from Lot 66 through this area to the school and recreation reserve.

Flooding is a major issue for **Lots 5 and 7 DP15187** and the northern part of Lot 66 DP835183 with this land lying within the 1:100 year flood zone. As part of **Lot 5 DP15187** adjoins the recreation reserve, this area should be assessed to determine its suitability for recreational use and whether it is required to meet future needs.

**Lot 66 DP835183** - A large part of this Lot appears suitable for development. As this lot abuts the existing village boundary, parts of the property may be suitable for smaller lot subdivision, subject to availability of sewer and reticulated water and no environmental or flooding constraints.

Lot 66 has frontage to Gresford Road. Given the road alignment and topography of the area, the location of the access road for any development on Lot 66 will need to be determined in consultation with the RTA and Council. No lots created by subdivision are permitted to have private driveway or right-of-way access of Gresford Road. Provision is to be made for a flood-free pedestrian-cycle way to link through to the school and recreation reserve. Planning for this Lot needs to be undertaken in conjunction with Lots 65 and 602. A link is to be provided through Lot 66 to Lot 123 and possibly to Lot 7 DP15187 (if land is suitable for Rural Lifestyle use is identified on this Lot).

Were possible, development is to be setback and not visible from Gresford Road, with no backyards to have direct frontage to Gresford Road. Depending on the subdivision layout and potential visual impact, Council may require a landscaped buffer along the Gresford Road frontage.

**Lot 123 DP1063557** - The non-floodprone area of Lot 123 also appears to be suitable for Rural Lifestyle development. Access to this area from Gresford Road will be via one properly formed access road. The internal road network must link with Lot 66 and may need to link to Lot 7 DP15187 (if land suitable for development is available). New lots created cannot have private driveway or right of way access to Gresford Road. A pedestrian-cycleway is to be provided, with this linking to the school and village via Lot 66.

To protect the visual amenity of the entry into Gresford, dwellings are to be well set-back from Gresford Road. No backyards are to have direct frontage to Gresford Road. Council may require a landscaped buffer to be provided along Gresford Road.

**Lot 7 DP15187** appears to be floodprone. If suitable land is available for Rural Lifestyle development then it needs to be developed in conjunction with the adjoining land, namely Lot 66 and Lot 123. Road access to Lot 7 is to be provided from Lot 66 and/or Lot 123.

### Masterplan

**Area North of the Road Reserve** - A Masterplan is not required provided that any subdivision plan identifies all land suitable for development and ensures that access is available to this land.

**Lots 451 and 452** (Motel land) - no Masterplan required. This area should be incorporated in the village zone.

**Lots 602 and 65** - The need for a Masterplan will be determined by access requirements to/from Gresford Road.

- Provided that acceptable access from Gresford Road is available to both lots these lots could be developed independently. Council and the RTA will need to sign-off that suitable access can be provided to both lots before any development on either lot will be considered by Council. A Masterplan will not be required, however the subdivision plans must demonstrate a flood-free pedestrian-cycle way linking Lots 66, 65 and 602 to the school and recreation reserve.
- If acceptable access cannot be provided to one lot, however the other lot has acceptable access, then the subdivision plan needs to apply to both lots. The subdivision plan must provide a flood-free pedestrian-cycle way linking Lots 66, 65 and 602 to the school and recreation reserve.
- If acceptable access cannot be provided to both Lots, then these Lots will need to be considered in conjunction with Lot 66 and other land to the south. A Masterplan is required.

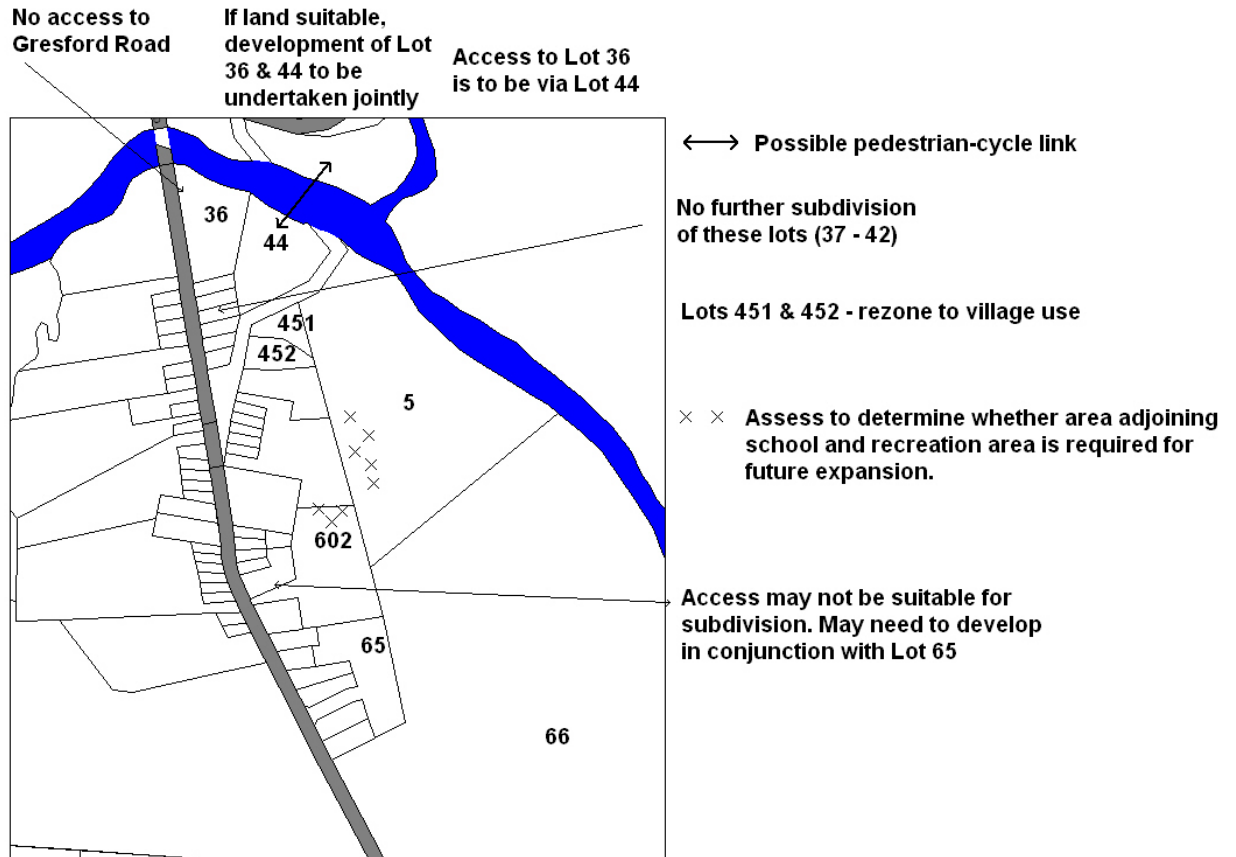
**Lots 5 and 7 DP 15187, Lot 66 DP835183 and Lot 123 DP1063557** - A Masterplan is required for this area. The Masterplan must address:

- Flooding / floodprone land.
- Access from Gresford Road.
- Internal road layout, with access provided between Lots 66 and 123. Road access is to be provided to Lot 7 DP15187.
- Potential to service land (sewerage and water systems).
- Subdivision layout, with the possibility of small lot subdivision on part of Lot 66 close to village.
- Internal pedestrian-cycle way link/s.

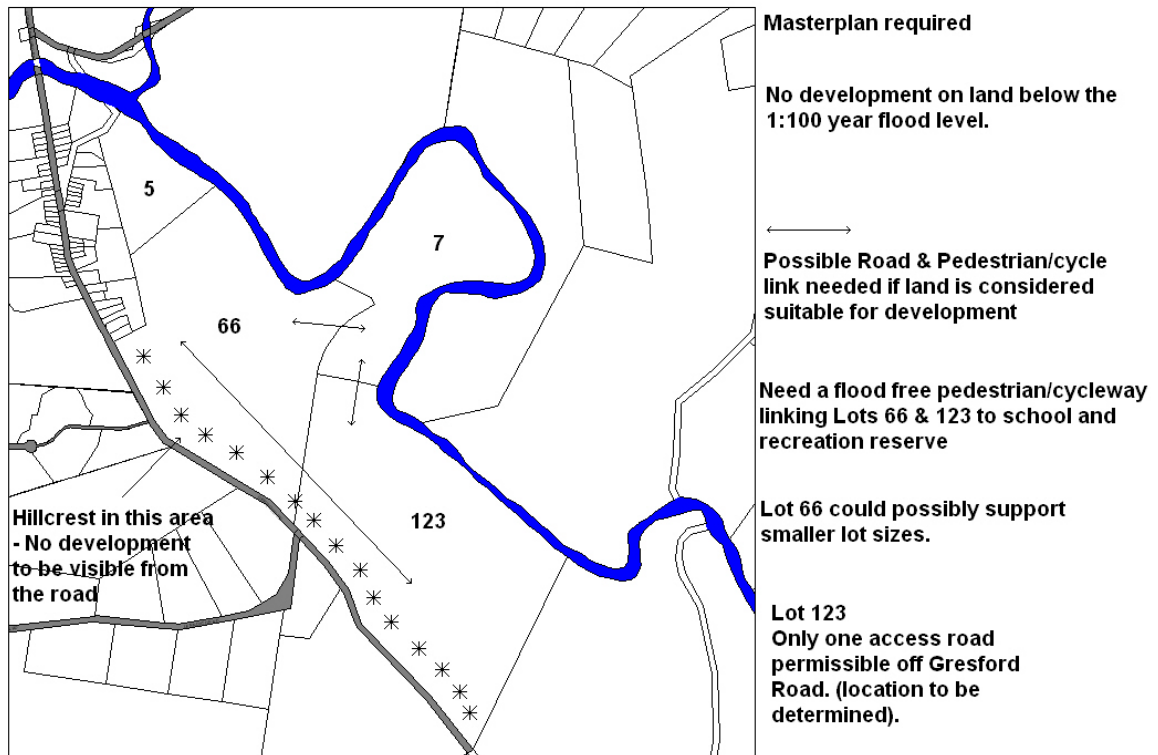


- Visual assessment - the plan must demonstrate how the existing visual amenity along Gresford Road will be protected and/or enhanced.
- River frontage - protection of the riparian zone.

## PLANNING AREA A2 – NORTH



## PLANNING AREA A2 – SOUTH



\* \* \* Visual amenity of the area to be protected - may require landscape buffer

### Issues & Performance Criteria

In addition to the planning controls set out in the LEP, DCP and Rural Strategy, the planning and assessment process for Area A2 must address:

Issue	Planning Considerations / Performance Criteria
Need for co-ordinated development	<ul style="list-style-type: none"> <li>Need for co-ordinated development of the northern corner of Area A2, north of the road reserve.</li> <li>Masterplan to be prepared for the central and southern part of Area A2.</li> </ul>
Future expansion of Vacy Village in relation to providing land for residential, retail-commercial, recreation and community needs.	<ul style="list-style-type: none"> <li>As part of the planning process - identification of future village needs and allocation of land to meet these needs.</li> </ul>
Access to Gresford Road	<ul style="list-style-type: none"> <li>No access to Gresford Road from Lot 36.</li> <li>Need for appropriately designed and sited access roads to service Lots 65, 66, 123 and 602. The location and design is to be</li> </ul>

## VACY LOCAL AREA PLAN

	<p>determined in conjunction with the RTA and Council.</p> <ul style="list-style-type: none"> <li>No lots created by subdivision can have private driveway or right-of-way access to Gresford Road.</li> </ul>
Internal access roads	<ul style="list-style-type: none"> <li>Internal road access for Lot 66 must link to Lot 123.</li> <li>Road access to be provided to Lot 7 DP15187 via Lot 66 and/or Lot 123.</li> </ul>
Shared access ways - pedestrian and cycle ways.	<ul style="list-style-type: none"> <li>Flood-free route/s to link Lots 602, 65, 66, 123 and possibly Lot 7, to the school and recreation reserve.</li> </ul>
Gresford Road is an entry point to Vacy. The visual Impact of development along Gresford Road is to be minimised.	<ul style="list-style-type: none"> <li>Visual assessment to be undertaken to determine set-back requirements for development. These may vary from the Shire-wide DCP, with Visual Assessment requirements having precedence.</li> <li>No backyards to have direct frontage to Gresford Road.</li> <li>Council may require a landscape buffer / corridor tree planting along the Gresford Road frontage to create a village entry statement</li> </ul>
Paterson River foreshore	<ul style="list-style-type: none"> <li>Riparian vegetation corridor to be defined and protected.</li> <li>No additional riverfront lots or riparian rights to be created.</li> <li>The need for public access to the river foreshore to be assessed and addressed.</li> </ul>
Flooding	<ul style="list-style-type: none"> <li>Rural Lifestyle and Rural Enterprise development is not permissible on land located below the 1:100 year flood level.</li> </ul>

### 3.3 PLANNING AREA A3

#### The Area

This area incorporates the Vacy Downs Rural Lifestyle subdivision.

#### Development Potential

Area A3 has already been zoned and subdivided for Rural Lifestyle. No further subdivision is permitted.

### 3.4 PLANNING AREA A4

#### The Area

Planning Area A4 incorporates all lots within the area bounded by Gresford Road to the east, Lennoxton Road to the south, the Vacy Downs subdivision to the north and Serenity Way to the west.

Area A4 incorporates 8 lots:

- Lot 2 DP665018
- Lots 456, 457, 458, 459, 460 DP749158
- Lots 21, 22 DP 776533

#### Development Potential

Further subdivision of Area A4 is constrained by the existing pattern of subdivision and the frontage of the lots to collector roads - Gresford Road and Lennoxton Road. The Lennoxton - Gresford Road intersection needs to be re-aligned and there is a bend in Lennoxton Road just west of the intersection which creates visibility problems for access and egress in this area. Lennoxton Road and verges are narrow and in some areas, sight lines are limited.

There are also two stands of forest on Lot 2 as well as other native vegetation in the area that may need to be retained. The creek lines through Lots 21, 22 and 2 need to be protected.

Most of Area A4 is bushfire prone.

**Lot 2 DP665018** - Lot 2 is a large parcel of land that adjoins the southern boundary of the Vacy Downs subdivision. A 20 metre wide road reserve has been provided in the Vacy Downs development to provide access to Lot 2. Although this Lot has frontage to Gresford Road, access to Gresford Road (other than for emergency purposes) is not permitted. An access road through Lot 2 could potentially provide access to the remainder of the Lots within Area A4. The two stands of forest vegetation on this land are to be assessed to determine their habitat value.

**Lot 21 DP776533** - Lot 21 has access off Serenity Drive and has the potential to be subdivided further. Any subdivision should provide access to Lot 22, if access to this lot is not available from Lot 2.

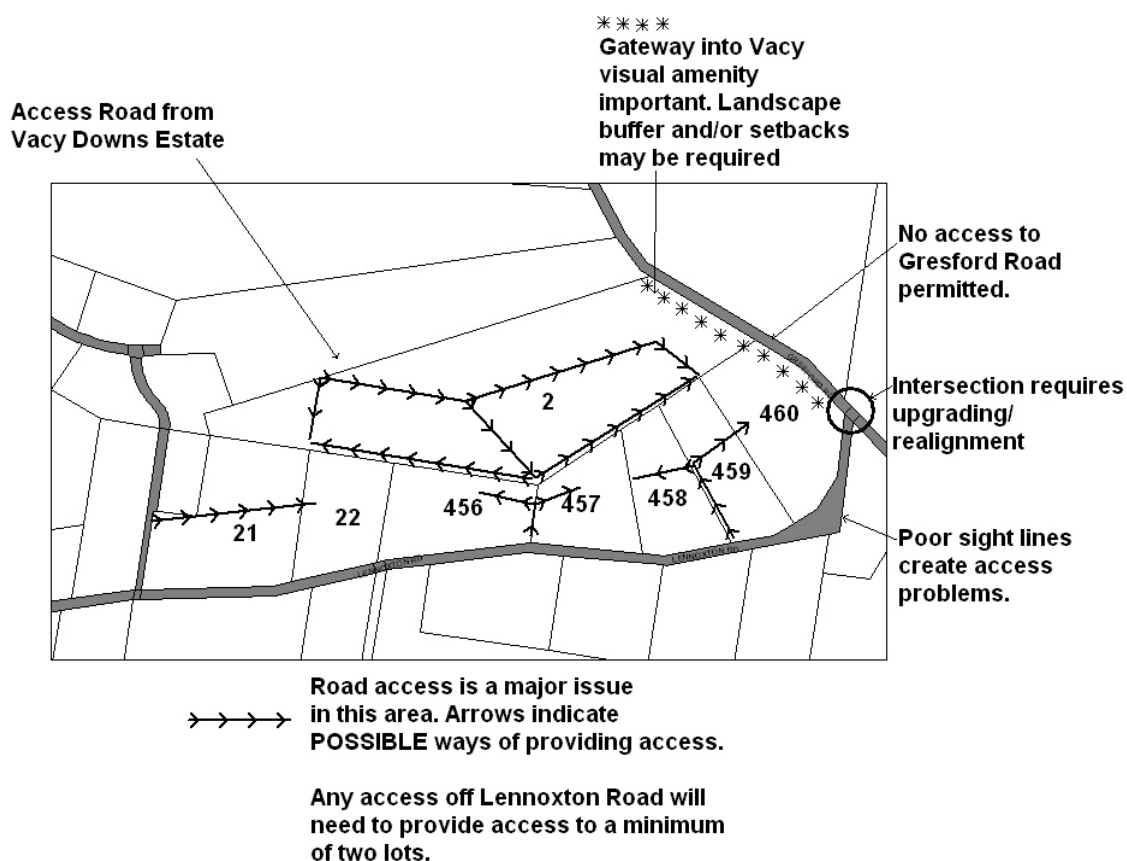
**Lot 460 DP 749158** - This lot has access constraints as it has frontage to two collector roads - Lennoxton and Gresford Road. Subdivision will only be possible if access can be gained from Lot 2 or from the adjoining Lot 459.

**Lot 459 DP 749158** - The width to depth ratio of this lot is not sufficient to allow subdivision of this lot on an individual basis. Any subdivision is to be undertaken in conjunction with an adjoining lot or lots.

**Lots 456, 457 and 458 DP749158 and Lot 22 DP776533** - subdivision of these Lots can only proceed if access can be resolved so that no additional drive-way or right-of way access is provided to Lennoxton Road.

For the Lots with frontage to Lennoxton Road, cul-de-sac road access, with properly formed intersections will be considered if the cul-de-sac enables subdivision of two or more properties. For example a 'T' shaped cul-de-sac could be developed along the property boundary between Lots 458 and 459 with the cross-road extending across the Lots 458 and 459 to provide access to Lots 457 and 460.

### PLANNING AREA A4



### Masterplan

A basic Masterplan is required for the total area to identify an appropriate road network and subdivision layout.

### Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area A4 must address:

Issue	Planning Considerations / Performance Criteria
Existing pattern of subdivision and	<ul style="list-style-type: none"> <li>For subdivision to occur, Area 4 will require a</li> </ul>

## VACY LOCAL AREA PLAN

access constraints are not conducive to subdivision of individual lots. Land-owners will need to work together to achieve subdivision	masterplan that details the road and lot layouts.
Access to Gresford Road	<ul style="list-style-type: none"> <li>For new lots created, no private driveway or right-of-way access to Gresford Road is permitted.</li> <li>An emergency access road (as per the Vacy Downs subdivision) may be approved.</li> </ul>
Access to Lennoxton Road	<ul style="list-style-type: none"> <li>For new lots created, no private driveway or right-of-way access to Lennoxton Road is permissible.</li> <li>Cul-de-sac access from Lennoxton Road may be permitted if the cul-de-sac provides access to at least 2 lots and the intersection with Lennoxton Road is properly formed and appropriately sited.</li> </ul>
Pedestrian and Cycle Access	<ul style="list-style-type: none"> <li>Provision needs to be made to link with access ways in Area A3.</li> </ul>
Gresford Road is an entry point to Vacy. The visual Impact of development visible from Gresford Road needs to be minimised.	<ul style="list-style-type: none"> <li>Visual assessment is to be undertaken to determine set-back requirements. These may vary from the DCP, with the Visual Assessment requirements having precedence.</li> <li>No backyards to have direct frontage to Gresford Road.</li> <li>Council may require a landscape buffer / corridor tree planting along the Gresford Road frontage to create a village entry statement.</li> </ul>

### 3.5 PLANNING AREA A5

#### The Area

Planning Area A5 is located to the west of Serenity Drive and is bounded by the Vacy Downs subdivision and Paterson River to the north and Lennoxton Road to the South.

Area A5 incorporates 6 lots:

- Lot 351 DP734299
- Lots 91, 92, 93,94 DP788016
- Lot 8 DP739338

Lots 91, 92 and 93 have already been subdivided and zoned for Rural Lifestyle.

#### Development Potential

**Lots 91, 92 and 93** have already been subdivided and zoned for Rural Lifestyle. No further subdivision is permitted.

**Lots 94 DP788016 and Lot 8 DP739338** - Council recently approved an 11 lot subdivision plan for these two parcels of land. The subdivision plan creates 7 lots with access off Lennoxton Road and 4 large irregular shaped lots with battle-axe driveway access from Lennoxton Road. (Note: This pattern of subdivision would not be permitted under the provisions of this LAP). No further subdivision of these 11 lots is permissible.

Should this development not proceed, any future subdivision proposal will need to take into account the access constraints along Lennoxton Road, with any new lots created not to direct driveway or right of way access to Lennoxton Road. A properly formed access road will need to be provided to access this area.

**Lot 351 DP734299** - This lot has frontage to both Serenity Way and Lennoxton Road. Further subdivision of this lot is permitted provided that access to any lots created is from Serenity Way. Lot 351 cannot be subdivided length-ways to create long narrow blocks, New lots must have a minimum width to depth ratio of 1:3.

### Masterplan

Not required.

## 3.6 PLANNING AREA A6

### The Area

Planning Area A6 lies to the south of Lennoxton Road. It incorporates 13 lots:

- Lot 11 DP773693
- Lot 123 DP1063557 (western part)
- Lots 451, 452, 453 DP718765
- Lots 461, 462 DP749158
- Lots 30, 31 DP570356
- Lots 32, 33, 34 DP634949
- Lot 301 DP747479

### Development Potential

The development potential of Area A6 is extremely limited, with the area having the following constraints:

- Hilly to steep slopes - the area occupies the lower sideslopes of Mount Johnstone.
- Mount Johnstone is an important landmark that is highly visible within the Vacy area. The mountain and surrounding slopes and ridges have been identified by the Vacy community as having high scenic value.
- Much of the area is forested, with dense forest on the steeper slopes. The forest slopes are an important part of the 'backdrop' to Vacy.
- The area has high habitat value and is part of a wildlife corridor.
- The area has a high bushfire risk.
- The existing pattern of subdivision is not conducive to further subdivision.

- Additional driveway or right-of-way access off Lennoxton Road is not permitted. With the topography of the area it is difficult to provide an internal road network.

Given the constraints in this area and the availability of far more suitable land for Rural Lifestyle/ rural enterprise development in the Vacy area, no further subdivision of the following lots with frontage to or access from Lennoxton Road will be permitted:

- Lot 11 DP773693
- Lots 451, 452, 453 DP718765
- Lots 461, 462 DP749158
- Lots 30, 31 DP570356
- Lots 32, 33, 34 DP634949
- Lot 301 DP747479

**Lot 123 DP1063557 (western part)** - This is a large parcel of land on the eastern side of Area A6. Lot 123 is accessed off and orientated to Gresford Road. This lot has been largely cleared and is under pasture. This lot is suitable for Rural Lifestyle / Rural Enterprise development. Any development of this site must meet the following criteria.

- One access point only to Gresford Road. This access point will be a properly formed and sited road. The location and design of the intersection is to be determined in consultation with Council and the RTA.
- For new lots created, no private driveway or right-of-way access to Gresford Road is permitted.
- Dwellings are to be located on the 'flat' areas not on the side slopes of Mount Johnstone.
- Clearing of trees on the site is not permissible.
- This site forms part of the entrance to Gresford. A visual analysis is required as part of the development application process. Any development needs to protect and/or enhance the visual amenity of the town entry. Development will need to be well set-back from Gresford Road, with no backyards visible from the road. Council may require a landscape buffer and/or corridor tree planting along the Gresford Road frontage to create a village entry statement.



## PLANNING AREA A6



**LOT 123**  
Only one access point  
from Gresford Road

**Lot 123**

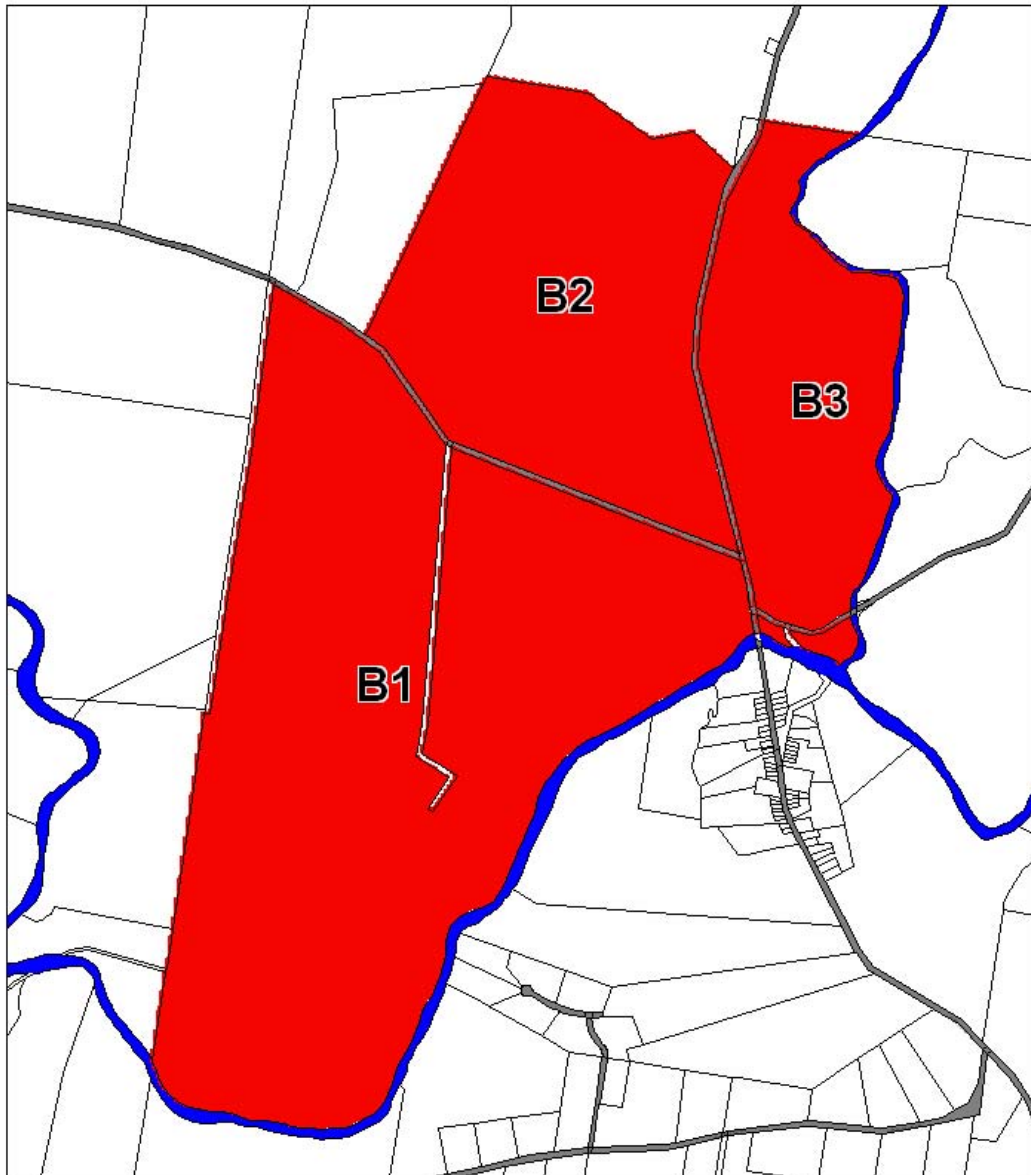
\*\*\*\*\*  
Need to protect and  
enhance the gateway  
arrival point for Vacy

No further subdivision of land with frontage  
to or access from Lennoxton Road

## 4. PRECINCT B – VACY NORTH

Precinct B incorporates the area to the north of the Paterson River and to the west of the Allyn River.

This Precinct is divided into three planning areas, numbered Planning Areas B1, B2 and B3.



## 4.1 PLANNING AREA B1

### The Area

Planning Area B1 is located to the west of Vacy. The area is bounded by the Paterson River to the south, Summer Hill Road to the north and Gresford Road to the east. Area B1 incorporates six parcels of land:

- Lot 8 DP 37244
- Lot 9 DP37244
- Lot 3, 4 DP321121
- Lot A DP384638
- Lot 1 DP131554

Lot 8 is a residential size lot and no further subdivision is permitted.

The remainder of the lots within this area are rural holdings. Lots 3, 4 and 9 have direct access from Summer Hill Road. There is a road reserve (unformed road) that provides access to Lot A. Lot 1 is land-locked.

### Development Potential

Area B1 is ideal for subdivision for Rural Lifestyle or Rural Enterprise uses. Most of the area is flat to undulating with a row of small hills along the western boundary of the Investigation Zone.

This area has been identified by the Vacy community as having high scenic value with the view being rich river flats extending to the small row of hills. Both the river flats and the hills are considered important. Many of the houses in and around Vacy have views of this area. The land adjoining the Paterson River appears to be flood prone.

Summer Hill Road is also the access road to Eaglereach Resort. This is large, up-market resort that is located on the ridge overlooking the Vacy area. The rural scenery along Summer Hill Road forms part of the attraction base of the area.

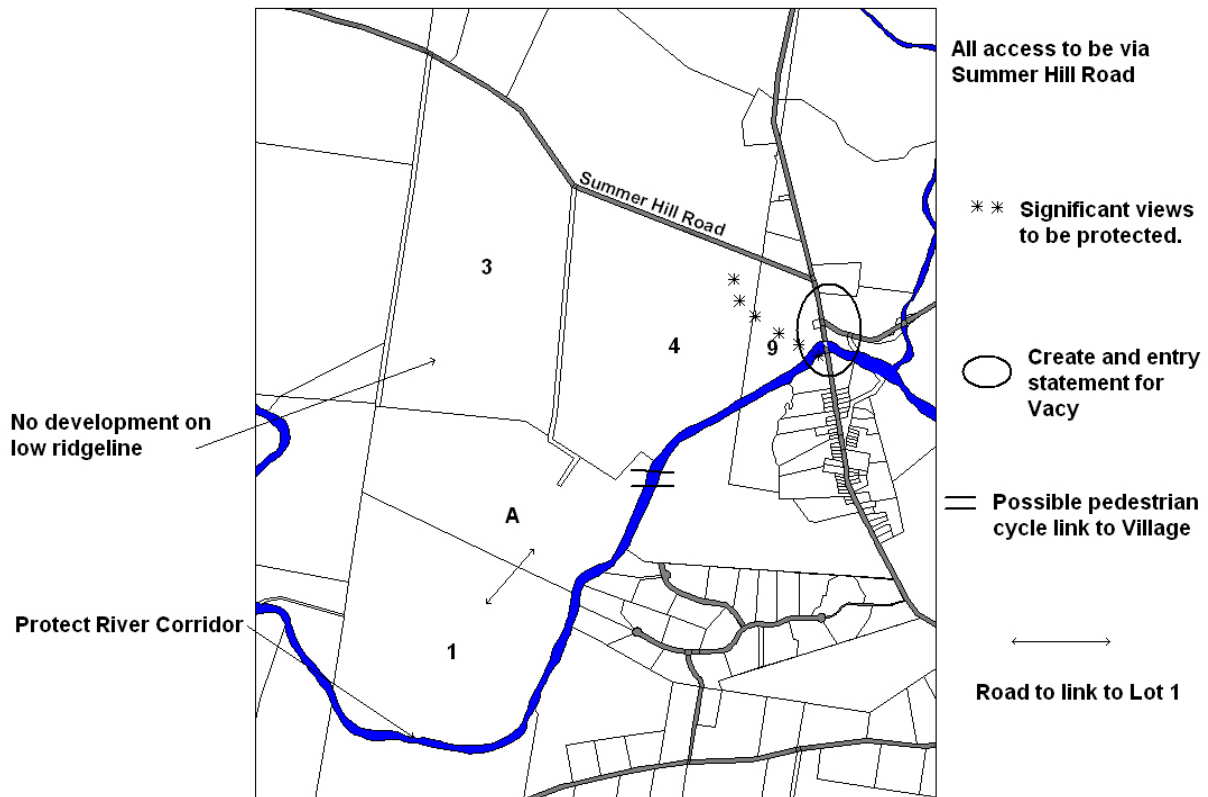
### Masterplan

Due to the size and importance of this area, a masterplan is required. The plan will set the framework for co-ordinated and integrated development of this area.

The Masterplan is to address:

- Access - all access is to come off Summer Hill Road, with no access available from Gresford Road.
- Pedestrian and cycle access between the site and the Village. At the Vacy community meeting it was suggested that a pedestrian bridge be constructed over the Paterson River. This bridge would link Area B1 to the village centre via Area A1.
- Protection of the Riparian corridor along the Paterson River and other creeks within the area.
- The visual amenity and character of the area - The Masterplan will identify areas of high scenic value and include provisions for protection of these areas.
- Floodprone land. Rural Lifestyle and Rural Enterprise development is not permissible on land below the 1:100 year flood level.

## PLANNING AREA B1



### Issues & Performance Criteria

In addition to the planning controls set out in the LEP, DCP and Rural Strategy, the planning and assessment process for Area B1 must address:

Issue	Planning Considerations / Performance Criteria
Achieving co-ordinated development	<ul style="list-style-type: none"> <li>Masterplan required to provide the framework and direction for development of this area.</li> </ul>
Lot 8 DP 37244	<ul style="list-style-type: none"> <li>No further subdivision of this lot.</li> </ul>
Access to Collector Roads - Gresford Road and Summer Hill Road.	<ul style="list-style-type: none"> <li>No vehicle access to/from Gresford Road, all access via Summer Hill Road.</li> <li>New lots created cannot have private driveway or right of way access to Summer Hill Road.</li> <li>Access into Area B1 must be via sealed</li> </ul>

## VACY LOCAL AREA PLAN

	access roads. It needs to be demonstrated that access can be achieved safely and is supported by Traffic Committee and Council.
Linked internal road network	<ul style="list-style-type: none"> <li>▪ Road network must provide access to Lot 1 DP131554 which is landlocked.</li> <li>▪ Lot 9 to be integrated with adjoining lot.</li> <li>▪ Internal roads to be sealed to minimise impact on river.</li> </ul>
Gresford Road is an entry point to Vacy. The visual Impact of development along Gresford Road needs to be minimised.	<ul style="list-style-type: none"> <li>▪ Visual assessment to be undertaken to determine set-back requirements. These may vary from the Shire-wide DCP, with the Visual Assessment requirements having precedence.</li> <li>▪ Council may require a landscape buffer / corridor tree planting along the Gresford Road frontage to create a village entry statement.</li> <li>▪ No backyards to have direct frontage to Gresford Road.</li> </ul>
Summer Hill Road - retain the rural character of the road corridor.	<ul style="list-style-type: none"> <li>▪ Development to be set-back and screened where possible from Summer Hill Road.</li> <li>▪ No backyards to have direct frontage to Summer Hill Road.</li> </ul>
Visual impact - The view over this area from Gresford and Summer Hill Roads has been identified by the local community as having high scenic value. The small hills along the western boundary of this area are also considered visually important.	<ul style="list-style-type: none"> <li>▪ Detailed view-shed analysis - visual assessment to be undertaken prior to development, with provisions determined to protect the visual amenity of the area.</li> <li>▪ No development along ridgelines or on hill crests.</li> </ul>
Provision of pedestrian and cycle access through Area B1 to Vacy Village	<ul style="list-style-type: none"> <li>▪ Explore feasibility of a pedestrian-cycle bridge over the Paterson River to link Area B1 with Vacy Village via Area A1.</li> <li>▪ Provide pedestrian -cycle link through Lot 9 to connect with Vacy Bridge. Ideally the access / egress point to Gresford Road, needs to be located as close as possible to the Vacy Bridge. A link needs to be provided through Lots 4 and/or 9 to Area B2.</li> <li>▪ If access is to be provided via a shared pathway along Summer Hill and Gresford Road rather than through Lot 9, then the pathway has to be well set-back from the road in order to minimise risk from traffic.</li> </ul>

Paterson River Foreshore	<ul style="list-style-type: none"> <li>▪ Riparian vegetation corridor to be defined and protected.</li> <li>▪ No additional riverfront lots or riparian rights to be created.</li> <li>▪ The need for public access to the river foreshore to be assessed and addressed.</li> </ul>
Flooding	<ul style="list-style-type: none"> <li>▪ Assessment required to determine the 1:100 year flood level. No Rural Lifestyle or Rural Enterprise development is permissible below the 1:100 year flood level.</li> </ul>

## **4.2 PLANNING AREA B2**

### **The Area**

Planning Area B2 is located to the north-west of Vacy. The area is bounded by Gresford Road to the east, Summer Hill Road to the south and the Mount Breckin Range to the west. Planning Area B2 incorporates 8 lots:

- Lot 121, 122 DP706044
- Lot 1 DP190456
- Lot 1 DP996167
- Lot 11 DP137145
- Lot 150 DP538176
- Lot 1 DP745198

Lot 1 DP996167, Lot 11 DP137145, Lot 150 DP538176 are zoned Rural Lifestyle.

Lot 1 DP190456 is accessed off Summer Hill Road. All other lots are accessed from Gresford Road.

### **Development Potential**

**Lot 1 DP996167, Lot 11 DP137145, Lot 150 DP538176, Lot 1 DP745198 and Lot 10 DP37244** are zoned Rural Lifestyle and no further subdivision is permissible.

**Lot 1 DP190456** appears highly suitable for development. There are poultry sheds on this Lot. If the sheds are operational then an appropriate buffer, as per the Shire-wide DCP requirements, is to be provided. Access to Lot 1 is to be from Summer Hill Road.

**Lots 121 and 122 DP706044** - Lot 122 appears suitable for development. Lot 121 is a small, narrow lot. Further subdivision of Lot 121 can only be undertaken in conjunction with development of Lot 122. Lot 121 cannot be divided lengthways to create long narrow lots. The north-west corner of Lot 122 forms part of the sideslopes of the Mount Breckin Ridge. The Mountain Breckin Hills and ridgeline area is visually significant within the Vacy area and is to be protected.

### **Masterplan**

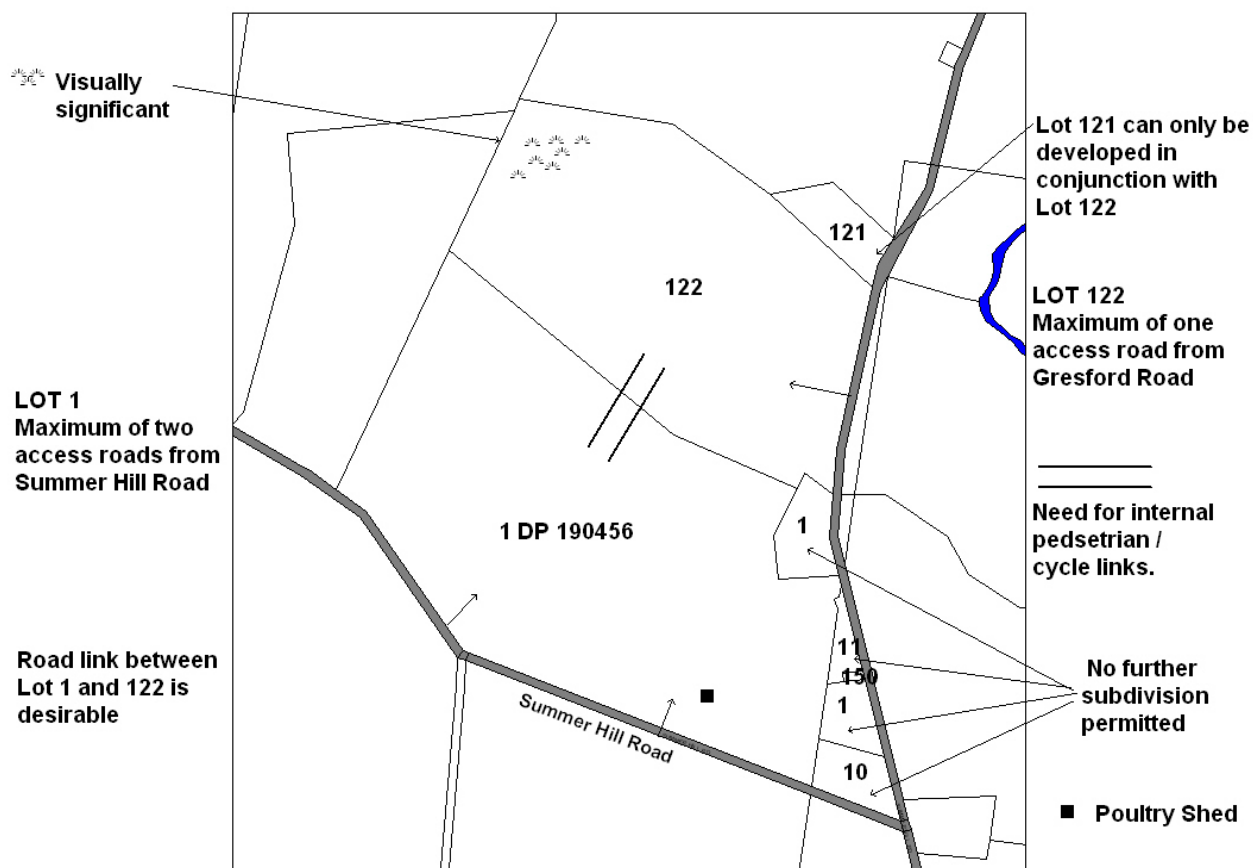
## VACY LOCAL AREA PLAN

A masterplan will not be required if the subdivision planning makes provision for pedestrian and cycle links between Lot 1 DP190456 and Lot 122 DP706044.

It would also be desirable to have an internal road link between the two lots however this may not be feasible due to Bucks Creek.

Any planning of Lot 122 needs to take into consideration Lot 121.

### PLANNING AREA B2



### Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area B2 must address.

Issue	Planning Considerations / Performance Criteria
Land that can be subdivided.	<ul style="list-style-type: none"> <li>Lot 1 DP190456 and Lot 122 DP706044 are suitable for subdivision. These lots can be developed individually provided that there is a pedestrian-cycle links between the two areas.</li> </ul>

## VACY LOCAL AREA PLAN

	<ul style="list-style-type: none"> <li>No further subdivision of lots already zoned Rural Lifestyle.</li> <li>Further subdivision of Lot 121 can only occur in conjunction with development of Lot 122.</li> </ul>
Access to Collector Roads - Gresford Road and Summer Hill Road.	<ul style="list-style-type: none"> <li>New lots created cannot have private driveway or right of way access to Gresford Road or Summer Hill Road.</li> <li>Lot 122 can have a maximum of one access road from Gresford Road.</li> <li>Lot 1 DP190456 can have a maximum of 2 access roads from Summer Hill Road.</li> <li>Access roads must be sealed. It needs to be demonstrated that access can be achieved safely and is supported by Traffic Committee and Council.</li> </ul>
Internal Road network	<ul style="list-style-type: none"> <li>Desirable to have an internal road link between Lot 1 DP 190456 and Lot 122 DP706044.</li> </ul>
Pedestrian - cycle links	<ul style="list-style-type: none"> <li>Need for internal link pedestrian/cycle links between Lot 1 DP 190456 and Lot 122 DP706044.</li> <li>The route to integrate with the pedestrian-cycle route in Area B1 that provides access to Vacy Bridge.</li> </ul>
Gresford Road is an entry point to Vacy. The visual Impact of development along Gresford Road needs to be minimised.	<ul style="list-style-type: none"> <li>Visual assessment to be undertaken to determine set-back requirements. These may vary from the Shire-wide DCP, with the Visual Assessment requirements having precedence.</li> <li>Council may require a landscape buffer / corridor tree planting along the Gresford Road frontage to create a village entry statement.</li> <li>No backyards to have direct frontage to Gresford Road.</li> </ul>
Summer Hill Road - retain the rural character of the road corridor.	<ul style="list-style-type: none"> <li>Development to be set-back and screened where possible from Summer Hill Road.</li> <li>No backyards to have direct frontage to Summer Hill Road.</li> </ul>
Breckin Range - minimise visual impact of development	<ul style="list-style-type: none"> <li>Visual assessment to be undertaken and development sited to minimise visual impact.</li> </ul>



Poultry Shed	▪ If operational, appropriate buffers to be provided as per Shire-wide DCP provisions.
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### 4.3 PLANNING AREA B3

#### The Area

Planning Area B3 is bounded by the Allyn River to the east, Paterson River to the south and the Gresford Road to the west. Planning Area B3 incorporates 7 lots.

- Lot 1 DP34831
- Lots 3, 4 DP37244
- Lot 51 DP809914
- Lot 52 DP647054
- Lots 6, 7 DP37244

There are also two very long narrow lots, fronting Gresford Road that appear to have been created by adjustments to the road reserve.

Lot 51 DP809914 and Lot 7 DP37244 are zoned for Rural Lifestyle. Lot 6 DP37244 is located at the confluence of the Allyn and Paterson Rivers and is zoned 7(a) Environment.

#### Development Potential

**Lot 51 DP809914 and Lot 7 DP37244** are zoned for Rural Lifestyle and no further subdivision is permitted.

**Lot 6 DP37244** is zoned 7(a) Environment and no further subdivision or development is permitted.

**Lot 1 DP34831** is a smaller lot. Lot 1 can only be subdivided if this can be achieved without creating any additional lots with river frontage or lots that require driveway or right-of-way access from Gresford Road. It may be possible to achieve this if Lot 1 is developed in conjunction with Lot 3 (adjoining land).

**Lots 3 and 4 DP37244** maybe suitable for development subject to land capability assessment. Parts of the area are subject to flooding along the Allyn River and Bucks Creek. Rural Lifestyle and Rural Enterprise development is not permissible on land below the 1:100 year floodlevel.

**Lot 52 DP647054** is also a smaller lot. Subdivision potential will be determined by access. The site has frontage to two collector roads - Gresford Road and Horn Crossing Road. No additional driveway or right-of way access can be provided from these roads. The Lot also has river frontage and no additional riverfront lots can be created. It may be possible to subdivide this Lot in conjunction with development of Lot 4 (adjoining land).

Any development of Lots 3 and 4 will need to consider the feasibility of providing access to adjoining smaller lots.

#### Masterplan

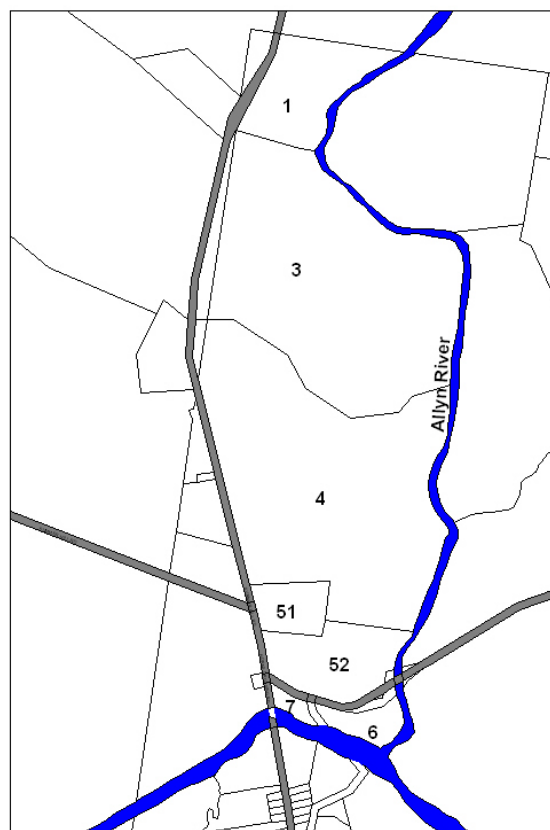
A Masterplan will be required for Area B3. The masterplan will need to address:

- Land capability.
- Access and internal road network.
- Subdivision layout. The feasibility of further subdivision of Lot 1 DP34831 and Lot 52 DP647054 needs to be considered as part of the subdivision planning.
- Flooding.
- Protection of the riparian corridors.
- Minimising the visual impact of development along Gresford Road.
- Pedestrian and cycle links.

At the Vacy community meeting it was suggested that a pedestrian bridge be provided across the Paterson River, just upstream of the confluence with the Allyn River. The nominated route was the road reserve located between Lots 6 and 7 DP37244 that runs from Horn Crossing Road to the River. There is another road reserve which links to this on the other side of the River (adjacent to the Motel). It was also suggested that this route would link back across Gresford Road (possibly under the Vacy Bridge) into Area B1 and through to Area B2.

### PLANNING AREA B3

**AREA B3**  
Maximum of two  
access roads off  
Gresford Road.  
Location to be  
determined.



Lots 1 & 3 to be developed together

Protect Riparian corridor

Lots 7 & 51 - No further subdivision permitted

No development on land below the 1:100 year flood level

## **Issues & Performance Criteria**

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area B3 must address.

<b>Issue</b>	<b>Planning Considerations / Performance Criteria</b>
Existing Rural Lifestyle Lots	<ul style="list-style-type: none"> <li>▪ No further subdivision permitted.</li> </ul>
Inclusion of smaller lots.	<ul style="list-style-type: none"> <li>▪ Master-planning process to consider the feasibility of further subdivision of Lots 1 and 52 in conjunction with development of adjoining land.</li> </ul>
Access to Collector Roads - Gresford and Horn Crossing Road	<ul style="list-style-type: none"> <li>▪ Maximum of two access roads from Gresford Road to service all of Area B3. These roads must be sealed and it needs to be demonstrated that access can be achieved safely and is supported by Traffic Committee and Council.</li> <li>▪ No additional private driveway access or right-of-ways to Gresford or Horn Crossing Road can be created.</li> </ul>
Internal Roads	<ul style="list-style-type: none"> <li>▪ While it would be desirable to have an internal road network that links through Area B3, this may not be possible given the creek systems and topography of the area.</li> </ul>
Pedestrian and cycle access	<ul style="list-style-type: none"> <li>▪ Pedestrian and cycle links through the area must be provided.</li> <li>▪ Consideration to be given to provide a pedestrian bridge across the Paterson River as proposed at the Vacy community meeting.</li> </ul>
Gresford Road is an entry point to Vacy. The visual Impact of development along Gresford Road needs to be minimised.	<ul style="list-style-type: none"> <li>▪ Visual assessment to be undertaken to determine set-back requirements. These may vary from the Shire-wide DCP, with the Visual Assessment requirements having precedence.</li> <li>▪ Council may require a landscape buffer / corridor tree planting along the Gresford Road frontage to create a village entry statement.</li> <li>▪ No backyards to have direct frontage to Gresford Road.</li> </ul>
Allyn River	<ul style="list-style-type: none"> <li>▪ No further riverfront lots or riparian rights to be created.</li> </ul>

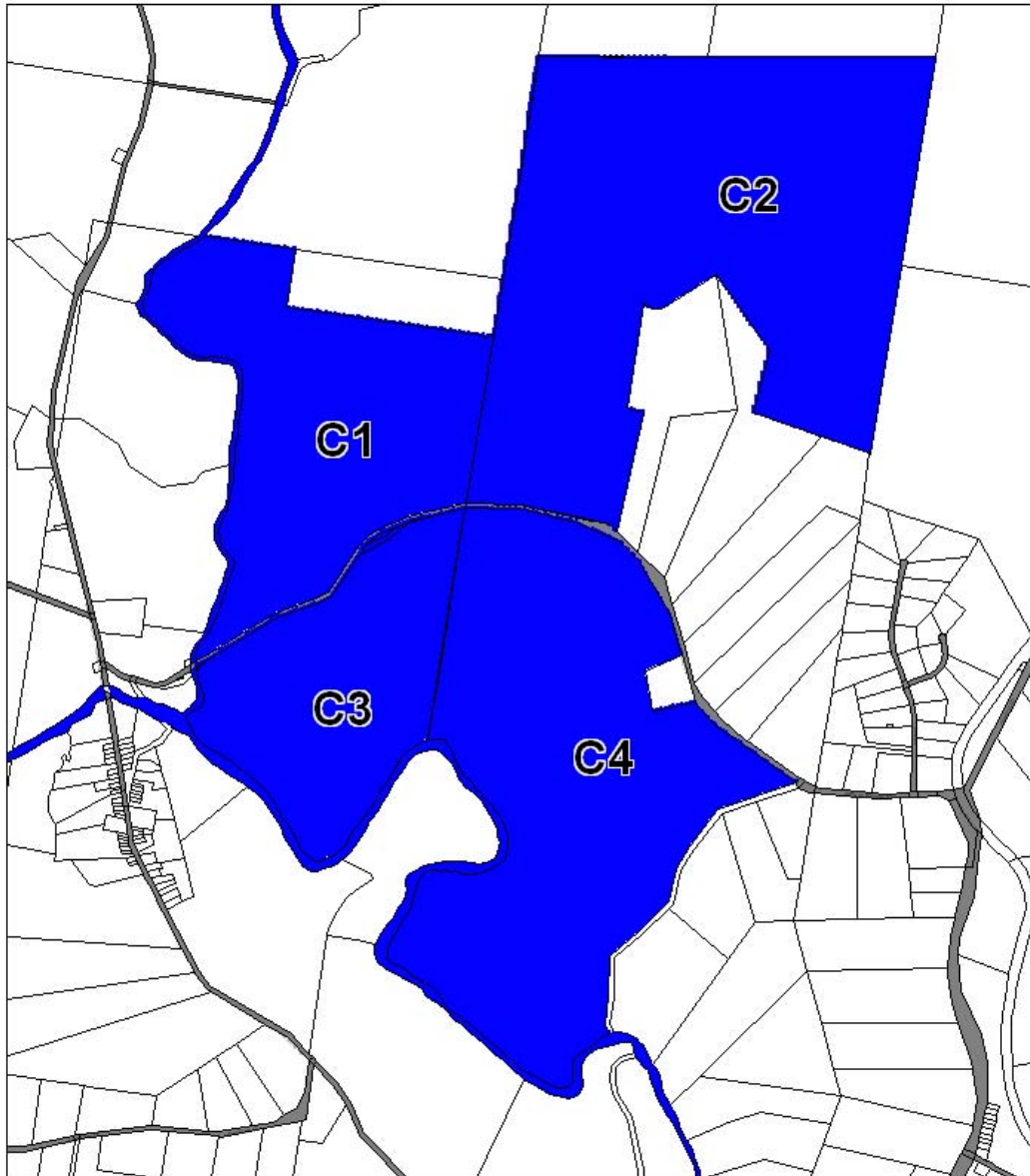
## VACY LOCAL AREA PLAN

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	<ul style="list-style-type: none"><li>▪ Riparian vegetation to be protected.</li><li>▪ Integrity of feeder creeks (eg Bucks Creek) to be protected.</li></ul>
Flooding	<ul style="list-style-type: none"><li>- Assessment required to determine the 1:100 year flood level. No Rural Lifestyle or Rural Enterprise development is permissible below the 1:100 year flood level.</li></ul>

## 5. PRECINCT C - VACY EAST - HORNS CROSSING RD

Precinct C incorporates the area within the investigation Zone to the east of the Paterson River. This area extends along both sides of Horns Crossing Road. Precinct C is divided into 4 planning areas, numbered C1, C2, C3 and C4.



### 5.1 PLANNING AREA C1

#### The Area

Planning Area C1 is bounded by the Allyn River to the west and Horns Crossing Road to the south. Area C1 incorporates 4 lots.

- Lots 1, 3, 4 DP 195218
- PT 15 DP753464

PT 15 has frontage to Horns Crossing Road. Lots 1,3 and 4 do not have road access and are 'land-locked'. PT 15, Lots 1 and 4 have frontage to the Allyn River.

### Development Potential

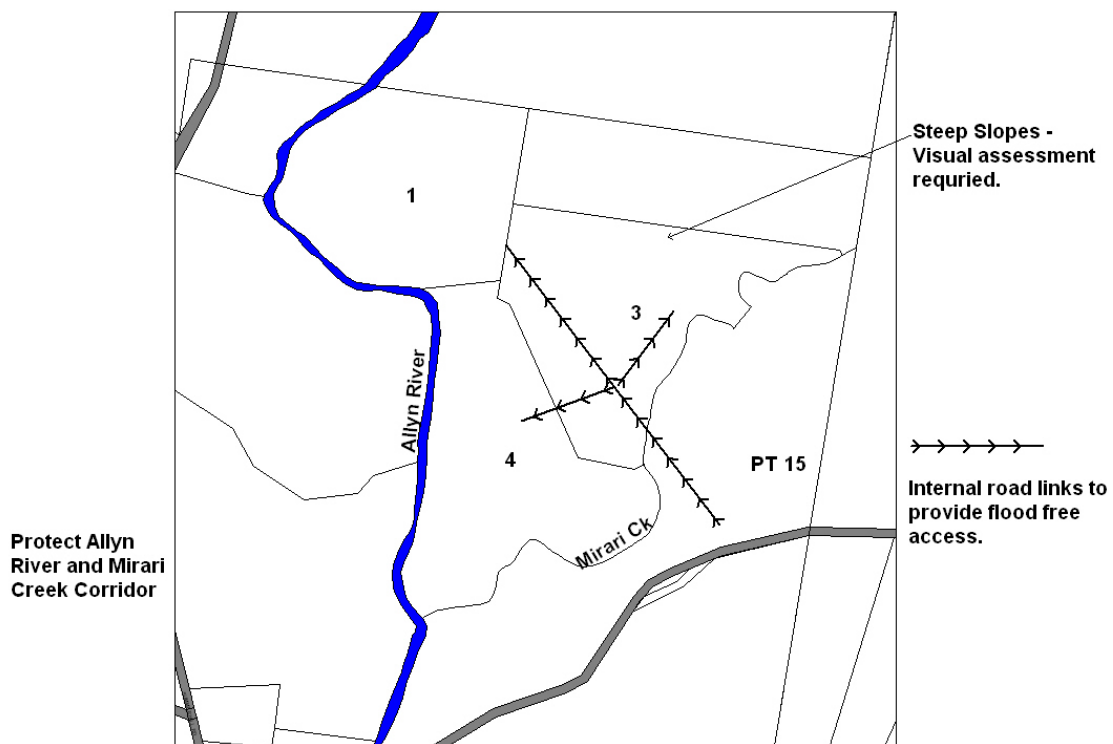
Area C1 is dissected by Mirari Creek and an un-named creek system that feeds into the Allyn River. Mirari Creek is a significant creek system which drains the area from Hilldale south to Martins Creek and west to the Allyn River. Parts of Area C1 may lie below the 1:100 year flood level. Part of the area adjacent to Mirari Creek is relatively steep rising to a hill-crest which is located just north of Area C1.

The development potential of this area will be determined by the land capability assessment. Key issues in this area will be flooding, protection of the watercourses and access. Horns Crossing is a collector road and no additional private driveway or right-of-way access from this road is permitted.

### Masterplan

Not required, provided that a detailed land capability assessment is undertaken and applies to the total area. This assessment will need to identify areas suitable for development, subdivision pattern, dwelling sites and the access and internal road network.

## PLANNING AREA C1



## Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area C1 must address.

Issue	Planning Considerations / Performance Criteria
Site topography, flooding and drainage constraints	<ul style="list-style-type: none"> <li>▪ Detailed land capability assessment to be undertaken.</li> <li>▪ Assessment required to determine the 1:100 year flood level. No Rural Lifestyle or Rural Enterprise development is permissible below the 1:100 year flood level.</li> </ul>
Access to Collector Roads - Horns Crossing Road	<ul style="list-style-type: none"> <li>▪ No additional private driveway access or right-of-way access to Horns Crossing Road to be created.</li> </ul>
Internal Roads	<ul style="list-style-type: none"> <li>▪ Internal road network must provide access to Lots 1, 3 and 4 if these lots are assessed as suitable for development.</li> </ul>
Pedestrian and cycle access	<ul style="list-style-type: none"> <li>▪ Pedestrian and cycle link through the area to provide access to Horns Crossing Bridge.</li> <li>▪ Provision needs to be made for a link through to Area C2 which abuts the eastern boundary of area C1.</li> </ul>
Visual Impact	<ul style="list-style-type: none"> <li>▪ The visual impact of any development along Horns Crossing Road needs to be minimised.</li> <li>▪ No back yards to have direct frontage to Horns Crossing Road.</li> <li>▪ Need to minimise the visual impact of development on the slopes and ridgeline along the northern boundary of Lot 3.</li> </ul>
Vacy Entry Gateway	<ul style="list-style-type: none"> <li>▪ The area near the Horns Crossing Bridge is an entry point to Vacy. This area needs to be appropriately landscaped with a tree corridor, to create a sense of arrival. This gateway landscaping is to be planned in conjunction with the land across the road in Area C3.</li> </ul>
Allyn River	<ul style="list-style-type: none"> <li>▪ No further riverfront lots or riparian rights to be created.</li> <li>▪ Riparian vegetation to be protected.</li> </ul>

	<ul style="list-style-type: none"><li>▪ Integrity of feeder creeks (eg Mirari Creek) to be protected.</li></ul>
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## 5.2 PLANNING AREA C2

### The Area

Planning Area C2 lies to the east of Area C1 and to the north of Horns Crossing Road. It incorporates 2 parcels of land:

- Lot 1 DP1036373
- PT 132 DP752445

Lot 1 is a long, narrow rectangular shaped lot with frontage to Horns Crossing Road. PT 132 is also a large parcel of land. It is an irregular shaped battleaxe lot with a long, narrow access handle providing access to Horns Crossing Road.

### Development Potential

There is a small hill in the northern section of Lot 1 which forms part of steep, forested ridge system that lies to the north of the area. This ridge system is visually prominent and an important part of the visual amenity of the Vacy area. Any proposed development on the hill-slopes will require visual and habitat assessment.

Mirari Creek traverses this area and consideration will need to be given to drainage and run-off to prevent flooding downstream.

While the topography of the area is suitable for development, the shape of the existing lots is not conducive to sub-division on a stand-alone basis. The lots will need to be jointly planned and developed.

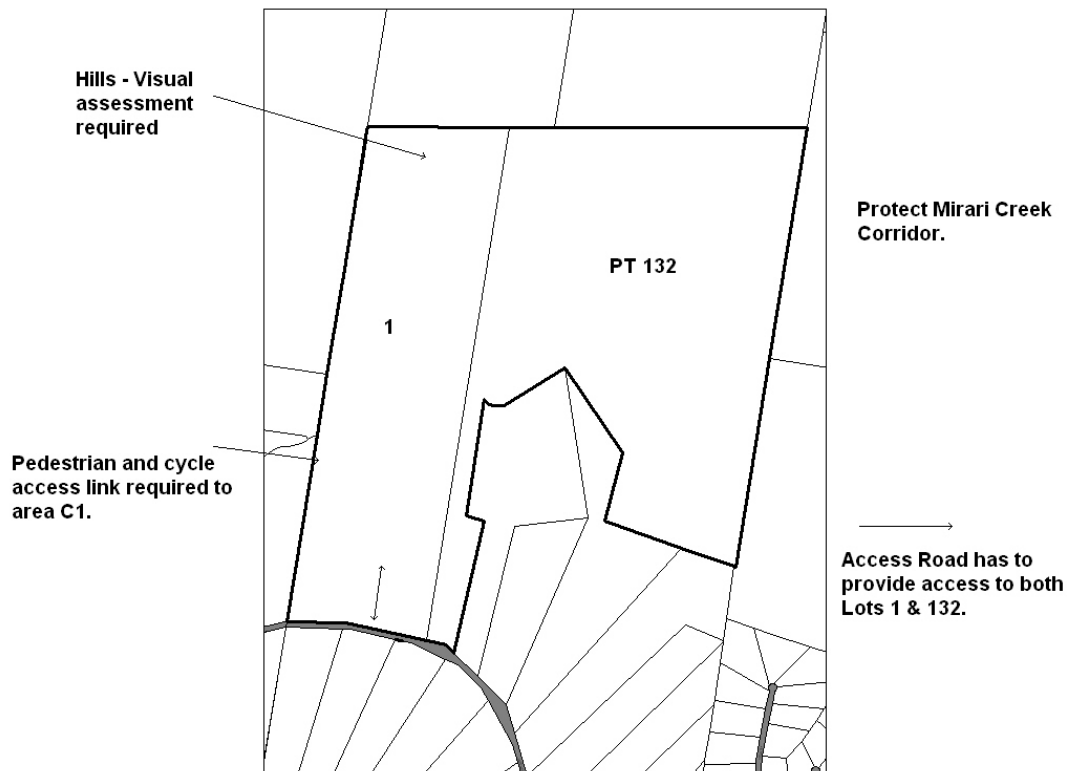
Given the narrow road frontage of this area, only one access road off Horns Crossing will be permitted. This access road must provide access to both Lot 1 and PT 123.

### Masterplan

Not required provided that the land capability assessment and subdivision plan demonstrates how the development of both lots will be integrated.



## PLANNING AREA C2



### Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area C2 must address.

Issue	Planning Considerations / Performance Criteria
Integrated development of Lots 1 and Pt 132	<ul style="list-style-type: none"> <li>Subdivision plan to demonstrate integration of the two lots.</li> </ul>
Access to Collector Roads - Horns Crossing Road	<ul style="list-style-type: none"> <li>No additional private driveway access or right-of-ways Horns Crossing Road to be created.</li> <li>Access to Area C2 should be via a sealed local access road. Given the shape of this land and the relatively narrow frontage, only one access road to Horns Crossing Road is permitted, with this road designed to provide access to both Lot 1 and PT 123.</li> <li>The access roads must be sealed and it needs to be demonstrated that access can be achieved safely and is supported by Traffic Committee and Council.</li> </ul>

Pedestrian and cycle access	<ul style="list-style-type: none"> <li>▪ To link Area C2 via Area C1 to Horns Crossing Bridge.</li> </ul>
<p>Visual amenity -</p> <p>The hills in the northern part of Lot 1 forms part of a prominent local feature of high scenic value.</p> <p>Horns Crossing Road is also an access gateway to Vacy.</p>	<ul style="list-style-type: none"> <li>▪ Visual assessment to be undertaken as part of the planning process.</li> <li>▪ The visual impact of any development along Horns Crossing Road needs to be minimised.</li> <li>▪ No back yards to have direct frontage to Horns Crossing Road.</li> </ul>
Motor Vehicle Wreckers	<ul style="list-style-type: none"> <li>▪ The motor wreckers adjacent to the area is an existing landuse. Appropriate buffers may need to be provided.</li> </ul>

### **5.3 PLANNING AREA C3**

#### **The Area**

Planning Area C3 is located on the southern side of Horns Crossing Road, and is bounded by the Allyn River to the west and the Paterson Rive to the south. Area C3 comprises one parcel of land, PT 15 DP752464.

#### **Development Potential**

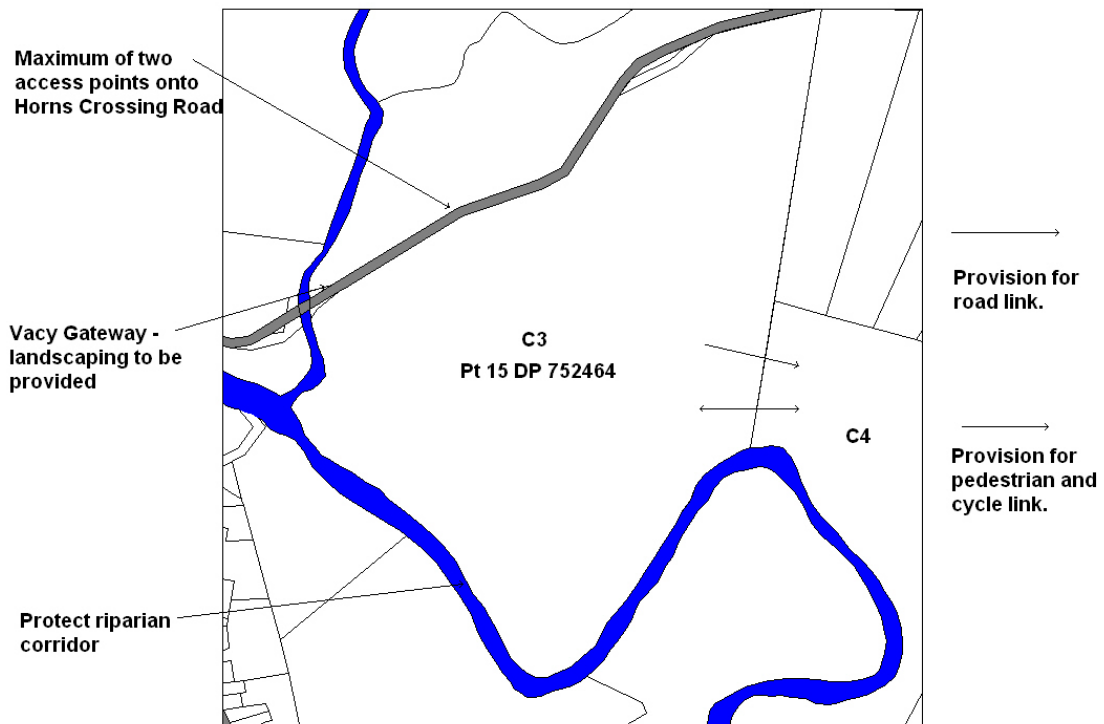
The northern and central portions of this area appear ideal for development. The southern area, adjacent to the Paterson River may be prone to flooding.

#### **Masterplan**

Not required if a subdivision plan is submitted for the entire parcel and shows that access can be provided into Area C4. Subdivision can be staged in accordance with the subdivision plan.

- Pedestrian and cycle link through the area to provide access to Horns Crossing Bridge.
- Provision needs to be made for a link through to Area C2 which abuts the eastern boundary of area C1.

## PLANNING AREA C3



### Issues & Performance Criteria

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area C3 must address.

Issue	Planning Considerations / Performance Criteria
Access to Collector Roads - Horns Crossing Road	<ul style="list-style-type: none"> <li>No additional private driveway access or right-of-ways Horns Crossing Road to be created.</li> <li>Access to Area C3 should be via sealed local access road. A maximum of two access points to Horns Crossing road is permitted.</li> <li>The access roads must be sealed and it needs to be demonstrated that access can be achieved safely and is supported by Traffic Committee and Council.</li> </ul>
Internal Road network	<ul style="list-style-type: none"> <li>To demonstrate how access to be provided to Area C4 to provide access to Lot 7.</li> </ul>
Pedestrian and cycle access	<ul style="list-style-type: none"> <li>Pedestrian and cycle link through the area to provide access to Horns Crossing Bridge.</li> </ul>

## VACY LOCAL AREA PLAN

	<ul style="list-style-type: none"><li>Provision needs to be made for a link through to Area C4 which abuts the eastern boundary of area C3.</li></ul>
Visual amenity - Horns Crossing Road	<ul style="list-style-type: none"><li>Visual assessment to be undertaken as part of the planning process.</li><li>The visual impact of any development along Horns Crossing Road needs to be minimised.</li><li>No back yards to have direct frontage to Horns Crossing Road.</li></ul>
Vacy Entry Gateway	<ul style="list-style-type: none"><li>The area near the Horns Crossing Bridge is an entry point to Vacy. This area needs to be appropriately landscaped with a tree corridor, to create a sense of arrival. This gateway landscaping is to be planned in conjunction with the land across the road in Area C1.</li></ul>
Pateron & Allyn River Foreshores	<ul style="list-style-type: none"><li>No further riverfront lots or riparian rights to be created.</li><li>Riparian vegetation to be protected.</li></ul>
Flooding	<ul style="list-style-type: none"><li>Assessment required to determine the 1:100 year flood level. No Rural Lifestyle or Rural Enterprise development is permissible below the 1:100 year flood level.</li></ul>

## 5.4 PLANNING AREA C4

### The Area

Area C4 incorporates the land extending from Area C3, east to Mowbray Lane. It is bounded by Horns Crossing Road to the north and the Paterson River to the south. Mowbray Lane is an unsealed road that provides access to rural residential properties in on the eastern side of the lane. Area C4 incorporates 8 lots:

- Lots 1, 2, 3, 4, 5, 6, 7 DP247313
- Lot 134 DP854895

There is also another lot, Lot 133 DP854895 that has been excised from Lot 134 and has frontage to Horns Crossing Road. This lot lies within the Investigation Zone, but not zoned as such and should be considered in conjunction with Lot 134.

### Development Potential

**Lots 1-7** have already been subdivided for small rural holdings. The subdivision has resulted in the production of a 5 long narrow lots (Lots 1-5) with frontage to Horns

Crossing Road. Lot 6 is also long and narrow, but has no road frontage or designated access. Lot 7 is an irregular shaped lot along the Paterson River. It also has no road frontage. **None of these lots are suitable for subdivision on an individual basis.** Any further subdivision will require owners to work together. These lots could be subdivided in conjunction with development of Area C3, and/or as part of the development of Lot 134. Also, in relation to Lots 1-5, a minimum of two lots could be amalgamated for subdivision purposes.

No further subdivision of **Lot 133** is permissible on a stand-alone basis; however this lot could be subdivided in conjunction with development of Lot 134, provided that no additional drive-way or right of way access to Horns Crossing Road is created, with access being via Lot 134.

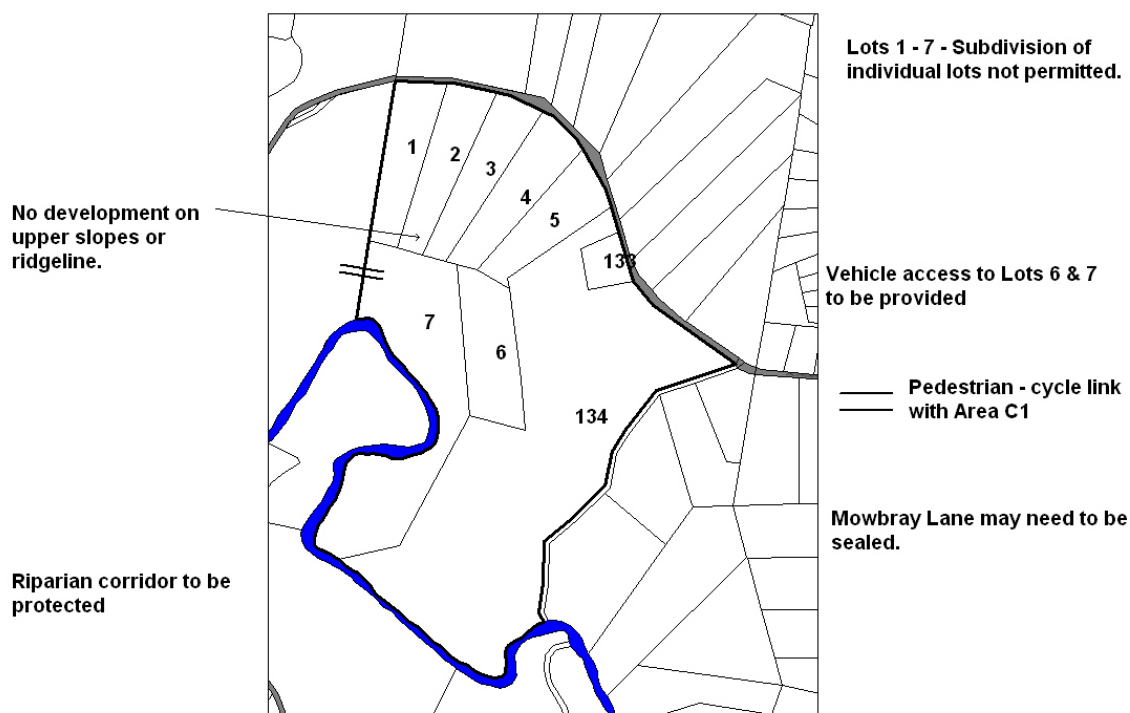
**Lot 134** appears **suitable for development**. Any development of this site would require access to be provided to Lots 6 and 7. If Mowbray Lane is to be used to provide access to the subdivision then, depending on likely traffic volumes, Council may require Mowbray Lane to be sealed at no cost to Council.

### Masterplan

A masterplan is required. Issues to be addressed by the plan include:

- Access from Horns Crossing Road.
- Internal access and road layout, including provision of access to land-locked lots.
- Flooding.
- Visual impact of development, with no development to occur on the ridgeline.

## PLANNING AREA C4



## **Issues & Performance Criteria**

In addition to the planning controls setout in the LEP, DCP and Rural Strategy, the planning and assessment process for Area C2 must address.

<b>Issue</b>	<b>Planning Considerations / Performance Criteria</b>
Integrated development of the area	<ul style="list-style-type: none"> <li>▪ Masterplan required.</li> <li>▪ No subdivision of Lots 1-7 on a standalone basis.</li> <li>▪ Lot 133 can only be further subdivided only in conjunction with subdivision of Lot 134.</li> <li>▪ Lot 134 can be subdivided on a stand-alone basis provided that road access is made available to Lots 6 &amp; 7.</li> </ul>
<p>Access to Collector Roads - Horns Crossing Road</p> <p>Internal Roads</p>	<ul style="list-style-type: none"> <li>▪ No additional private driveway access or right-of-ways Horns Crossing Road to be created.</li> <li>▪ For Lots 1-5 any access road from Horns Crossing Road must service at least 2 existing lots.</li> <li>▪ Access roads must be sealed and it needs to be demonstrated that access can be achieved safely and is supported by Traffic Committee and Council.</li> <li>▪ Any development of Lot 134 needs to demonstrate provision for access to Lots 6 and 7.</li> <li>▪ Council may require Mowbray Lane to be sealed if traffic volumes on this road are increased by subdivision of Lot 134.</li> </ul>
Pedestrian and cycle access	<ul style="list-style-type: none"> <li>▪ Provision needs to be made for a link from Area C4 through Area C3 to Horns Crossing Bridge.</li> </ul>
Visual amenity	<ul style="list-style-type: none"> <li>▪ Visual assessment to be undertaken as part of the masterplanning process.</li> <li>▪ The visual impact of any development along Horns Crossing Road needs to be minimised.</li> <li>▪ No back yards to have direct frontage to Horns Crossing Road.</li> <li>▪ No development to occur on the upper slopes and ridge-line that runs through Lots 1- 5.</li> </ul>

## VACY LOCAL AREA PLAN

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Paterson River	<ul style="list-style-type: none"><li>▪ No further riverfront lots or riparian rights to be created.</li><li>▪ Riparian vegetation to be protected.</li></ul>
Flooding	<ul style="list-style-type: none"><li>▪ Assessment required to determine the 1:100 year flood level. No Rural Lifestyle or Rural Enterprise development is permissible below the 1:100 year flood level.</li></ul>