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1 INTRODUCTION

The Mount Hutton Precinct Area Plan provides controls specific to the Mount Hutton area to ensure the effective delivery and design of infrastructure and the built environment, while also guiding the management and enhancement of key landscape and conservation features of the area. The plan applies to land immediately surrounding the Mount Hutton town centre and extends to the area identified within Figure 1 - Mount Hutton Precinct Area Plan below. There is a separate Area Plan which applies to the Mount Hutton Town Centre (refer to Mount Hutton Centre Area Plan).

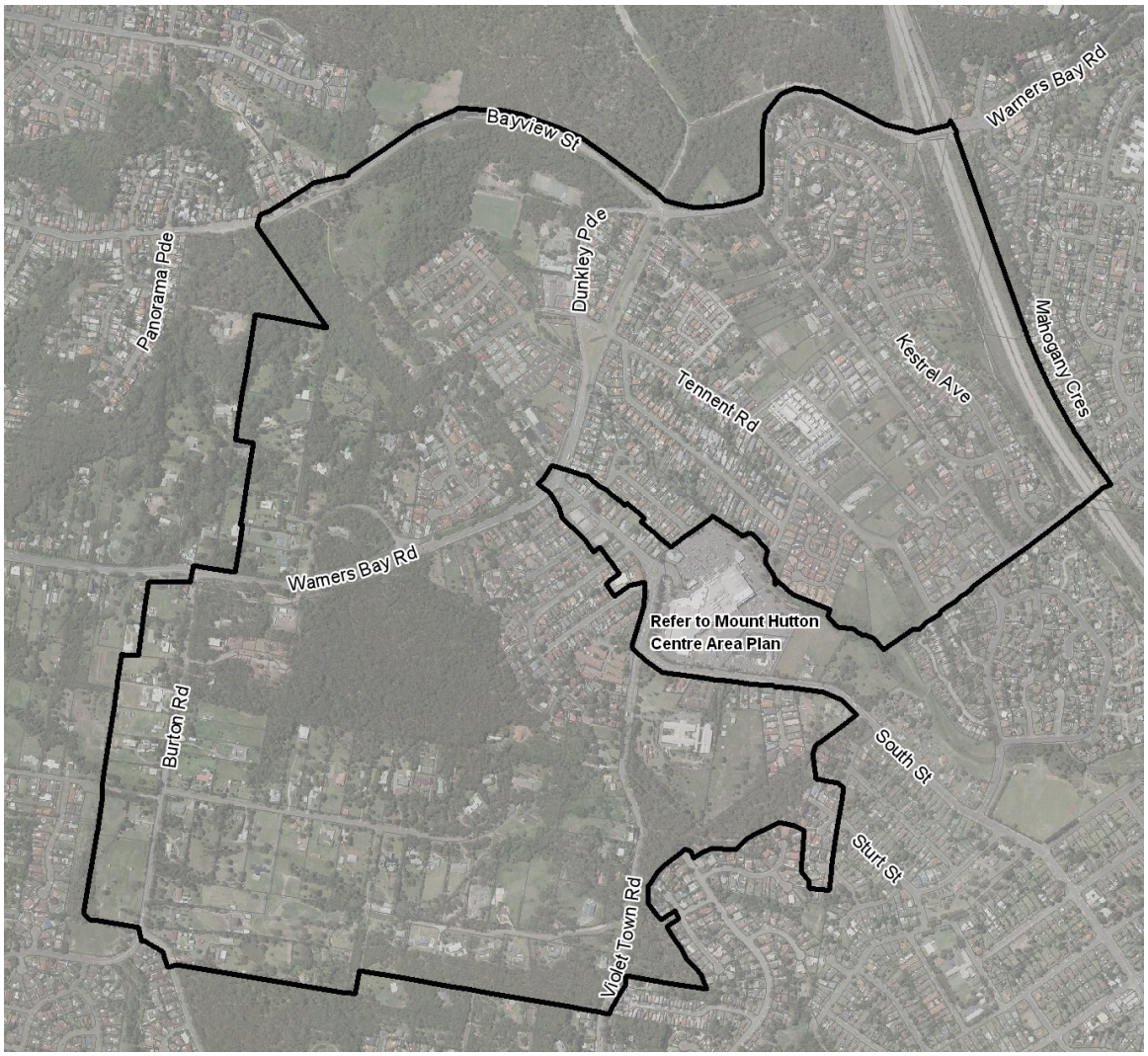

Figure 1 - Mount Hutton Precinct Area Plan

1.1 MOUNT HUTTON HISTORY

The traditional inhabitants of the Lake Macquarie area are the Awabakal people. The precinct of Mount Hutton was seasonally inhabited by the Awabakal clan of the Pambalong people (swamps district) who utilised the area for resources found within the native bushland amongst the ridgelines and Scrubby Creek (Dyall, 1972). The Pambalong clan and greater Awabakal people have a strong spiritual connection with the land and lake that provided them with the needs to thrive, and this is reflected in the ongoing Aboriginal culture of caring for Country (Awabakal Local Aboriginal Land Council, 2015). The Awabakal Local Aboriginal Land Council has statutory functions relevant to the protection of Aboriginal culture and heritage under the NSW *Aboriginal Land Rights Act 1983*. However, in NSW, Aboriginal objects and places are protected under

the *National Parks and Wildlife Act 1974* (NPW Act) and under this act, the Secretary of the Department of Planning Industry and Environment (DPI& E) is responsible for the protection of Aboriginal objects and Aboriginal places. The Special Minister of State (the Minister for the Public Service and Employee Relations, Aboriginal Affairs, and the Arts) jointly share responsibility with the Minister for Energy and Environment for administering the regulatory functions under Part 6A of the National Parks and Wildlife (NPW) Act.

Registered Aboriginal places or sites can be identified using the Office of Environment and Heritage (OEH) Aboriginal Heritage Information Management System (AHIMS) Web Services. While Council's sensitive Aboriginal landscape map does not include the Mount Hutton Area, it is likely that unregistered Aboriginal sites might be found along the Scrubby Creek, South Creek and Fossil Win Creek catchment creek lines and in areas of undisturbed vegetation. Aboriginal sites are protected under the National Parks and Wildlife Act (1974) and cannot be disturbed or destroyed without the approval of the former OEH now Department of Planning Industry and Environment (DPI &E). Relevant development controls can be found in the LMLEP (2014) under 5.10 Heritage conservation and the DCP (2014) under Section 1.0 Heritage Guidelines.

There are no local heritage listed sites in the LMLEP 2014, relating to non-indigenous heritage items within the Mount Hutton Area.

The first European to settle amongst the area of Mount Hutton was Thomas Williams in 1862, who later bought land from the crown in 1875. The area up until 1916 was referred to as Warners Bay Road, Charlestown. This was later changed to Mount Hutton after Dr Hutton who lived in the area, near the distinctive Hill behind the Main Road.

1.2 EXISTING CHARACTER

The Mount Hutton area can be best described as being an area in transition. Mount Hutton consists of single and two 2-storey weatherboard and brick homes which date from the 50's and 60's to the present day small lot and multi unit housing, which are prevalent on the slopes of Tennant and Auklet Roads and Kestrel Avenue. Mount Hutton has a Public school, recreation areas and various community services, child care services and Aged Care Facilities. Vegetated ridges and hillsides provide a strong visual backdrop for most viewpoints in the Mount Hutton area.

There are three distinct Shopping areas in Mount Hutton. To the south the Lake Macquarie Fair (a large floor plate shopping complex) and to the north the Dunkley Road shops, a traditional strip shopping complex with a variety of small shop fronts facing onto Dunkley Parade. This area contains an ALDI Supermarket as an anchor tenant. There are also a small group of shops on Wilsons Road, between Ford Avenue and Tango Street (Wilson's Road shopping village) which provides for the needs of local residents.

Land to the north of Tennant Road and off Judd Street is zoned as R2 Low Density Residential, is steep and provides for single and dual occupancy dwellings. The area comprises of dwellings from the 1990's through to 2000's and therefore the stock is quite new and unlikely to be renewed in the short term. Areas to the south of Cowmeadow Road to Warners Bay road are zoned as R3 Medium density where examples of multi dwelling housing has been established

1.3 MOUNT HUTTON STREETSCAPE MASTERPLAN

Mount Hutton Streetscape Master Plan generally aligns with the Mount Hutton Precinct Area Plan, covering the public areas owned and/or managed by Council. The Streetscape Master Plan will complement the Precinct Area Plan in providing high quality public domains and identity. It ensures a unified approach to undertaking public domain works by Council, developers and the community. The Streetscape Master Plan can be located on council's web page under Planning for economic and neighbourhood centres at:

https://www.lakemac.com.au/Development/Planning-controls/Local-Planning-Controls#section-3

1.4 DEVELOPER CONTRIBUTIONS

The Development Contributions Plan Charlestown Contributions Catchment - 2015 identifies several items that need to be provided to achieve the environmental and developmental objectives of the Mount Hutton area. These include:

- Pedestrian/cycle links;
- Road and traffic infrastructure;

- Stormwater management infrastructure; and
- Vegetation rehabilitation in conservation zoned land.

There are several options available to deliver these items, including:

- Conditions of consent attached to relevant development applications;
- Dedication of land;
- Voluntary planning agreements;
- Section 7.11 Contribution Plans; and
- Works in kind.

1.5 DESIRED FUTURE CHARACTER

Mount Hutton is envisaged as an active, pedestrian, and family friendly place for shopping, business and social activities. The Mount Hutton centre would offer access to banking, medical, personal services, and professional services, community and recreation facilities, cafes and restaurants. Mount Hutton is an important location for affordable housing and provides accessibility to services and facilities. A primary focus of the area plan is to facilitate effective and logical implementation of infrastructure, while improving the amenity of the area for its residents.

Future development in Mount Hutton should have regard to protecting key landscape elements including pockets of native vegetation, native vegetation corridors and vegetation on ridgelines, and in and around residential areas and commercial centres. A balance between built form and the natural landscape should be achieved. Any views of development from main roads, or hillside areas should be softened by screening vegetation and appropriate design measures such as setbacks. Existing view corridors should be preserved and enhanced, as well as opportunities for new view corridors identified.

Renewal of housing will take place over time, with new construction of multi dwelling units occurring in the areas zoned for R3 Medium Density being areas adjoining Wilsons Road to Tennent Road, the southern parts of Crawford Lane, parts of Kariboo Lane and south of Dunkley Parade and Cowmeadow Road. However, a primary component for any future potential development would be the amalgamation of lots to create suitable building footprints. Currently the lots off Kariboo Lane and Auklet Road are long and narrow and do not accommodate development other than a battle-axe or gun-barrel type of outcome.

Implementation of the Precinct Area Plan for Mount Hutton will facilitate additional housing development, be affordable and accessible whilst also making provision for stormwater infrastructure to manage and minimise flooding impacts. It will also provide additional pedestrian, cycling and road connections, guide future conservation management and planning, and maintain important landscape characteristics such as the areas' environmental and rural parcels, vegetated ridgelines, threatened species habitat, wildlife corridors and riparian areas.

Additionally, given issues associated with climate adaptation and readiness, and the launch of Greener places: An urban green infrastructure draft policy for NSW, it is appropriate for future development to consider minimising urban heat stress through the use of urban forest principles and the use of lighter coloured roofs and surface treatments which can be considered at the time of development of sites.

1.6 STRUCTURE PLAN

The Precinct Structure Plan at Figure 2 depicts the location of the main structural elements of Mount Hutton. The Structure Plan shows key transport corridors, road and cycleway/paths, existing native vegetation, open space, community and recreation facilities, local shops, the extent of the R3 Medium Density Zoned land and an Archaeological feature of International significance - Insect Fossils in the Mount Hutton and adjoining Windale area. Details of proposed transportation infrastructure works are located at Figure 6 Transportation Structure Map.

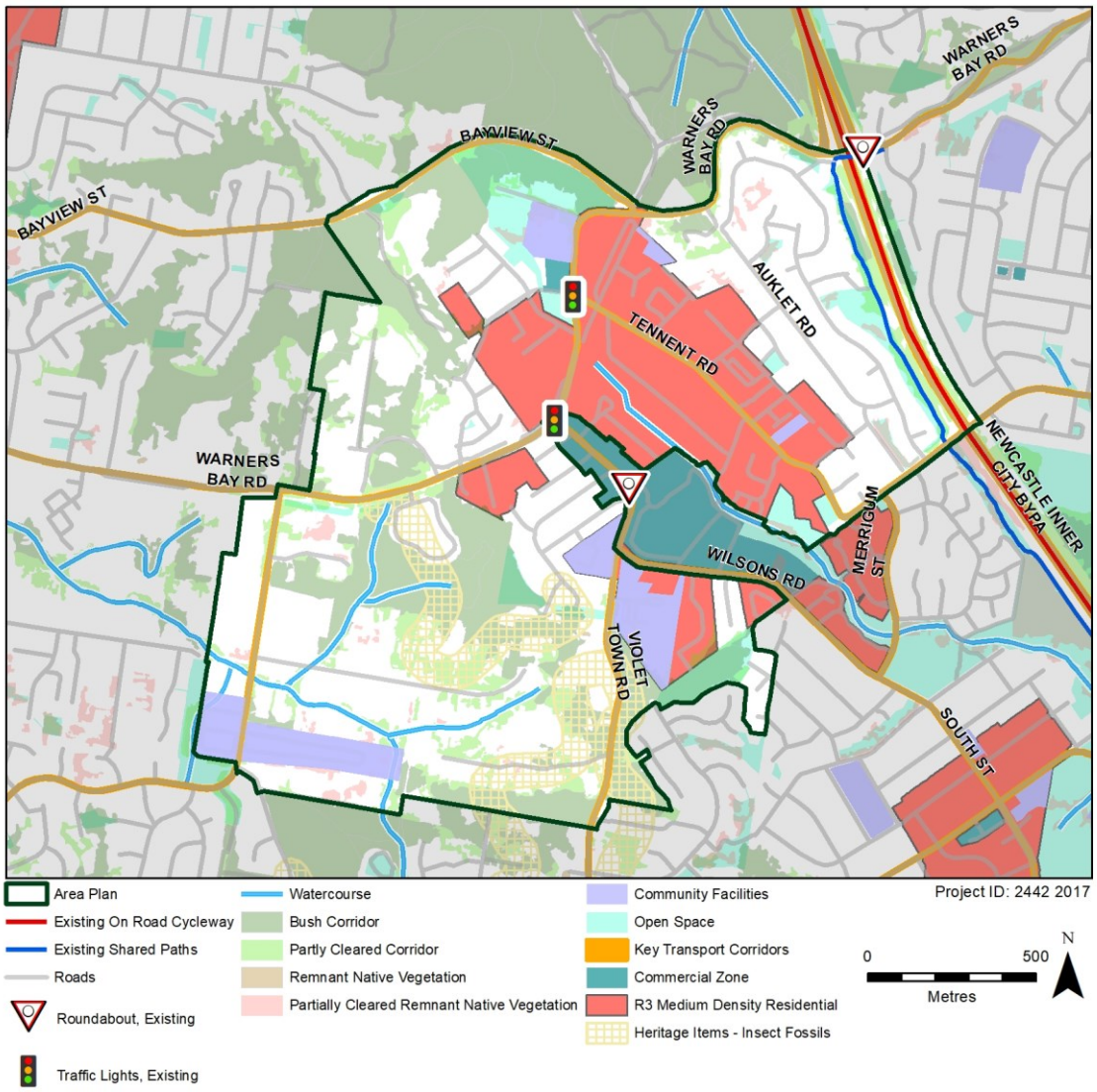

Figure 2 - Mount Hutton Precinct Structure Plan

2 ENVIRONMENTAL ATTRIBUTES AND CONSTRAINTS

2.1 FLOODPLAIN MANAGEMENT AND STORMWATER

The Mount Hutton area forms part of both the Lake Macquarie and Jewells Wetland Catchments. Soil limitations of the area include high water erosion hazard with the possibility of landslip on steep slopes. Parts of the area are subject to seasonal water logging, high run-off with moderate to high shrinkage and strongly acid soils of low fertility.

Sustainable and efficient stormwater and floodplain management is essential to future development in Mount Hutton. Scrubby Creek flows through Mount Hutton from the northwest to the south-east before entering the Jewells Wetlands. The majority of the suburb is contained in the Scrubby Creek catchment. The priority stormwater issues include flooding, sediment and erosion control while ensuring the downstream wetlands receive a viable and continuous supply of water.

The Scrubby Creek sub-catchment detention basins should act primarily as water quality devices. Stormwater run-off from all roof surfaces should be managed through storage/landscaping systems within the development footprint being harvested and reused on site.

A small portion at the south western section of the precinct plan is affected by the *South Creek Flood Study*, *April 2011* report and the area of Scrubby Creek Mount Hutton is affected by the *Jewells Wetland Floodplain Risk Management Study and Plan, 2019*. These studies show areas affected by probability floods for the full range of flood events (One (1) % Annual Exceedance Probability (AEP) as well as indicating flood hazard areas and recommending floodplain management options.

The *Jewells Wetland Floodplain Risk Management Study and Plan, 2019* has reinforced the findings and recommendations of the s.*7.11 Charlestown Contributions Plan 2015*. The *Study and Plan* 2019 has identified properties in the Ada Street locality susceptible to relatively frequent overland flooding because of the limited capacity of this part of the Scrubby Creek main drainage channel.

The Study and Plan highlight that the proposed works in the Council's *S7.11 Contributions Plan 2015* were identified as having some direct benefit (figure 3) to the Ada Street locality. The works would reduce risk to properties through reduced peak flood discharges and potentially reducing instances of overbank flooding to property lots. However, the Study and Plan also highlights that because of the high capital costs, the proposed works did not provide a major increase to overall flood immunity. Accordingly, *The Study and Plan 2019* have recommended that Ada Street, Alexander Street and Helen Street localities be further investigated.

Further investigations may require provision of additional information in respect of offsite effects during future development proposals for the above-mentioned localities.

Retention and rehabilitation of riparian creek lines and vegetation buffers will also be a primary objective of work to be completed for the area.

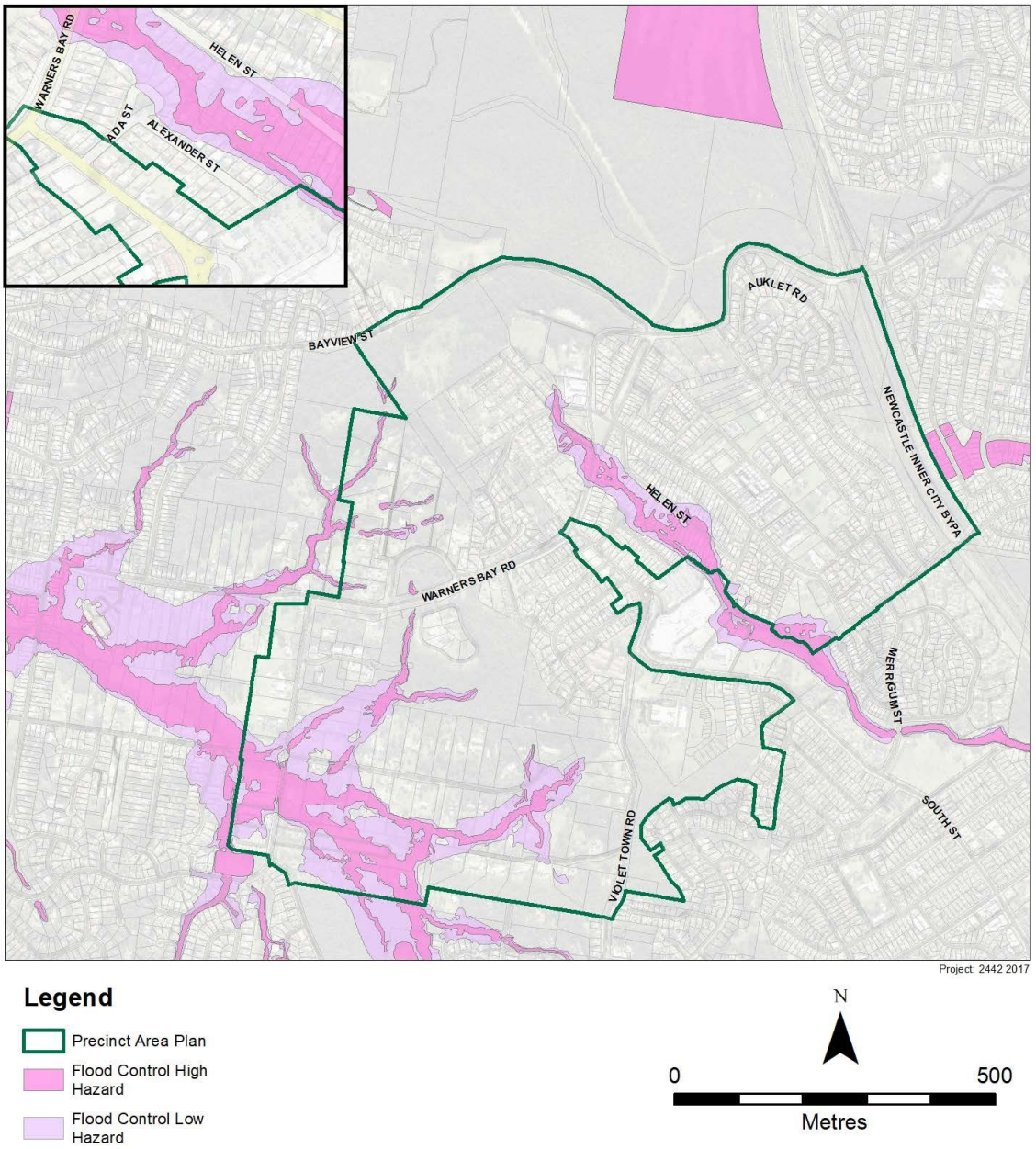

Figure 3 - Mount Hutton Flood Hazard Map – Insert shows detail of Ada, Alexander & Helen Street localities

2.2 NATIVE VEGETATION, FLORA & FAUNA CORRIDORS

The Mount Hutton area is very important for the long-term survival of threatened species and other native fauna that inhabit the area. Threatened species, habitat and corridors are particularly relevant issues for the disused quarry south of Bayview Street and the Cowmeadow Road and Casson Avenue Precincts.

Remnant vegetation and riparian areas of the Mount Hutton area support a variety of flora and fauna species that provide an important role in the area's amenity and associated liveability (refer to figure 4).

Key ecological features of the Mount Hutton area include:

- Habitat for an estimated 400 fauna and flora species including habitat for threatened species such as *Tetratheca juncea*, the masked owl, powerful owls, squirrel glider, grey headed flying fox, threatened micro bats and endangered ecological communities, Swamp Sclerophyll Forest on Coastal Floodplains and River Flat Eucalypt Forest on Coastal Floodplains;
- A significant north-south wildlife corridor that connects large tracts of forest and woodlands of the Green Point/Floraville area to that in Hillsborough. This north-south corridor enables a greater diversity of fauna to move through and inhabit the area and aids in the dispersal of genetic plant material. This corridor is weak in places and needs protection and rehabilitation. The corridor is also particularly significant to the viability of a local population of threatened squirrel gliders that are known to move through this area; and
- A number of creek lines and associated vegetation buffers that are important for maintaining the health of waterways including those that occur downstream such as the SEPP 14 Wetlands at Jewells.

Retention and enhancement of native vegetation and corridors in conservation priority areas of the Mount Hutton area, is a main objective of the area plan particularly within:

- land zoned for environmental protection;
- corridor linkages identified on the map.

2.3 RIDGELINE MANAGEMENT

An important aspect of Mount Hutton's character is the natural bushland, native vegetation corridors and vegetated ridgelines, which surround and cross the suburb. These need to be maintained and enhanced. The vegetated ridgelines are the most dominant physical and scenic feature of the suburb. They frame the western and southern areas and define the valley that spreads out to the east. Protecting and maintaining these ridgelines is a key priority of this Area Plan.

To enhance this scenic character, residential development along the ridgeline and split zoning of the R2 Low Density Residential and R3 Medium Density Residential Zones of Glasshouse Ridge Road toward Sylvia Place/Bottlebrush Road shall include provision for the planting of native trees and shrubs as development occurs. This will enable the ridgeline to be gradually re-vegetated over time, particularly along existing and future road alignments and road reserves. Retention of the existing treed areas within the precinct is also a priority.

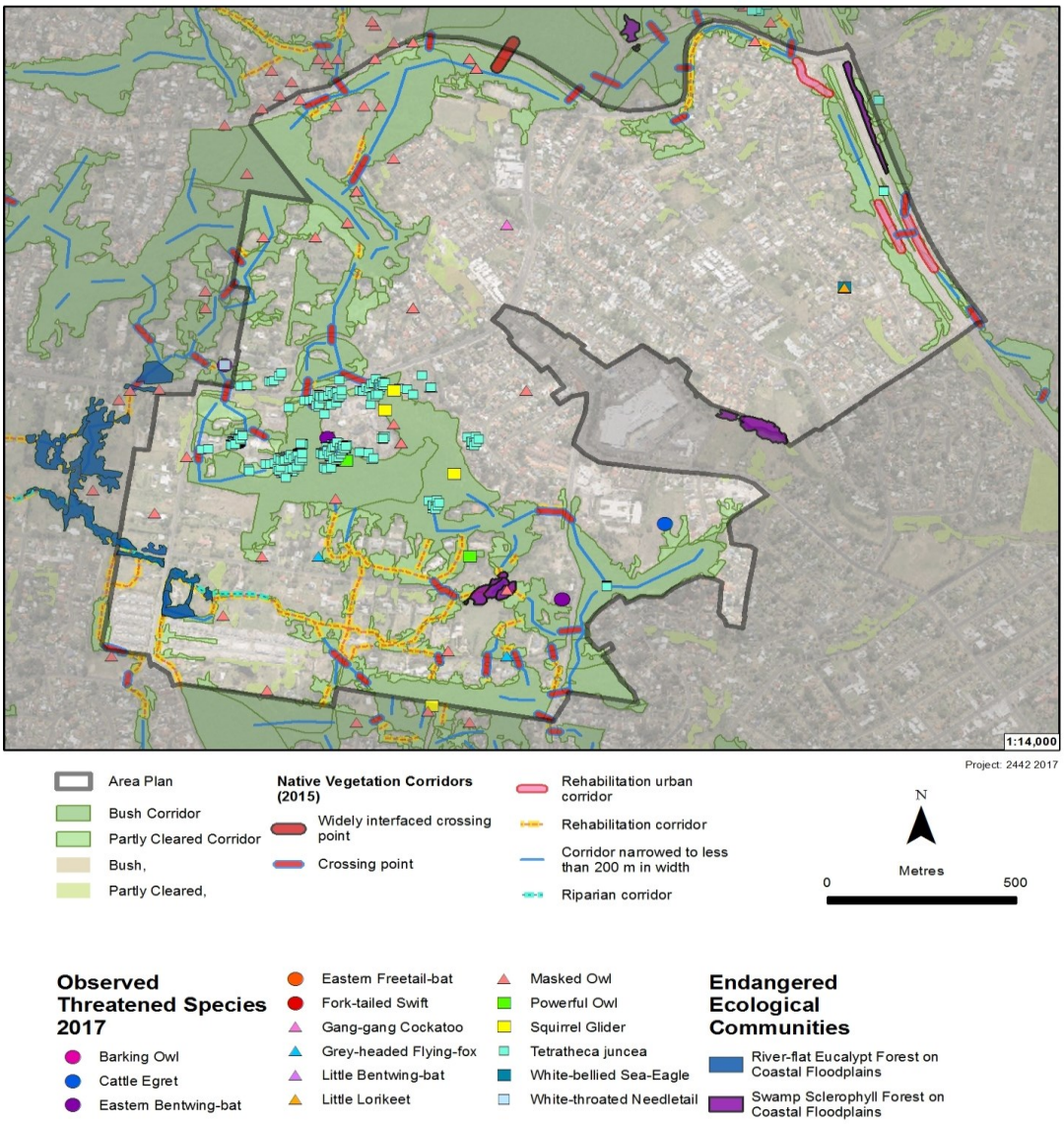

Figure 4 - Native Vegetation and Corridors, Observed Threatened Species and Endangered Ecological Communities

2.4 INSECT FOSSILS

The Insect Fossils form part of the Belmont insect beds. These fossil beds are of International significance and very high conservation value as they represent the only significant occurrence of fossil insects from the Palaeozoic Era found in Australia and are unusual when compared to equivalent occurrences overseas (refer to figure 5).

The Belmont insect beds have yielded in excess of 140 species and over 800 specimens of fossil insects including approximately 15 new species of fossil insect.

Any proposed development and/ or disturbance of an area identified over a fossil seam must be in accordance with Councils Natural Heritage Guidelines.

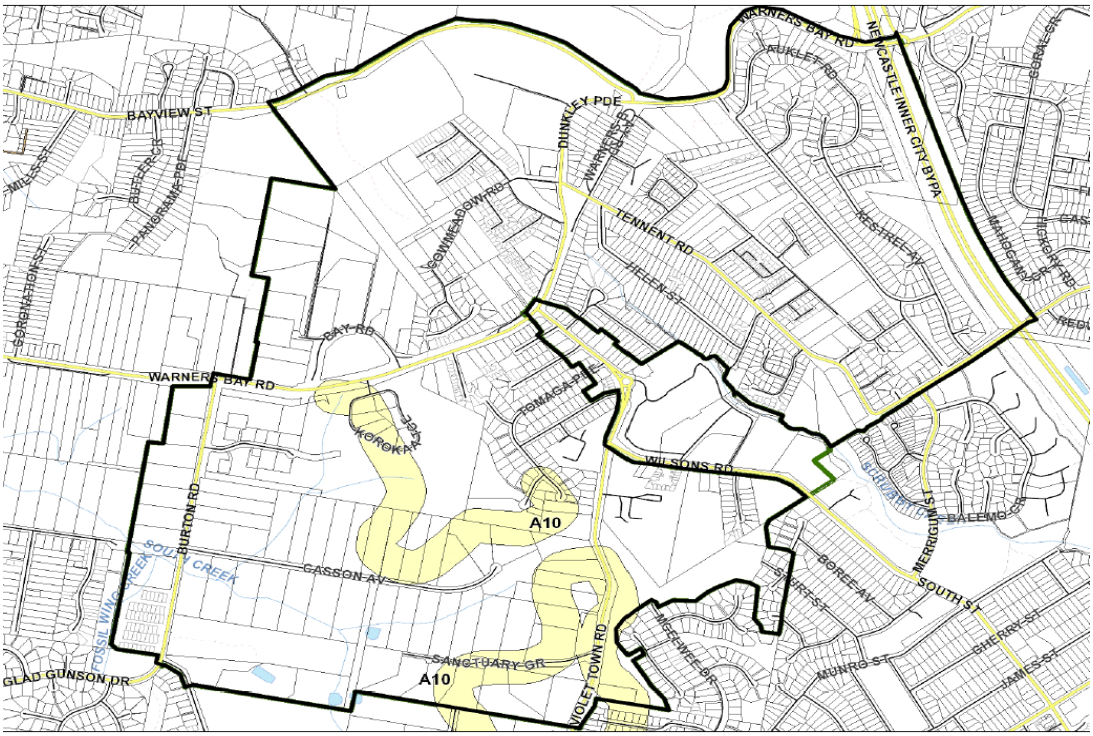

Figure 5 - Insect fossils of International significance in the Mount Hutton area

2.5 CONTAMINATED LAND

There are a number of contaminated or potentially contaminated sites in Mount Hutton that are identified on Council's Database of Contaminated or Potentially Contaminated Land within the City of Lake Macquarie.

Proposed development on contaminated or potentially contaminated sites need to take into consideration the requirements of Council's Policy for Managing Contaminated or Potentially Contaminated Land within the City of Lake Macquarie and the requirements of SEPP55 and the SEPP55 Planning guidelines. Information about sites within the Council Database is available from enquiries to the Council Administration Office in Main Road, Speers Point or from applying for a section10.7 Planning Certificate for the land in question.

Note: Up-to-date details will be found on Council's Contaminated or Potentially Contaminated Land Database.

This database should be referred to obtain the most recent accurate listing of contaminated or potentially sites in the Mount Hutton area.

Further information in relation to contaminated land management or remediation, and Fact Sheets about contamination generally, can be found on Council's webpage.

3 PEDESTRIAN, CYCLE PATH AND VEHICLE MOVEMENT

3.1 PEDESTRIAN AND CYCLE PATHS

Shared pedestrian and cycle paths are lacking in the Mount Hutton area, despite the area being suitable for walking and bicycle transport.

Pedestrian access from the western side of Warners Bay Road, incorporating the northern section of the suburb linking the shopping precinct and the primary school, has been significantly improved since the installation of traffic signals at the intersection of Dunkley Parade and Tennent Road.

While Council has developed both its Footpath and Cycling Strategy, Mount Hutton is not listed as a high priority area for footpaths or cycleways. Greater emphasis will need to be placed on future development in the area to improve footpath and/or cycling facilities (refer to figure 6).

3.2 TRAFFIC AND TRANSPORT

The Mount Hutton Precinct Area Plan aims to deliver improved accessibility to services and facilities, providing additional intersection upgrades and pedestrian connections. New residential development in Mount Hutton will place additional pressure on the existing road infrastructure. Refer to (figure 6) for location of key priority areas summarised below:

1) Intersection upgrade - Dunkley Parade, Warners Bay Road and Bayview Street.

   The intersection of Dunkley Parade, Warners Bay Road and Bayview Street will initially be constructed as a 3-legged roundabout only. The intersection upgrade will be listed on Council's Intersection Capital Works Programme for funding and construction (refer to Council's Delivery Programme for additional information). A 4th leg" extension of the round-about of Warners Bay Road would be based on future traffic modelling and is not considered necessary until the 2030's. Concept design will require investigations into land acquisitions, driveway access to properties, retaining walls and service relocations. Community consultation will be undertaken as part of the development of the intersection at that time (refer to Item No. 1, figure 6).

2) Potential future road access from Auklet Road to Warners Bay Road

   Subject to further investigations and consultation there is potential for a road access from the northern end of Auklet Road near the junction of Government Road and traversing westward toward Warners Bay Road. This potential road connection could initially be a future road access that ends in a Cul de Sac at the eastern boundary of Number 300 Warners Bay Road. There is further potential of exiting onto Warners Bay Road subject to detailed engineering design work and discussions with affected landowners as a component of the future Roundabout proposed at Bayview Street, Dunkley Parade and Warners Bay Road intersection (refer to Item No. 2, figure 6).

3) Glasshouse Ridge Road connection to Kariboo Lane

   The 2014 Mount Hutton Precinct Area Plan illustrated an elbow road connection from an existing "Restriction as to user" (Easement) i.e. extension of Glasshouse Ridge Road north from Langdon Way over numbers 21, 41, 43, 45, 47 and 47A Auklet Road and connecting to Kariboo Lane. Initially the elbow connection from the Easement would provide greater traffic circulation. However, due to high financial cost, difficult topography, loss of residential land and adequate circulation through Langdon Way, the elbow connection has been removed. Additionally, the Easement has been retained for a future road when required which would terminate in a T-head or Cul-de-sac (refer to Item No. 3, figure 6 and figure 7 for detail).

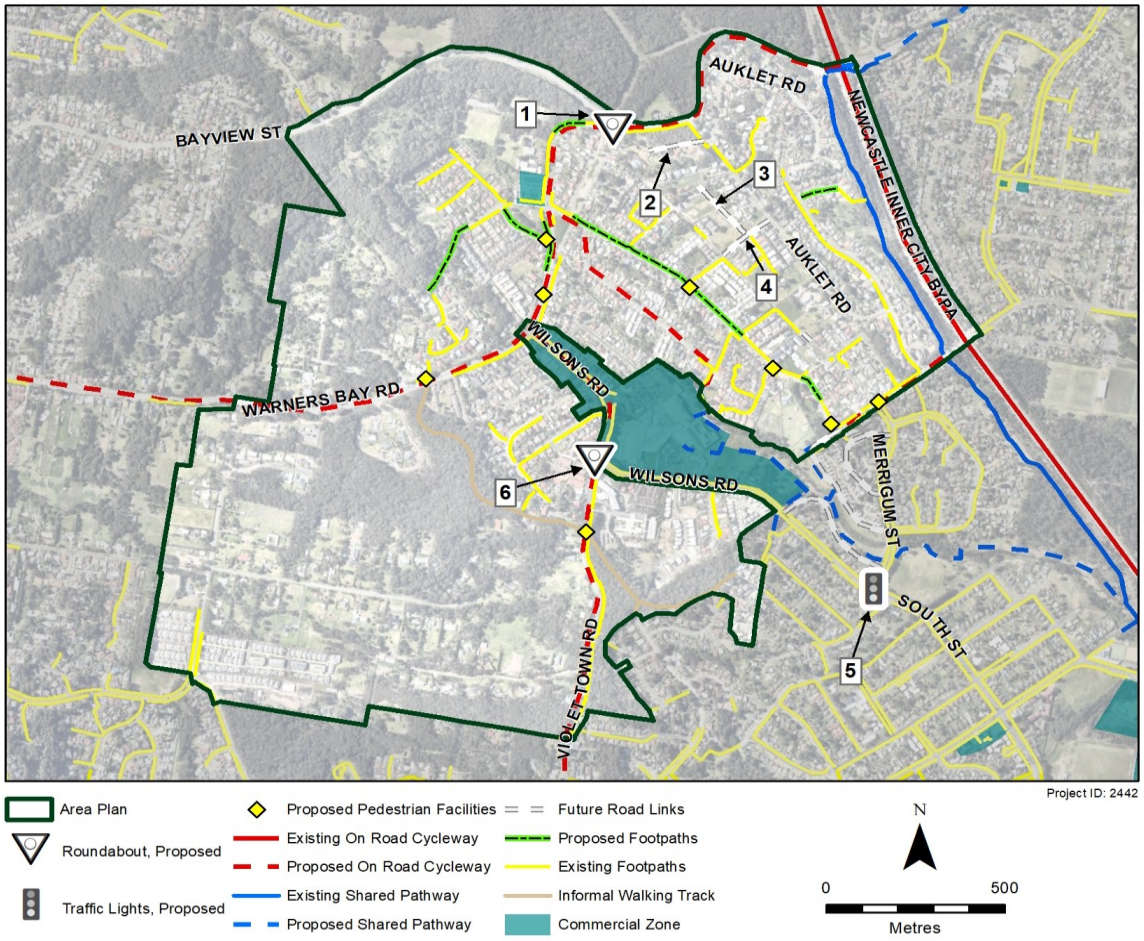

Figure 6 - Transportation Structure Map, showing existing and proposed footpaths and cycleways identified in the Footpath Strategy 2013-2023 and Cycling Strategy 2021, including identified pedestrian facilities/refuges, and priority intersection upgrades.

4) Road upgrade – Langdon Way

The s.7.11 Contributions Plan 2015 indicates that Langdon Way will be extended to Auklet Road to create a single lane two-way road (subject to Capital works programming) refer to Item No.4, figure 6.

5) Intersection upgrade – Merrigum Street and South Street, Windale

The alternate and existing connection between Wilsons Road and Willow Road/South Street Windale is via Merrigum Street. The intersection of Merrigum Street and South Street has been identified as requiring an upgrade to a signalised intersection and is listed in the Charlestown s.7.11 Contributions Plan for the Windale area (subject to Capital works programming). It is not a component of the Mount Hutton Precinct Area Plan but has been included to ensure consistency in connectivity with the adjoining Windale Precinct Area Plan also currently under review (refer to Item No.5, figure 6).

6) Intersection upgrade – Violet Town Road and Wilsons Road

Modelling undertaken to 2025 as part of the Charlestown s.7.11 Traffic Studies shows that the intersection of Violet Town Road and Wilsons Road will require upgrade to a roundabout. This intersection is listed on Council's Intersection Upgrade Capital Works Programme and listed in the Charlestown s.7.11 Contributions Plan (refer to Item No. 6, figure 6).

There are also several proposed pedestrian refuges/facilities shown at figure 6 along Warners Bay Road, Violet Town Road, Tennant Road and Willow Road. These pedestrian refuges/facilities will be progressively upgraded when a detailed investigation has occurred as to actual need and placement.

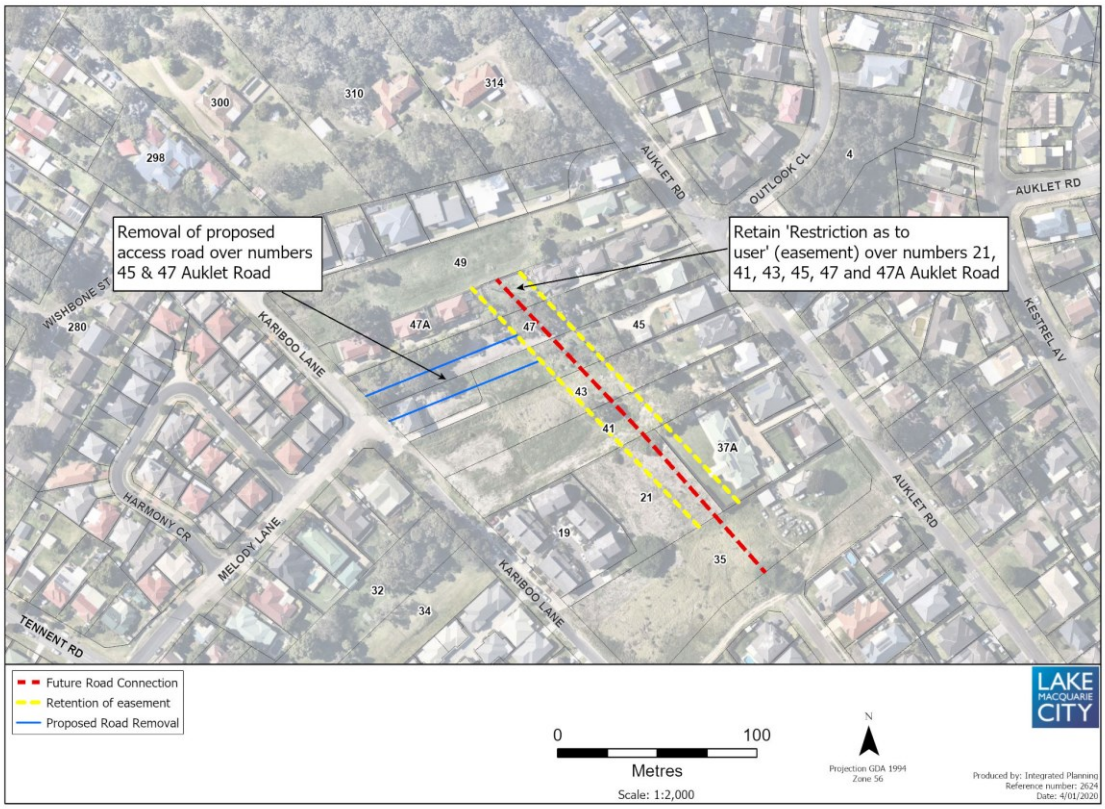

Figure 7 - "Restriction as to user" over lots 21 to 47A Auklet Road, and indicative road from Langdon Way northward

4 OBJECTIVES AND CONTROLS OF THE AREA PLAN

4.1 FUTURE CHARACTER

Objectives:

a. To ensure that urban areas develop to support future housing needs in a low and medium density environment;

b. To enable affordable, adaptable and accessible housing to be established;

c. To protect key landscape elements including pockets of native vegetation and vegetation on ridgelines including around residential areas and commercial centres;

d. To ensure that green infrastructure development is generally consistent with Greener Places: A draft urban green infrastructure policy for NSW.

e. To maintain and enhance the bushland character of the area including bushland within scenic management areas, threatened species habitat, wildlife corridors, riparian areas and vegetated ridgelines;

f. To maintain and enhance the rural character of the non-urban area;

g. To ensure that future development enables pedestrian and bicycle connectivity so that pedestrians are not isolated from existing or proposed pedestrian facilities, public transport and services.

Controls:

1. Developments must be generally consistent with the desired future character of the Mount Hutton Precinct, and Transportation Structure Map (refer to figure 6).
2. Development in the R2 Low Density Zone enables the amalgamation of lots particularly in the block between Kariboo Lane, Auklet and Langdon Way, and establishment of a road along “the Restriction as to User” to ensure legal access is available for future development (refer to figure 7).
3. Development in the R3 Medium Density Zone enables medium density housing to establish that is complimentary to the scale, bulk and amenity of existing buildings in the immediate location inclusive of pedestrian and bicycle connections and infrastructure.
4. Green Infrastructure development must generally be consistent with the principles of Greener Places: A draft urban green infrastructure policy for NSW.
5. Development ensures that pedestrian and cycleway connectivity is maintained and enhanced and does not prejudice existing or proposed pedestrians or cycleway connections (refer to figure 6).
6. In residential areas and commercial centres, development avoids the removal of native vegetation, threatened species habitat, wildlife corridors, riparian areas and vegetated ridgelines.
7. Development outside of environmental and scenic management areas, avoids the removal of native vegetation, threatened species habitat, wildlife corridors, riparian areas and vegetated ridgelines.
8. Development in or adjacent to degraded vegetation must include a replanting and vegetation management plan for the continued rehabilitation of the suburb with native flora species.
9. Development is not to occur on the tops of ridges and slopes where loss of vegetation and visual amenity would be compromised.

4.2 URBAN STRUCTURE

Objectives

a. To ensure that built outcomes provide an efficient use of land, and proposals consider broader opportunities and constraints in the vicinity.

b. To ensure that proposed developments do not compromise future development potential of adjoining or near-by land.

c. To ensure that planned infrastructure for Mount Hutton is delivered, and not compromised by development on a single site.

d. To incorporate Water Sensitive Urban Design (WSUD) techniques in all new developments.

e. To provide an appropriate road network that connects with the existing road network.

f. To ensure subdivision of land and road networks are consistent with a grid subdivision pattern of existing residential lots.

g. To ensure that adequate pedestrian and cycle facilities are available to link developments with existing and proposed facilities surrounding the area.

h. To ensure that future development adjoining Scrubby Creek has street frontage and overlooks the creek reserve to facilitate appropriate urban design outcomes including natural surveillance.

i. To ensure that land adjoining Scrubby Creek is rehabilitated with locally indigenous native vegetation.

Controls:

1. Developments must be generally consistent with the desired future character of the Mount Hutton Precinct.
2. Developments must not preclude the establishment of infrastructure identified on the Transportation Structure Map (refer to figure 6)
3. Development of land for subdivision and road networks are consistent with a grid subdivision pattern of existing residential lots.
4. Development must ensure that adequate pedestrian and cycle facilities are available to link developments with existing and proposed facilities surrounding the area.
5. Development must include Water Sensitive Urban Design (WSUD) measures to manage stormwater, erosion, and water quality of stormwater leaving the site.
6. Where development adjoins Scrubby Creek, the creek is to be rehabilitated and re-vegetated with locally indigenous native species in accordance with Council's Estuarine and Creekbank Stabilisation & Rehabilitation Guideline.
7. Development of new dwellings adjoining Scrubby Creek provides for frontage to the creek to enable natural surveillance and pedestrian access.
8. Development must not adversely impact fauna crossings where development encroaches or intersects with crossing points shown in figure 4 in accordance with Council's Flora and Fauna Survey Guidelines.
9. Where roads must cross identified wildlife corridors, appropriate design measures are provided to facilitate fauna crossings in accordance with Council's Flora and Fauna Survey Guidelines.

4.3 PEDESTRIAN, VEHICLE AND BICYCLE LINKS

Objectives:

a. To ensure that development provides a pedestrian and cycle network with access to key destinations within the site and surrounding area, including existing and proposed recreation areas, transport routes, shops, and the Mount Hutton Public School.

b. To ensure that development does not prejudice pedestrian, cycle and road infrastructure.

Controls:

1 Pedestrian and cycleway routes must be conveniently linked to recreation and community facilities, and the external road network, as shown in the Transportation Structure Map (refer to figure 6).

2 Where practical and safe to do so, shared pedestrian/cycle pathways should be incorporated into the road reserve on the undeveloped side of perimeter roads, thereby contributing to Asset Protection Zones and providing a 'hard edge' to conservation land.

4.4 NATIVE VEGETATION, FLORA & FAUNA CORRIDORS, SCENIC MANAGEMENT AND INSECT FOSSILS

Objectives:

a. To maintain and enhance areas of natural, ecological and scenic significance including native vegetation, rehabilitation corridors, bush corridors, threatened species habitat, wildlife corridors, riparian areas and vegetated ridgelines.

b. To ensure that the highly valued bushland settings and vegetated ridgelines that surround Mount Hutton are protected and enhanced.

c. To re-establish native trees or shrubs along the road corridor of Glasshouse Ridge Road to Langdon Way.

d. To establish native trees and shrubs along the ridgeline and split zoning of the R2 Low Density Residential and R3 Medium Density Residential Zones of Glasshouse Ridge Road toward Sylvia Place/Bottlebrush Road as development occurs.

Controls:

1 Existing vegetation should be maintained and enhanced throughout the Mount Hutton Precinct (refer to figure 4) and be in accordance with Council's Flora and Fauna Survey Guidelines particularly:

   i. Visually sensitive landscapes and scenic areas;

   ii. In areas of threatened species habitat and wildlife corridors;

   iii. On prominent landscape features, such as hillsides and ridgelines;

   iv. In riparian areas and associated buffers particularly along Scrubby Creek and South Creek

2 Existing vegetation should be maintained along major road corridors including:

   i. Development in or adjacent to areas of natural vegetation;

   ii. Where green breaks provide visual relief to the urban area;

   iii. Where a Visual Impact Assessment and Development Site Plans determine the location of buildings, structures, driveways and other development within bushland areas of the suburb;

3 Rehabilitation of riparian areas with native vegetation shall be in accordance with Council's Estuarine Creekbank Stabilisation & Rehabilitation Guideline.

4 Development in or adjacent to degraded vegetation should assist in the rehabilitation of the suburb with local native species.

5 Development along the ridgeline and split zoning of the R2 Low Density Residential and R3 Medium Density Residential Zones of Glasshouse Ridge Road toward Sylvia Place/Bottlebrush Road, must include provisions for landscaping using native trees and shrub species so that the ridgeline will be gradually re-vegetated over time.

6 Any proposed development and/or disturbance of an area identified over a fossil seam must be in accordance with Councils Natural Heritage Guidelines.

7 Riparian creek lines and associated vegetated buffers will be retained and rehabilitated

4.5 SCRUBBY CREEK RESERVE

Objectives

a. To ensure that development addresses and overlooks Scrubby Creek and open space areas.

b. To ensure that development is sited and designed to minimise the impacts of flooding of Scrubby Creek.

c. To ensure that development does not adversely affect water quality or quantity in Scrubby Creek.

d. To ensure that Scrubby Creek and associated riparian vegetation is maintained and rehabilitated, in order to contribute to water quality, and to mitigate sedimentation of Jewells Wetland.

e. To incorporate Water Sensitive Urban Design (WSUD) techniques in all new developments.

f. To minimise the volume and rate of stormwater leaving a development site.

g. To develop a reserve with an informal native landscape, and pedestrian and cycle paths.

h. To provide pedestrian and cycle paths along Scrubby Creek.

Controls

For development adjoining Scrubby Creek:

Development to address and overlook Scrubby Creek, and not result in any net increase in peak stormwater volume and flows into the Creek (refer to 5.4.1- LMDCP Water Cycle Management Guidelines).

1 Development must not result in any net increase of pollutant loads to Scrubby Creek (refer to 5.4.1 -LMDCP Water Cycle Management Guidelines).

2 Development proposals must include a Stormwater Management Plan that is consistent with the recommendations of the Jewells Wetland Flood Risk Management Study and Plan 2019.

3 Development must include Water Sensitive Urban Design (WSUD) measures to manage stormwater, erosion, and water quality of stormwater leaving the site (refer to Council's Water Cycle Management Guidelines and Stormwater Treatment Framework, and Stormwater Quality Improvement Device Guidelines).

4 The elements of the drainage system and stormwater treatment devices must be visually unobtrusive and integrated within individual sites, landscaped areas, roads and open space areas. They must be designed in accordance with Council's Water Cycle Management Guidelines and Engineering Guidelines.

5 Development must include revegetation along Scrubby Creek using local native species.

6 Development must include pedestrian and cycle paths along Scrubby Creek that are readily visible, as shown in figure 6 Transportation Structure Map of this Precinct Plan, and figure 1 of the Mount Hutton Centre Structure Plan within the Mount Hutton Centre Area Plan.

7 Pedestrian and cycleway routes must be conveniently linked to recreation and community facilities, and the external road network, as shown in the Transportation Structure Map (refer to figure 6).

8 Where practical and safe to do so, shared pedestrian/cycle pathways should be incorporated into the road reserve on the undeveloped side of perimeter roads, thereby contributing to Asset Protection Zones and providing a 'hard edge' to conservation land.