

TABLE OF CONTENTS

1	INTRODUCTION	2
2	CONTEXT	2
3	EXISTING CHARACTER	2
4	DESIRED FUTURE CHARACTER.....	4
4.1	DESIRED FUTURE PUBLIC REALM.....	4
4.2	DESIRED FUTURE HOUSING CHARACTER.....	5
5	DESIRED FUTURE STRUCTURE	6
6	SUBDIVISION CONTROLS FOR LAND ADJOINING SCRUBBY AND FRAZER CREEKS..	9
6.1	DEVELOPMENT ADJOINING SCRUBBY CREEK AND FRAZER CREEK	9
6.2	STORMWATER MANAGEMENT	9
6.3	VEGETATION MANAGEMENT	10
7	GENERAL SUBDIVISION CONTROLS.....	10
7.1	SUBDIVISIONS IN WINDALE	10
8	GENERAL DEVELOPMENT CONTROLS.....	11
8.1	LIGHTING	11
8.2	PEDESTRIAN AND CYCLE NETWORK.....	11
8.3	STREET SETBACKS AND STREETScape	11
8.4	STREET TREE PLANTING	12
8.5	CAR PARKING	12
8.6	DESIGN OF COMMON AND SHARED SPACES IN MEDIUM DENSITY HOUSING	13
9	PRECINCT DEVELOPMENT CONTROLS	13
9.1	NORTHERN TOWNHOUSE AREA.....	13
9.2	SOUTHERN TOWNHOUSE AREA	16
9.3	MULGA STREET TOWNHOUSE AREA	17

FIGURES

Figure 1 - Windale Structure Plan.....	8
Figure 2 - Northern Townhouse Precinct Plan.....	15
Figure 3 - Indicative section – applicable to developments overlooking Scrubby Creek	14
Figure 4 - Southern townhouse precinct plan	17
Figure 5 - Mulga Street Townhouse Precinct Plan	18

TABLES

Table 1 - Suggestions for dwelling diversity in the R3 zone	6
Table 2- Car parking rates for development in Windale	13

1 INTRODUCTION

This Area Plan contains local objectives and development controls for the suburb of Windale.

The general provisions of the Lake Macquarie Development Control Plan 2014 (LM DCP 2014) also apply to development in Windale. Where there is an inconsistency between the controls in this Area Plan and the controls in another Part of the LM DCP 2014, the controls in this Area Plan prevail.

2 CONTEXT

Location

Windale is centrally located in the east of Lake Macquarie. It is a short road trip from Charlestown to the north, Belmont to the south, and Lake Macquarie (the lake) and Warners Bay to the northwest.

Mount Hutton is within walking and cycling distance to the north of Windale. It contains a freestanding shopping centre with supermarkets and specialty retail.

Windale is also within walking and cycling distance to the light industrial and bulky goods retailing areas at Bennetts Green and Gateshead to the east, and the Gateshead medical precinct to the northeast.

Heritage and history

Lake Macquarie Local Government Area (LGA), which includes Windale, is part of the traditional country of the Awabakal people. Europeans settled the suburb of Windale as an agricultural area for growing fruit, vegetables, and poultry. In 1949, the Housing Commission of NSW acquired most of the land across the suburb of Windale and opened a public housing development.

Demographic and social context

At the time of writing, compared to the Lake Macquarie LGA average, Windale has:

- ↑ a larger proportion of public housing,
- ↑ a larger proportion of youth (aged 0-19 years),
- ↑ a greater proportion of one-person households,
- ↑ a greater proportion of renting households,
- ↑ more people needing assistance,
- ↑ a larger proportion of residents who identify as being of Aboriginal descent,
- ↑ higher unemployment and lower labour force participation,
- ↓ a lower proportion of seniors (aged 60 or more),
- ↓ fewer cars per household, and
- ↓ lower median household income.

3 EXISTING CHARACTER

Windale neighbourhood centre

South and Lake Streets are the two main roads through Windale, providing access to and from surrounding suburbs. Traffic on these roads is a mixture of local and through traffic.

The Windale neighbourhood shops are located in the centre of the suburb on the corner of South and Lake Streets. There is a wide pleasant footpath in front of the shops, along with a library and community centre next to the shops, which provide opportunities for social interaction.

Residential areas

Windale has 1950s style fibro cottages on single lots, 1970s Radburn style housing, and 1980s townhouses. In recent years, the suburb has continued to change with several new townhouse and villa developments. Each of these areas has their own local character, as described below.

1950s cottage areas

Windale contains many 1950s style fibro cottages on relatively deep single allotments. The cottages are mainly on grid pattern streets with wide, grassy verges. The cottages are small with open grassy front yards, scattered trees and lightweight low fences. Most of the cottages are on piers with simple corrugated iron hip or gable roofs. Driveways are narrow and the few carports or garages are setback behind houses.

1970-80s Radburn style and townhouses and villas

Several larger sites in Windale contain Radburn style townhouses and villas built in the 1970-80s, including:

- The Northern Townhouse Area – a large precinct between Merrigum Street and Scrubby Creek,
- The Mulga Street Townhouse Area – located between Mulga Street and Sturt Street and backing on to a drainage reserve, and
- The Southern Townhouse Area – located in the south of Windale between South Street and Frazer Creek.

Radburn designs characteristically have backyards facing the street and front yards facing each other over common green space. As a result, it is often unclear what is public and what is private space. Street patterns and road widths are irregular:

- Road are narrow and privately owned,
- Pedestrian footpaths are built between fences without passive surveillance,
- There is road access to the rear, instead of the front, of houses, and
- Cul-de-sacs are common.

Each of these Radburn style developments was originally on one allotment, but some have now been subdivided in to individual allotments. These subdivisions have a highly irregular subdivision pattern based on the existing development footprint that may limit future redevelopment opportunities if ownership becomes fragmented.

Post 2000 multi-dwelling housing

Townhouses and villas with face brick and tile roofs are located throughout the suburb. Many were built under the Nation Building program during the global financial crisis in 2008. They are generally heavier masonry, with limited front gardens and a dominance of hard surfaces over green space.

Cycling and walking

The area between the Windale shops and the Mount Hutton shops is zoned for medium density housing because it has good walking proximity to a range of everyday needs, including open space, shops, community facilities and schools. The topography in this area is also relatively flat and many of Windale's streets are in a grid pattern that makes walking easy.

There is a cycle path on the north-eastern boundary of Windale providing access from Willow Road to Lake Street and Gateshead Sports High.

Vegetation and landscape character

Windale is surrounded by large bushland reserves to the northwest, west, south, and east. There are vegetation corridors crossing Croudace Road near the disused quarry at the western entry to Windale and at Frazer Creek near the Pacific Highway in the south.

The suburb has a generally open, green character, with extensive areas of open space on Scrubby Creek and Tulootaba Reserve, wide road verges and a predominance of small cottages on large open lots, as well as the extensive surrounding bushland.

Large canopy trees, including *Angophora costata* or Smooth-barked Apple, are scattered through the northeast of Windale along the cycleway, which runs parallel to the Charlestown Bypass. An impressive stand of Angophora is located near Willow Road on the northern boundary of Windale.

Hydrology and flooding

Windale contains Scrubby Creek and Frazer Creek, which ultimately flow in to the Jewells Wetland. Jewells Wetland is a large wetland identified in the State Environmental Planning Policy (Coastal Management). This wetland and the endangered ecological communities within it are sensitive to decreases in water quality, and changes in hydrological regime. Part of the buffer or proximity area for this wetland occurs in the southeast of the Area Plan boundary.

The Jewells Wetland Flood Study shows the nature and extent of the flood risk in the catchment.

4 DESIRED FUTURE CHARACTER

Discussions with the Windale community helped to inform the desired future character outlined below. Locals told Council staff that they value the green character of Windale. Many people also saw that Windale offers reasonably priced housing in a great location.

4.1 DESIRED FUTURE PUBLIC REALM

Future changes to the public realm in Windale will build on the momentum of community programs, activities, support services and infrastructure currently underway.

The local community should have early, inclusive input into the design of works in the public realm to ensure that they reflect the local character, history, people and natural setting. Public works will make a positive contribution to the local character as described below.

Cycleways, open space reserves and community facilities

Future development will add to walking and cycling paths in Windale to connect people with open space reserves, shops, community facilities and public transport services.

Scrubby Creek reserve provides a continuous open space link between Windale and the Mount Hutton shopping centre. The rehabilitation of Scrubby Creek will improve the amenity and function of this natural asset. A shared path on Scrubby Creek will take advantage of the improved amenity and significantly increase the number of people in walking distance of the Mount Hutton shops.

Over time, the existing parks and reserves in Windale will be enhanced including Bahloo Reserve, Tulootaba Reserve, and the park on Wakool Street.

Older pedestrian paths associated with Radburn style developments are located in some open space reserves at the rear of residential dwellings and have poor surveillance. There is an opportunity for redevelopment and retrofitting of these areas to provide safer paths overlooked by housing.

Natural environment

Future development will protect and enhance the local topography, and contribute to the rehabilitation and revegetation of natural areas, native vegetation corridors, reserves and creeklines and enhance water quality. New housing will overlook reserves and creeklines to improve passive surveillance. The water quality and amenity of Scrubby Creek and other natural areas will improve and will be an asset

to future development. The discharge and quality of water leaving the area will not affect sensitive downstream receiving waters.

Any significant development in proximity to Scrubby Creek or Frazer Creek requires a Flood Assessment and Stormwater Management Plan. Key considerations include stormwater retention and detention facilities, effective erosion and sediment control and maintenance, water quality improvement and rehabilitation of the Scrubby Creek riparian corridor.

Streetscape Character

Future development will provide dwellings that face the street and are designed to support social interaction. Battle-axe style development is discouraged.

New dwellings will include landscape plantings in front yards and provide street trees to add to a pleasant street character. Development will protect and enhance landscape plantings at the Windale suburb entries.

Social and Community development

Future development in Windale will build on the strong sense of social identity, resulting from the area’s history and recent initiatives in education, community development and youth services. Community facilities will be designed to be flexible and cater to multiple users and uses over time. Education, youth and recreation facilities will continue to be important to the Windale community given the higher proportion of youth. Lighting of public facilities such as laneways, footbridges, pathways, and parks will create a sense of safety and discourage crime.

Business and Retail

The Windale local centre located on Lake and South Streets will continue to play an important role for the Windale community. Over time, the centre will attract a broader range of premises and support services.

New employment generating industries and commercial development will occur in the east of Windale fronting the Pacific Highway. Development in this area must provide safe walking and cycling access to the Pacific Highway and be designed to minimise traffic, noise and other impacts on the residential areas of Windale.

4.2 DESIRED FUTURE HOUSING CHARACTER

Future development will make the most of Windale’s location, which is close to the beaches, lake and significant employment areas. Development will respect the area’s unique characteristics, including the remnant vegetation and green character, creek lines, topography, and open spaces.

Windale will continue to transition to a higher proportion of dwellings in private ownership, while continuing to meet the demand for social and affordable housing in the area. New development will provide a diversity of dwelling types and tenancy options. The demographics mean that Windale needs more one and two bedroom houses, reduced car parking rates, more housing that enables independent living for people with disabilities, and more housing for families with children compared to the Lake Macquarie average.

Suggestions to encourage dwelling diversity in the R3 Medium Density Residential Zone in Windale are provided in Table 1 below.

Table 1 - Suggestions for dwelling diversity in the R3 zone

Parent lot type	Access	Primary frontage	Secondary frontage	Parent Lot area	Suitable dwelling typology
Fan shaped corner	Side street	>20m	>20m	>500m ²	Manor house + studio
Regular corner	Side street		>30m	>600m ²	Manor house 3-4 apartments
Regular corner	Side street		>30m	>600m ²	3+ detached, semi-detached or attached dwellings
Single frontage	Front	15-20m	na	>600??	Manor House 3-4 apartments

Focus medium density housing near the Windale and Mount Hutton centres

The residential area between the Windale and Mount Hutton shops is zoned for medium density housing because it is in walking proximity to a range of everyday services. The urban form in this area will become more compact over time. In the future, this area will see:

- More medium density development such as townhouses, villas and small residential flat buildings,
- More small scale businesses and services,
- Improvements to walking, cycling and public transport infrastructure,
- Improvement to the amenity of streets and open spaces.

A number of the existing townhouse precincts have a poor street network and housing stock, making them suitable for redevelopment. There are excellent medium to long-term opportunities to redevelop these sites to provide well-connected neighbourhoods with improved amenity and increased yield.

Some of these townhouse precincts have irregular subdivision patterns, but they are still in single ownership making redevelopment easier. If these lots were in multiple ownerships, it would make redevelopment much more difficult and lock in the existing poor street network. Therefore, any future subdivision applications seeking to create separate titles for existing dwellings must not reinforce existing irregular development footprints and create lots that will be difficult to redevelop in the future.

Sensitive infill development

Residential areas that are further from the Windale and Mount Hutton centres are zoned for low-density residential development. Over time, these areas will experience limited, sensitive infill development such as secondary dwellings (granny flats), dual occupancies and semi-detached dwellings scattered across the area.

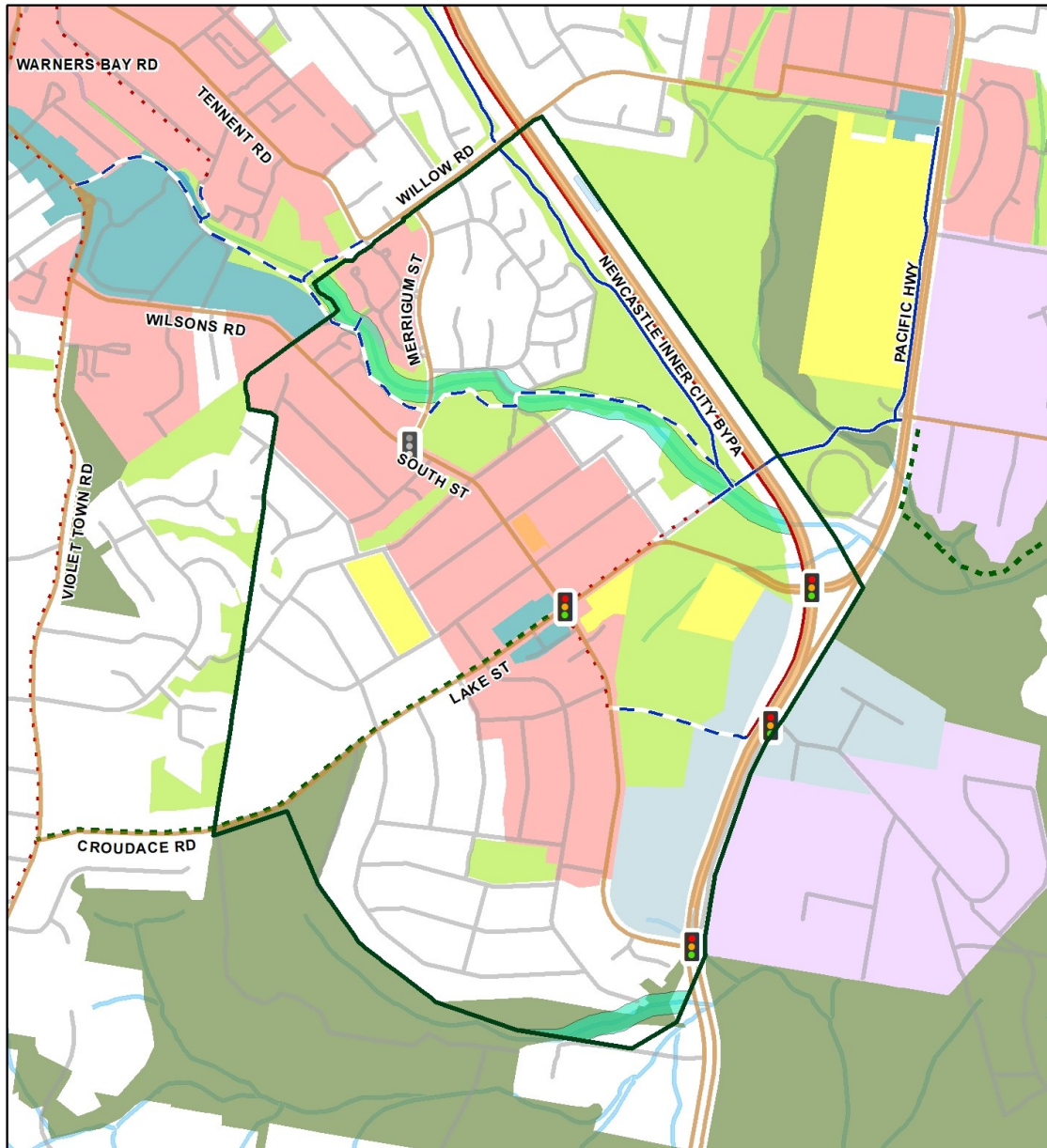
5 DESIRED FUTURE STRUCTURE

Figure 1 – Windale Structure Plan includes:

- Shared paths, cycleways and footpaths that connect Windale residents with the Windale shops, Mount Hutton shops, local parks and public transport stops.
- Rehabilitation of Scrubby Creek to create a high amenity, continuous open space link between Windale suburb and the Mount Hutton shops.

- Increasing medium density development and housing diversity between the Windale and Mount Hutton shops.
- Expansion of the services and businesses at the Windale shops over time to support the increased population. The expansion will provide development on both sides of Lake Street, which will improve the streetscape.
- New development must provide road edges to creeks and open space. New dwellings must overlook creek lines and open space reserves to improve passive surveillance.
- Redevelopment of some townhouse precincts in the medium to long-term will improve amenity, passive surveillance, walking, cycling, streetscape and open space, and clearly define public and private space.
- Development of 1-7 Merrigum Street and 3-19 Kirami Close must include shared paths on Scrubby Creek as shown in Figure 1.

The location and connectivity of future development, infrastructure and facilities must align with the Windale Structure Plan as shown in Figure 1.



Project: 2542_2018

Area Plan Boundary

Movement Network

- Existing Traffic Lights,
- Proposed Traffic Lights
- Existing On Road Cycleway
- Proposed On Road Cycleway
- Existing Off Road Cycleway
- Proposed Off Road Cycleway
- Existing Roads
- Key Transport Corridors
- Indicative Future Link
- Rehabilitation Corridor
- Watercourse

Land Use

- Environmental Land
- Open Space
- Neighbourhood Centres
- Employment Land
- Medium Density Residential
- Light Industrial
- Education

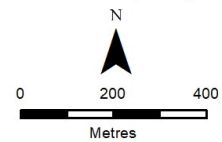


Figure 1 - Windale Structure Plan

6 SUBDIVISION CONTROLS FOR LAND ADJOINING SCRUBBY AND FRAZER CREEKS

The controls in this section of the Area Plan apply to any large subdivision applications on land adjoining Scrubby and Frazer Creeks, in the areas shown in Figures 2 and 4. See the Precinct controls in Section 9 for further advice on any redevelopment of these areas.

6.1 DEVELOPMENT ADJOINING SCRUBBY AND FRAZER CREEKS

Objectives

- a. Ensure development addresses and overlooks Scrubby and Frazer Creeks.
- b. Provide a shared path along Scrubby Creek.

Controls

1. Development adjoining Scrubby and Frazer Creeks must address and overlook the creeks to improve passive surveillance.
2. Development with frontage to Scrubby and Frazer Creeks must include a perimeter road parallel to the riparian zone, as shown in Figures 1, 2 and 3.
3. Development must maintain or provide the pedestrian and cycle network shown in Figure 1, in accordance with Council's requirements. Paths must be well lit and located to maximise passive surveillance.
4. Pedestrian, cycle and shared paths must be designed to be safe and legible by providing good sight lines, lighting, way finding signage, line marking, and passive surveillance from nearby properties (including that dwellings and roads must be designed to overlook pathways rather than having pathways at the rear of dwellings).

6.2 STORMWATER MANAGEMENT

Objectives

- a. Rehabilitate and maintain Scrubby and Frazer Creeks and associated riparian vegetation.
- b. Incorporate Water Sensitive Urban Design (WSUD) into new developments.
- c. Ensure development minimises flooding impacts.
- d. Ensure water leaving a development site does not change the quality or quantity of water entering the Jewells Wetland downstream.

Controls

1. Development proposals must include a Stormwater Management Plan that is consistent with *Jewells Wetland Catchment Management Strategy*.
2. Development must include Water Sensitive Urban Design (WSUD) measures to manage stormwater, erosion, and water quality that are integrated with revegetation works.
3. Development must not result in any net increase in peak stormwater flows to Scrubby or Frazer Creeks.
4. Development must not result in any net increase of pollutant loads to Scrubby Creek or Frazer Creeks.
5. 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](#).

6. Stormwater and water quality features are located within residential zoned land or positioned within the creek open space corridor and outside the core riparian zone.

6.3 VEGETATION MANAGEMENT

Objectives

- a. Protect and revegetate riparian corridors on Scrubby and Frazer Creeks.
- b. Reinforce the role of riparian vegetation for erosion control.
- c. Integrate walking and cycle paths with riparian planting.
- d. Protect and enhance corridors between reserves and conservation areas.

Controls

1. A Vegetation Management Plan must accompany any subdivision application for land abutting Scrubby or Frazer Creek corridors or that involves enhancement of natural areas. The Vegetation Management Plan should be prepared in accordance with Council's *Vegetation Management Plan Guidelines*.
2. Development of land containing or adjoining Scrubby and Frazer Creeks must contribute to the rehabilitation of the riparian area, including revegetation using endemic tree and ground cover species, in accordance with the requirements of Council.
3. Any works proposed in riparian corridors, including pedestrian and cycle paths must be in accordance with the requirements of the *Guidelines for riparian corridors on waterfront land, 2012* issued by the NSW Office of Water, or its equivalent.
4. The riparian area and associated open space on Frazer Creek may be dedicated to Council following satisfactory revegetation and rehabilitation and where arrangements have been made to fund ongoing management of the vegetation.

7 GENERAL SUBDIVISION CONTROLS

These controls apply to all subdivisions in the suburb of Windale.

7.1 SUBDIVISIONS IN WINDALE

Objectives

- a. Ensure the logical, efficient and orderly development of land.
- b. Increase dwelling density, variety and quality on lots within short walking distance of bus routes, open space and shops.
- c. Maximise the number of dwellings facing the street.
- d. Maximise the use of side street and rear lane access.
- e. To help people feel safer using public and shared spaces in low light and at night by providing lighting.

Controls

1. Subdivision applications seeking to create separate titles for existing dwellings must not reinforce existing irregular development footprints, creating lots that will be difficult to redevelop in the future.
2. Subdivisions must be designed to maximise the number of dwellings facing the street. Battle-axe developments are not permitted.
3. Where possible, subdivisions should minimise driveway crossings on arterial roads (South, Lake and Merrigum Streets) by providing access from a secondary street or laneway.

4. Subdivisions should be designed to minimise vehicle crossing points on pedestrian footpaths, shared paths, and cycleways.
5. Subdivisions must light public spaces, such as roads, pathways, footbridges, parks, in accordance with Australian Standard 1158 or its current equivalent.

Note: In addition to the above, subdivisions should generally be in accordance with the provisions of Part 8 – Subdivision Development of the LM DCP 2014.

8 GENERAL DEVELOPMENT CONTROLS

These controls apply to all relevant development applications.

8.1 LIGHTING

Objectives

- a. To help people feel safer using public and shared spaces in low light and at night, and encourage their use, by providing lighting.

Controls

1. Community facilities, as well as shared and communal spaces within developments, must include lighting. This can include the use of sensor lighting.
2. Lighting should be designed to minimise opportunities for concealment.

8.2 PEDESTRIAN AND CYCLE NETWORK

Objectives

- a. Support safe and convenient walking and cycling transport to shops, public transport, open space and other local facilities and services.
- b. Ensure dwellings overlook the pedestrian and cycle network for passive surveillance.
- c. Ensure development contributes to the footpath and shared path network.
- d. To create a high amenity, continuous open space link along Scrubby Creek between Windale and the Mount Hutton shops.

Controls

1. Development must maintain the pedestrian and cycle network shown in Figure 1 – Windale Structure Plan.
2. Development on 20 Pacific Highway (Lot 1 DP 1214343) must provide a shared path from the western boundary to the bus stop at Groves Road as shown in Figure 1 – Windale Structure Plan that is open for use at all hours and well lit, in accordance with Council's requirements.

8.3 STREET SETBACKS AND STREETScape

Objectives

- a. Ensure that buildings address the street and any adjacent public space.
- b. Maximise natural surveillance by encouraging entries, windows, balconies and living areas that overlook the street.
- c. Define the street edge by clearly distinguishing between public and private space.
- d. Support social interaction between residents and people in the street and discourage unwanted behaviours by providing a comfortable front setback that reflects the intended future character of the R3 Medium Density Residential zone in Windale.

Controls

1. In the R3 Medium Density Residential zone in Windale, the front setback must be a minimum of 4 metres, and a maximum of 6.5 metres from the front boundary.
2. Dwellings will provide a clear and gradual transition between the private and public realms.
3. Dwelling entry and windows must overlook the street and entry path.
4. Front fences must be low enough for people to see each other easily.

Note: In accordance with Part 3 – Development within Residential Zones of the LM DCP 2014, ‘entry features and porticos, porches, balconies, decks, verandahs, bay windows, eaves and awnings may encroach up to 1.5 metres into the front setback area. This encroachment must not cover more than 50 per cent of building width’.

Note: Refer to Part 3 – Development within Residential Zones of the LM DCP 2014 for front setback requirements in the R2 Low Density Residential Zone in Windale.

8.4 STREET TREE PLANTING

Objectives

- a. Enhance the existing landscape setting of Windale by increasing tree cover in the suburb.
- b. Improve streetscape character through consistent shade and amenity tree planting in residential streets.

Controls

1. Street trees must be supplied and installed in the road verge at a rate of one tree every 10 metres.
2. All trees must be a minimum 75 litre container size grown to AS2303 or its equivalent.
3. All trees must be established and maintained for a minimum period of 24 months. Any failed trees must be replaced immediately.

8.5 CAR PARKING

Objectives

- a. Ensure that the number of car parking spaces encourages the use of public transport, cycling or walking.
- b. Encourage medium density housing with a variety of car parking options to suit different household needs.
- c. Stimulate the provision of affordable housing by allowing flexibility in car parking provision.
- d. Locate driveways to maximise on-street car parking opportunities.

Controls

1. Where possible, driveways should be located to maximise on-street car parking opportunities. Development plans must show indicative on-street car parking spaces.
2. Table 2 shows the number of car parking spaces for development in Windale.

Table 2- Car parking rates for development in Windale

Development Type	Car Parking Rate
Attached dwellings	1 space per dwelling
Dual occupancies – attached or detached	1 space per dwelling
Dwelling house	1 space per dwelling
Residential flat buildings, multi dwelling housing and shop top housing, all other uses	Car parking rates are the same as for Part 3 and 4 – Development within Residential Zones, and Development within Business Zones of LMDCP 2014, except that there are no additional requirements for visitor parking.
Semi-detached dwellings	1 space per dwelling

Note: The rates in Table 2 are the desired rates for Windale. The rates in Part 3 – Development within Residential Zones, and Development within Business Zones of LM DCP 2014 provide an alternative if desired. Refer to Part 3 and Part 4 of the LM DCP 2014 for further controls relating to car parking.

8.6 DESIGN OF COMMON AND SHARED SPACES IN MEDIUM DENSITY HOUSING

Objectives

- a. To provide clearly defined private, semi-private, and public spaces within medium density housing developments.
- b. To provide common or shared spaces in medium density housing developments that foster healthy social interactions and recreation.

Controls

1. All medium density housing developments on the same Torrens Title allotment must provide high quality common and shared spaces with opportunities for both formal and informal interaction with neighbours. These spaces may be indoors or outdoors and may include entryways, gardens, kitchens, laundries, bicycle storage areas, or pet grooming facilities.
2. Public and semi-private spaces between buildings within a development must be well lit, minimise entrapment opportunities, and have passive surveillance from adjoining dwellings.
3. Large medium density residential developments should offer a variety of shared or common space to manage perceptions of density and encourage social interaction.
4. Pathways or corridors within a development are easy to navigate and have clear sightlines.

9 PRECINCT DEVELOPMENT CONTROLS

9.1 NORTHERN TOWNHOUSE AREA

Objectives

- a. Support lot consolidation and a new subdivision that has an improved dwelling yield and provides a variety of housing types and tenures.
- b. Provide a subdivision with clear and convenient vehicle, pedestrian and bicycle circulation.
- c. Ensure development provides a clear transition between private dwellings and public space along Scrubby Creek.

- d. Ensure development provides good surveillance and use of the creek and open space reserve and maximises the outlook and amenity for new dwellings.
- a. Maximise the area suitable for building platforms and minimise the cost per lot of cut and fill and associated retaining works.
- b. Retain significant trees.

Controls

1. Development with frontage to Scrubby Creek must include a perimeter road edge. Adjoining development must address and overlook the perimeter road and Creek to improve passive surveillance, as shown in Figures 2 and 3.
2. Development with frontage to Scrubby Creek must provide a shared path for pedestrians and cyclists along the creek to the satisfaction of Council, as shown in Figures 1, 2 and 3. The path must be well lit and located to maximise passive surveillance.
3. Development must provide a permeable road, pedestrian and cycle network and circulation through the site that connects with the surrounding network, as indicated on Figure 2. To encourage walking and cycling, the design must:
 - i. provide direct paths and a choice of routes for pedestrians,
 - ii. avoid cul-de-sacs and dead-end streets,
 - iii. provide street trees, and
 - iv. provide safe pedestrian and bicycle infrastructure like separated paths, shared pathways and crossings.
4. Development must retain the stand of native Angophora trees as shown on Figure 4 - Northern Townhouse Precinct Structure.
5. Where appropriate, development provides site benching across sloping residential land to suit delivery of medium density development such as small lot or multi-dwelling housing.

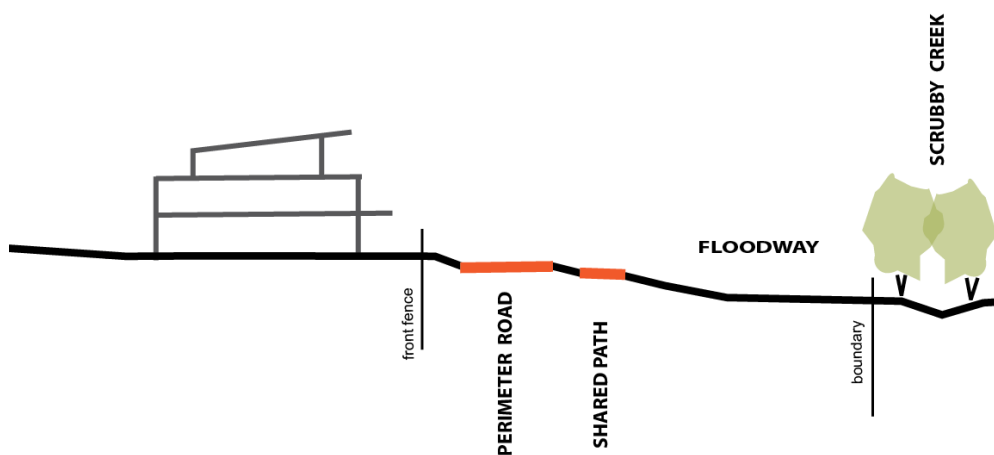


Figure 2 - Indicative section – applicable to developments overlooking Scrubby Creek

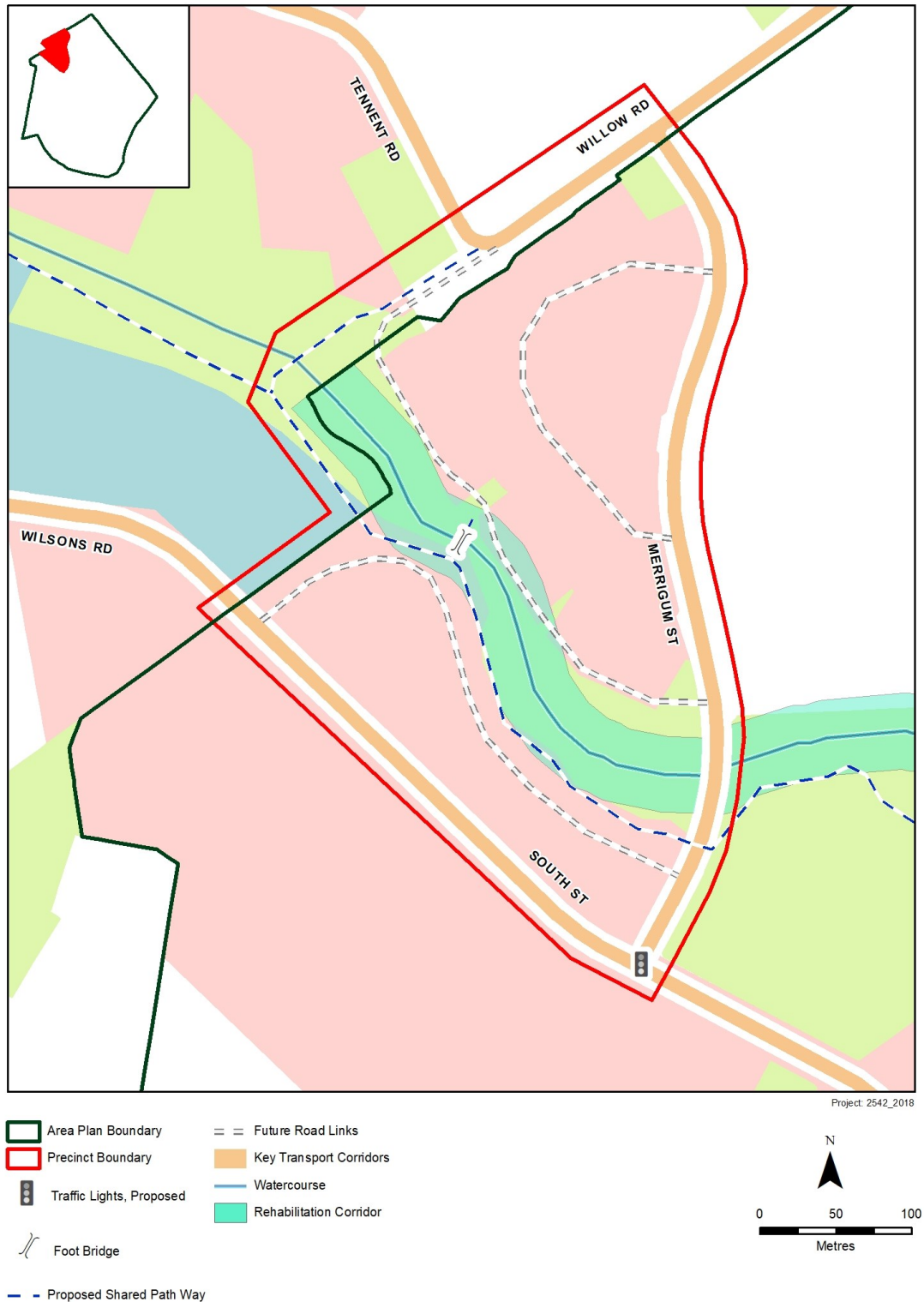


Figure 3 - Northern Townhouse Precinct Plan

9.2 SOUTHERN TOWNHOUSE AREA

Objectives

- a. Support lot consolidation and a new subdivision that has an improved yield, improved amenity for residents, and provides a variety of housing types and tenures.
- b. Provide a subdivision with clear and convenient vehicle and pedestrian circulation.
- c. Ensure development provides good surveillance of the creek and maximises the outlook and amenity for new dwellings.
- c. Maximise the area suitable for building platforms, and minimise the cost per lot of cut and fill and associated retaining works.
- d. Retain significant trees and improve the suburb entry at the Pacific Highway.

Controls

1. Development must provide a permeable road and pedestrian network and circulation through the site consistent with Figure 4. The design must avoid cul-de-sacs and provide safe pedestrian infrastructure like separated paths and crossings.
2. Development with frontage to Frazer Creek must include a perimeter road edge. Adjoining development must address and overlook the perimeter road and Creek, as per Figure 4.
3. Where appropriate, development provides site benching across sloping residential land to suit delivery of medium density development such as small lot or multi-dwelling housing.
4. Development maintains drainage easements to the creek.
5. Development must maintain significant stands of native vegetation, particularly on the corner of the Pacific Highway and South Street.

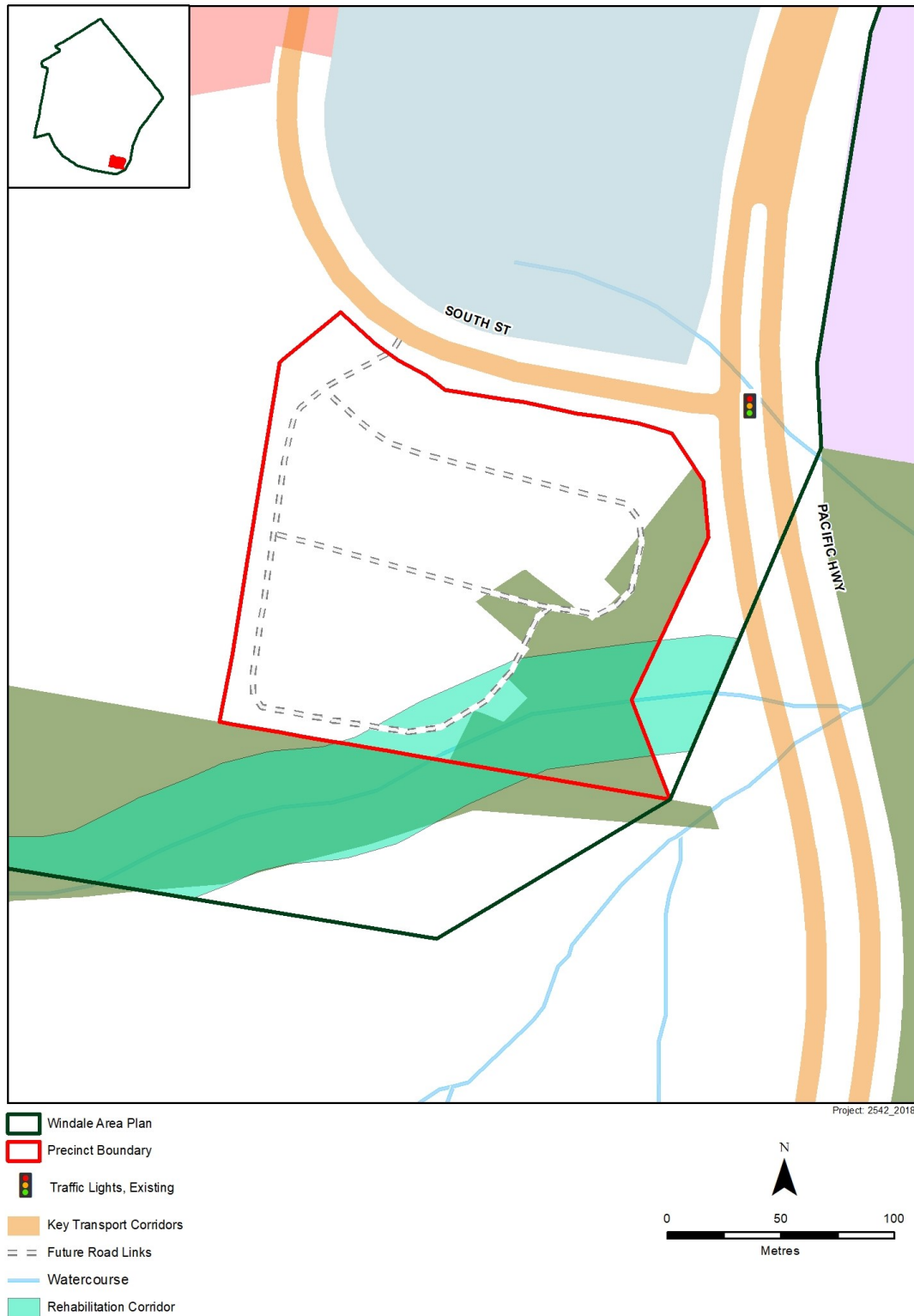


Figure 4 - Southern townhouse precinct plan

9.3 MULGA STREET TOWNHOUSE AREA

Objectives

- a. Encourage housing overlooking the public drainage reserve for passive surveillance.
- b. Distinguish between public and private space.
- c. Ensure development enhances the amenity and safety, and avoids impacts on the functionality, of the drainage reserve.

Controls

1. Any subdivision of the existing lots must create a relatively regular lot layout that would not preclude eventual redevelopment of the resulting lots, as indicated in Figure 5 – Mulga Street Precinct Structure.
2. Development must maximise the number of dwellings overlooking the street and the public reserve.
3. Development must maintain drainage easements from Mulga Street to the drainage reserve.

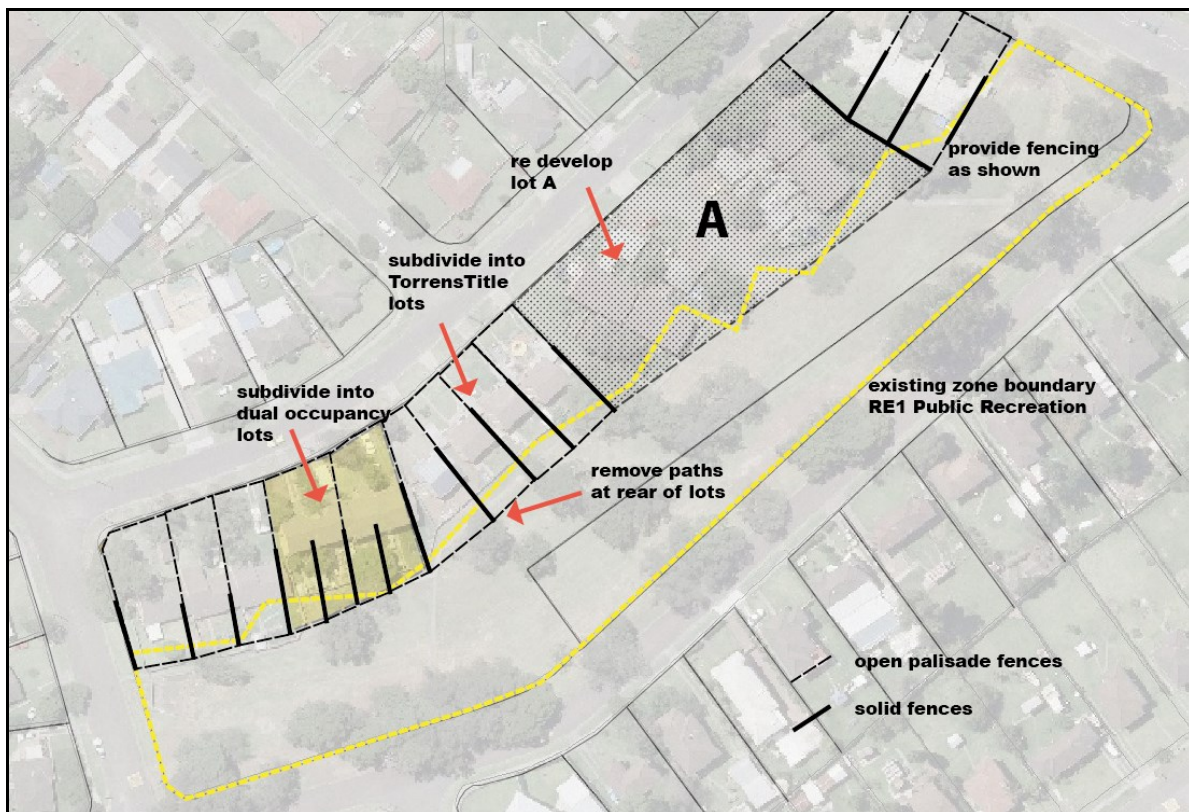


Figure 5 - Mulga Street Townhouse Precinct Plan