1 INTRODUCTION

Morisset is located on the south western side of Lake Macquarie on the Main Northern Railway, 2km from the F3 Freeway. It is 45km by road from Newcastle and 110km by road from Sydney. It is the rail terminus for local services to and from Newcastle and a major stop for intercity services between Newcastle and Sydney.

Morisset is also the service centre and transport hub for the surrounding villages of Cooranbong, Dora Creek, Bonnells Bay, and the other suburbs of the Morisset Peninsula.

The town has been identified as an emerging Major Regional Centre in the Lower Hunter Regional Strategy 2006 and Council adopted a broad Structure Plan for Morisset in November 2008. This Area Plan now provides objectives and controls for development within the town centre.

Figure 1: Dora Street view, Morisset

2 EXISTING CHARACTER

The township of Morisset dates back to 1887 when the two main industries in the area were sawmilling and the construction of the Great Northern Railway.

The town centre is located on land that falls from elevated areas in the northeast sector (between Bridge Street and Wharf Streets), to low-lying areas at the northwest corner (near Doyalson and Newcastle Streets). Many sites have broad views to the Watagan Ranges in the north- west.

Dora Street is a busy through road and the traditional shopping street, that runs along the ridge and parallel to the railway line. The remaining town centre has a regular street grid. Most blocks are bisected east-west by 6m wide lanes that provide rear access to each lot. Whilst the streets are well connected in plan, the steep topography restricts pedestrian movement and access.

3 DESIRED FUTURE CHARACTER

The hilly topography and open northern aspect lends itself to a pleasant mix of shady and sunny public spaces and streets with outlook to the Watagans. Morisset has the potential to develop pedestrian friendly and comfortable-scale streets that are edged by 2-4 storey buildings up to the street boundary.

4 FUTURE TOWN STRUCTURE

The desired Morisset town centre structure (see Figure 2):

1. Recognises the rail line as the southern edge of the centre.
2. Recognises Dora Street as the existing shopping strip and main vehicle route until construction of a bypass for through traffic (as recommended in Morisset Structure Plan 2008).
3. Provides for new pedestrian links across the long east-west blocks.
4. Establishes Station Street as a pedestrian and cycle 'spine' linking the rail station to the main recreation reserve.
5. Recovers Kahibah Street road reserve to form an integrated recreation reserve north of the town.
6. Retains the existing street and lane grid and inserts new pedestrian and vehicle laneway links.
7. Establishes the Town Square and the future town hub surrounded by development suited to extended hours activity such as retail, cafes and takeaway food retailing, community and function facilities.

Figure 2: Morisset: desired town centre structure

5 FUTURE TOWN SQUARE

Morisset currently lacks any central public place. This plan includes a Town Square that would provide a pleasant, lively, and safe place for residents, visitors, and shoppers for waiting, meeting, relaxing, or engaging in community life.

Activation of a Town Square

The proposed Town Square is centrally located close to rail and bus interchange services. The development sites surrounding the Town Square provide the opportunity for mixed-use development that would support activity over extended hours. Development overlooking or opening on to the Town square could accommodate office space, community facilities, function rooms, entertainment facilities, cafes, and retail space.

Key Location of Crown Reserve

The Crown Reserve at 73 Dora Street (DP 1141789 Lot 7325 is an area of 2810m^2 reserved for Police Purposes (gazettal 5.2.1913) The Police Station occupies the south-east section whilst the north-west section is currently unoccupied. This part of the Crown Reserve fronting Yambo Street is ideally located for a future Town Square.

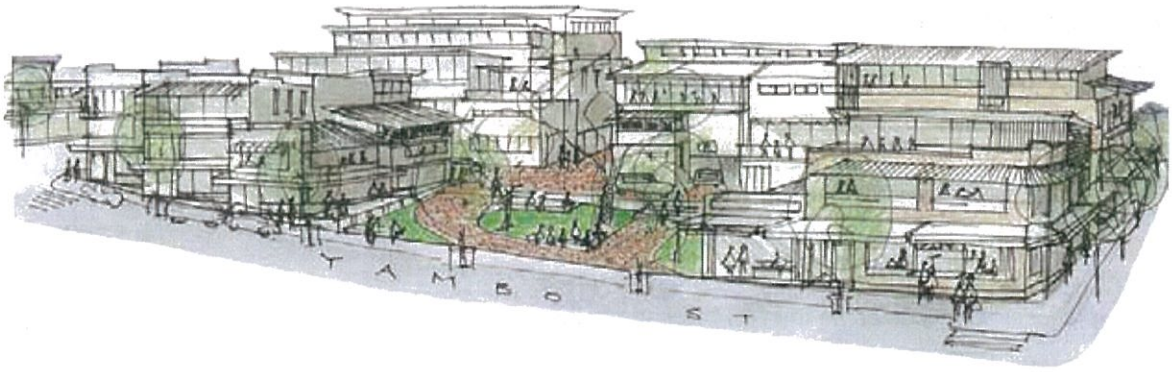

Figure 3: Impression of future Town Square and surrounding development

6 DESIRED BUILT FORM

The desired built form of the town centre is achievable by ensuring that:

1. Development around the Town Square maximises site coverage and height, includes basement parking and activates the edges of the Town Square;
2. Development along the pedestrian based retail streets is built to the street boundary and side boundary;
3. Parking and service areas are located towards the rear or middle of a lot and accessed from the rear lane;
4. Building floor levels step with the street slope;
5. Development in the north-eastern blocks is primarily freestanding buildings, for residential use and secondary commercial use;
6. Lots are amalgamated to allow building footprints on an east-west axis and to maximise views and solar access to the north; and
7. An off-street public parking facility is provided for long-term growth of the centre.

Figure 4: Development scenario based on built form principles and the Area Plan controls

7 DESIRED BUILT CHARACTER

Characteristic and desirable elements for future buildings in Morisset are:

- smaller scale frontages on sloping sites
- deep box awnings over footpath
- masonry façades with parapets
- pitched or raked sheet steel roofs behind parapets
- façade walls with punched windows and entries
- recessed balconies on the first level above the street.

8 DESIRED LANDSCAPE CHARACTER

Morisset can take advantage of its open northern aspect and the outlook to the Watagans. Tree plantings along public streets, at the rear of lots along the laneways and in the middle of lots would all contribute to a pleasant green outlook from sites that are more elevated.

Development should:

- maximise advanced tree plantings in the street of broad canopy native trees and selected exotic trees that have a traditional presence in Morisset, and
- maximise plantings of evergreen trees within the lot and in car parks to reduce heat load and provide visual softening from overlooking buildings and sites.

9 DEVELOPMENT CONTROLS

This Area Plan applies to the area bounded by the green line as shown in Figure 5.

Plans and sections are provided for each of the town centre blocks. The Block Controls are designed to respond to the topography, aspect, and context of each block and street frontage in order to support the desired future structure, built form, and character of the Morisset town centre (see Figures 13-27).

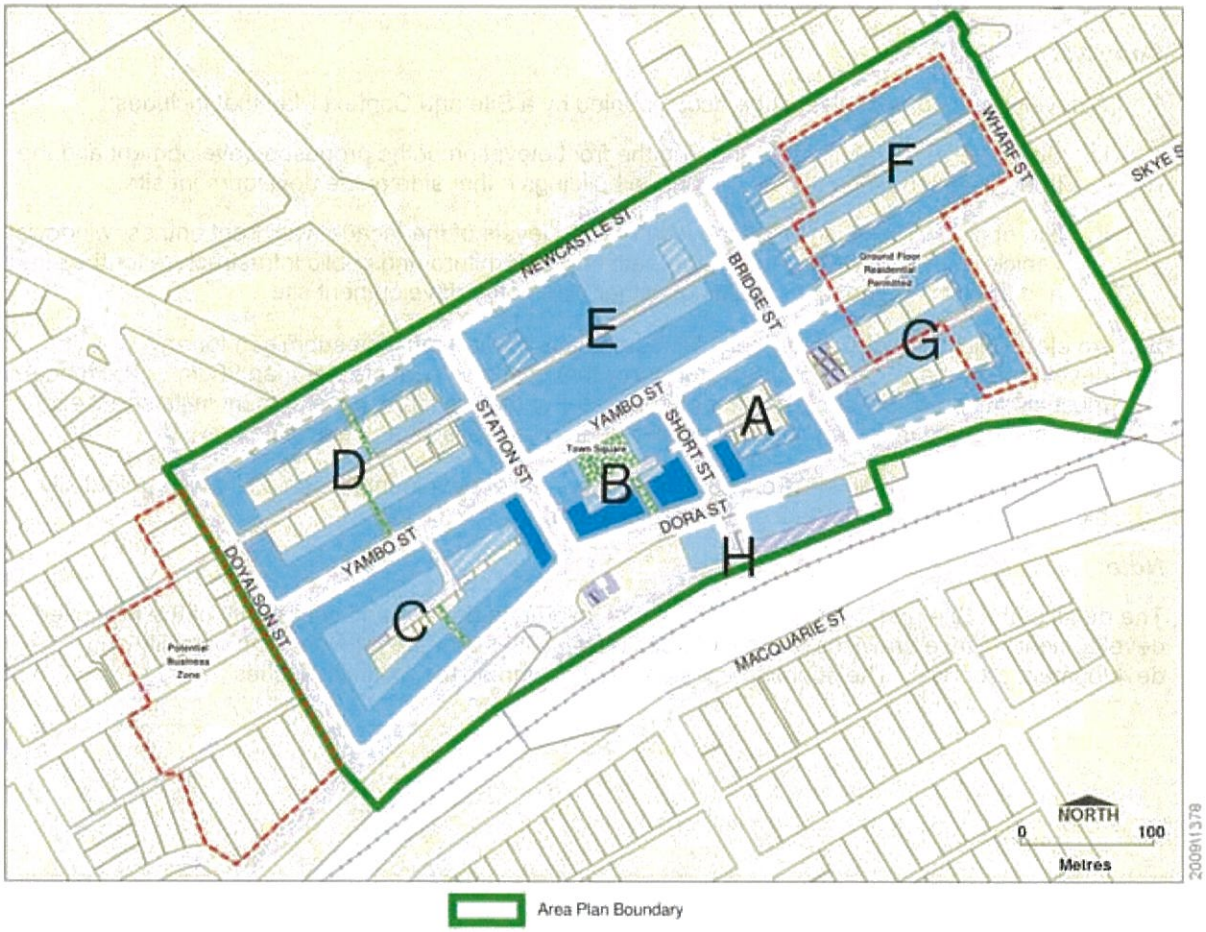

Figure 5: Morisset Town Centre- Key to Block Controls

The Potential Commercial Area fronting Doyalson Street would be subject to further investigations in the event of a development proposal that cannot be accommodated on existing commercially zoned land (such as a large floor-plate discount department store).

Any request for rezoning must detail the requirements of development and demonstrate that these cannot be physically accommodated on another site, or that all reasonable attempts to assemble an alternate site have been unsuccessful.

9.1 VARIATIONS TO CONTROLS

Any variations to the controls should be assessed against the relevant objective. Any proposed variation must achieve a comparable or better outcome than the outcome that would be achieved by compliance with the controls.

10 CONTEXT AND SETTING

10.1 SITE AND CONTEXT ANALYSIS

Objectives:

a. To encourage good site planning and built form outcomes informed by an understanding of the site and its context in the street.

Controls:

1. A development proposal must be accompanied by a Site and Context Plan that includes:

    i. Street elevation(s) to scale showing the front elevation of the proposed development and the front elevation of the two neighbouring buildings either side of the development site.

    ii. Street plan to scale showing the location and levels of the façade wall, front entries, windows, vehicle entries, awnings, public footpath, street furniture and public infrastructure for the site and the two neighbouring buildings either side of the development site.

2. An electronic 3D model (in a SketchUp compatible format) must be submitted for any development that is three or more storeys or that occupies a lot greater than 900m^2. The model must clearly show the scale, form, and character of the proposed development in its street and town setting and in a form that can be viewed from all aspects and elevations.

3. Council may require an electronic 3D model for smaller developments on a site with potentially high visual or physical impact on the public realm.

Note:

The detail of the Site and Context Plan should be tailored to the site and complexity of the proposed development. These drawings should address those issues that are relevant to the locality and development proposal. The submitted design should address the identified issues.

11 STREETS AND PUBLIC SPACE

11.1 TOWN SQUARE DEVELOPMENT

Objectives:

a. To provide a pleasant, safe and lively public space for community and social activity.
b. To maximise commercial floor space surrounding the Town Square.
c. To provide active retail frontages and *al fresco* uses at the edges of the Town Square.
d. To support a mix of commercial and community uses on upper levels overlooking the Town Square.
e. To provide a rear lane for access to service areas and basement parking.

Controls:

1. Ground floor uses fronting the Town Square and Yambo Street between Station and Short Streets must be pedestrian based retail uses, active community space, or entries to upper level floor space.
2. Development on sites with a frontage to Yambo Street and the Town Square must provide an *al fresco* trading area or internal floor space with large retractable wall or window area suited to future café trading.
3. Upper levels must include balconies or terraces overlooking the Town Square.
4. Development of Lot 5 DP758707 (current Westpac site) must include provision of a pedestrian lane with a minimum width of 6m as shown on the Block B Plan (see Figure 13) and meet all the criteria set out below for pedestrian lanes.
5. Development of Lot 7325 DP 1141789 (Police Station site) must include an 8m wide vehicle laneway on the alignment as shown in the Block B Plan (see Figure 13).

Note:

Council may vary the provisions for the vehicle and pedestrian lanes in Block B Plan subject to the resolution of the Town Square proposal.

11.2 PEDESTRIAN LANES

Objectives:

a. To improve north-south access for pedestrians and cyclists.
b. To provide a pleasant, safe, well lit, and interesting pedestrian corridor.

Controls:

1. Development must include an open pedestrian lane where the development site coincides with, or is immediately adjacent to, the nominated location of the pedestrian lane as shown on the Block Controls (see Figures 13-27).
2. Each pedestrian lane must be a minimum 4m in width.
3. The lane alignment must ensure a clear line of sight from end to end.
4. The building elevation fronting the lane must include windows, entries, cantilevered awnings, and architectural detail that supports casual surveillance, provides interest and encourages commercial activity.
5. The building elevation fronting the lane must include lighting to the lane.

6. Where ground floor residential floor space is fronting a pedestrian lane a setback from the lane of at least 1m and screening to windows overlooking the lane must be provided. Blank walls facing a lane are not acceptable.

Note:

Council may require the property owner to maintain the lane as an open access way or that the land is dedicated to Council as a public laneway.

11.3 AL FRESCO DINING (FOOTPATH DINING)

Objectives:

a. To support *al fresco* dining in appropriate locations and maintain through pedestrian access

b. To support buildings with large wall opening and retractable windows or doors at the street level that provide an open-air café and dining experience.

Controls:

1. *Al fresco* dining must be located in areas where it is possible to maintain a 2m wide clear pedestrian through route.

2. Development for café use must provide a large wall opening and retractable windows or doors below awning level that occupy at least 75% of the façade area.

Note:

The Street Improvement Plan identifies areas suited for *al fresco* dining including the Town Square, the Stationmaster's Cottage and the upper end of Station Street.

11.4 STREET IMPROVEMENT PLAN

Objectives:

a. To provide high quality infrastructure for walking, cycling and access to public transport.

Controls:

1. The interface between development and the public domain must be consistent with the provisions of the Street Improvement Plan as shown in Figures 28-32.

2. Works undertaken within the public domain must be consistent with the provisions of the Street Improvement Plan.

Note:

The Street Improvement Plan identifies works that support public transport access, walking, and cycling. Council may determine that funding or undertaking of these works is a suitable offset for a shortfall in commercial on-site parking.

11.5 LOT AMALGAMATION

Definition:

Isolated lot is defined as an allotment that is bounded on all sides (excluding any road frontage) by existing (or approved) medium to high-density residential or commercial development that will preclude the development of the allotment beyond a dwelling house or dual occupancy dwelling or 2 storey commercial building.

Objectives:

a. To avoid isolated lots with poor development potential.

b. To support efficient development and increase floor space yields on amalgamated sites.

c. To accommodate the desired built form of the town centre.

d. To limit the number of driveway crossings from the street or lane.

Controls:

1. Site amalgamation must not result in an isolated single lot that is unviable for redevelopment to the scale and intensity desired for the locality.

2. The configuration of an amalgamated lot must permit development of regular shaped buildings.

3. Consent must not be granted for development which would result in the creation of an isolated lot unless it is demonstrated in writing that an offer to purchase (based on at least one (1) recent independent valuation by a licenced Valuer), has been made to the owner(s) of the isolated lot and the owner has refused to negotiate.

Note:

Council may determine that development on a site with a frontage less than 20m is not suited to achieve the maximum permissible height for that lot.

12 STREET ACTIVATION

12.1 GROUND FLOOR USES

Objectives:

a. To provide a compatible mix of retail, office and residential floor space that, when occupied, will contribute to town centre vitality, safety, and viability.

b. To maximise the number of high quality retail and office units fronting the street.

Note:

Layouts with narrower and deeper retail and office units increases the number of 'shopfronts' at the footpath and promotes pedestrian activity, interest and surveillance.

Controls:

1. Residential floor space must not be located at street level on any street frontage excluding lanes, unless otherwise shown on the Block Controls (see Figures 13-27).

2. Retail and/or commercial floor space only must be provided at the primary street frontage (and the secondary street frontage on a corner site), except for entries to residential dwellings above.

3. Each specialty retail or commercial unit at street level must have a **frontage:depth** ratio between 1:1 and 1:3 to ensure the maximum number of 'shopfronts' to the street. This ratio may only be exceeded where development provides active frontage for the full width of the building at the primary street boundary, and all storage, refrigeration and service areas are located to the rear of the development.

4. A separate entry must be provided at ground level for residential dwellings above street level.

12.2 GROUND FLOOR LEVELS

Objectives:

a. To allow a line of sight between the public footpath and ground floor space.

b. To allow for efficient disabled access between the public footpath and ground floor space.

c. To allow for development with basement parking to be accessed from the rear lane.

Controls:

1. The level change between the public footpath and the internal floor level at the entry must not exceed 300mm.

2. For development on 23 Yambo St (Lot 2, DP 508750), 24 Yambo St (Lot 2 DP 758707), 25 Yambo St (Lot 13, DP 758707), and 29 Yambo St (Lot 56, DP 1007560), the difference in level between the public footpath and the internal floor level at any point on the street boundary must not exceed 1.8m.

3. For development on all other lots, the difference in level between the public footpath and the internal floor level at any point on the street boundary must not exceed 1.0m as shown in Figure 6.

4. Development must comply with AS1428 – Design for Access and Mobility.

12.3 GROUND FLOOR ENTRIES

Objectives:

a. To ensure entries are clearly recognisable.

b. To ensure entries are easily accessible for all users.

Controls:

1. Solid framing or solid wall elements must be used to distinguish entries from glazing areas.
2. Fully glazed doors within fully glazed frontages are not an acceptable design solution.

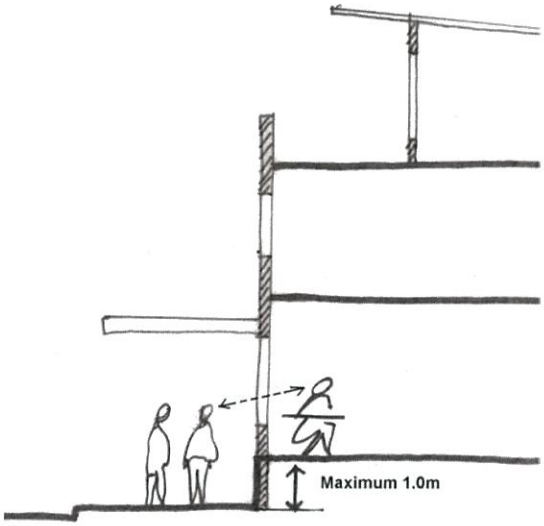

Figure 6: Level change between footpath and ground floor level

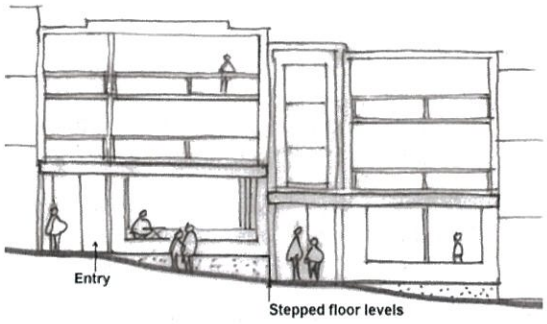

Figure 7: Floor levels and roof levels stepping with topography

12.4 GROUND FLOOR GLAZING

Objectives:

a. To ensure development allows a visual connection between the street and the ground level activity.

Controls:

1. The façade below awning level must include clear glazed windows with low sills up to a maximum height of 700mm.
2. The windows below awning level must occupy at least 50% of the façade area.

12.5 STREET AWNINGS

Objectives:

a. To provide shelter and shade for pedestrians and *al fresco* activity in pedestrian priority areas.

b. To create a consistent pedestrian scale and space, by stepping awnings with the slope of the footpath.

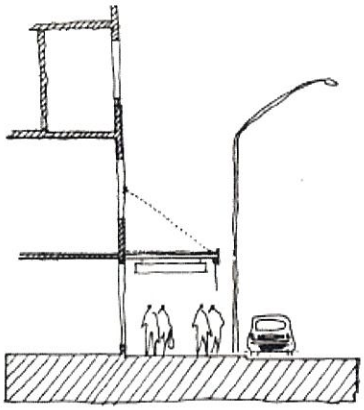

Figure 8: Cantilever Box Street Awnings

Controls:

1. Where shown in the Block Controls, (see Figures 13-27), development must provide a continuous or stepped solid box awning for the full extent of the building frontage that is at least 3m wide or that extends to within 600mm of the kerb face.
2. Where shown in the Block Controls development must provide a solid box awning for at least 50% of the building frontage, including the entrance to the building, that is at least 2m wide or that extends to within 600mm of the kerb face.
3. The vertical distance from the footpath to the underside of the awning must be between 3.0 and 4.0m at any point.
4. Despite the above, Council may require an awning setback of 1.5m from the kerb line to accommodate street planting within the footpath area.

Note:

Layout and location of street trees are indicated generally in the Street Improvement Plan (see Figures 28-32).

13 PARKING AND ACCESS

13.1 SITE ACCESS

Objectives:

a. To maximise the retail frontage to streets in the town centre.

b. To minimise vehicle movements across pedestrian footpaths.

c. To create a pedestrian friendly core in Station Street and in Yambo Street between Station and Bridge Streets.

Controls:

1. Heavy vehicle movements to any site in the town centre must be designed to avoid Station Street and Yambo Street between Station and Bridge Streets.

2. Vehicle access to on-site car parking or service areas must not be located on the primary street frontage wherever access can be gained from a secondary street or rear lane.

3. Site access must comply with the locations shown in Block Controls (see Figures 13-27).

4. The driveway crossover at the boundary must not exceed the minimum design width required to meet Council traffic requirements.

5. Access to on-site car parking and servicing facilities must be designed perpendicular to the street alignment and must not ramp along a street or lane alignment.

6. Where there is no alternative to access at the primary street frontage, the crossover must not occupy more than 25% of that frontage.

Note:

Generally, a development site must have a minimum street frontage of 25m for a two-way driveway crossing.

13.2 PARKING PROVISION

Objectives:

a. To maximise commercial floor space yield on priority development sites within the town core as shown in Figure 9.

b. To maximise parking spaces in basement excavations.

c. To reduce the demand for parking facilities through improvements to public transport, cycling and walking facilities.

d. To support the provision of public car parking facilities.

Controls:

1. For Priority Development sites as shown in Figure 9, where the required parking cannot be entirely provided on-site, alternative provisions for car parking may be made in accordance with the relevant Section 94 Contributions Plan(s) and/or Council's Voluntary Planning Agreement Policy.

Figure 9: Priority Development Sites

14 BUILT FORM

14.1 BUILDING TO THE STREET BOUNDARY

Objectives:

a. To maximise building mass and floor space at the street boundary.

b. To define the spatial character of the street.

Controls:

1. Development must be built to the street boundary on any lot unless otherwise nominated in the Block Control (see Figures 13-27).

2. On corner lots the front façade may include a chamfer or splay across the corner provided the chamfer wall length does not exceed 5m and it includes an entry door with clear glazing or window with clear glazing.

Note;

See Access and Parking for setbacks to laneways.

14.2 FRONT SETBACKS

Objectives:

a. To provide for privacy and amenity for residential floor space at street level.

b. To allow for landscaping and street tree planting on Newcastle Road.

Controls:

1. Buildings on Newcastle Street between Station and Doyalson Streets must be setback a minimum of 3m from the street boundary (see Figure 20).

2. Where ground floor residential use is permitted the building must be setback a minimum of 4m from the street boundary (see Figures 24 and 27).

3. Where ground floor residential use is permitted up to 40% of the building frontage may encroach up to 1m into the front setback area provided development retains adequate aerial space and deep soil volume for the planting of shade trees within the front setback area.

Note:

Ground floor residential use is restricted to lots northeast of Bridge Street in Block F and Block G.

14.3 FAÇADE ARTICULATION

Definition:

Articulation is the change in the external alignment of walls (or other elements) that expresses the way the parts of the building fit together.

Objectives:

a. To define smaller scale shopfronts, windows and doorways by articulation of the building façade.

b. To provide interest and detail at a pedestrian scale and level.

c. To avoid potentially unsafe places or opportunities for anti-social behaviour.

Controls:

1. Articulation of the building façade must define the scale and extent of each shop or office at the street frontage.
2. Entries must not be recessed more than 1.0m from the surrounding façade wall.
3. The change in wall alignment for all other façade elements must not exceed 600mm.
4. Blank façade walls must not exceed 5m in length.

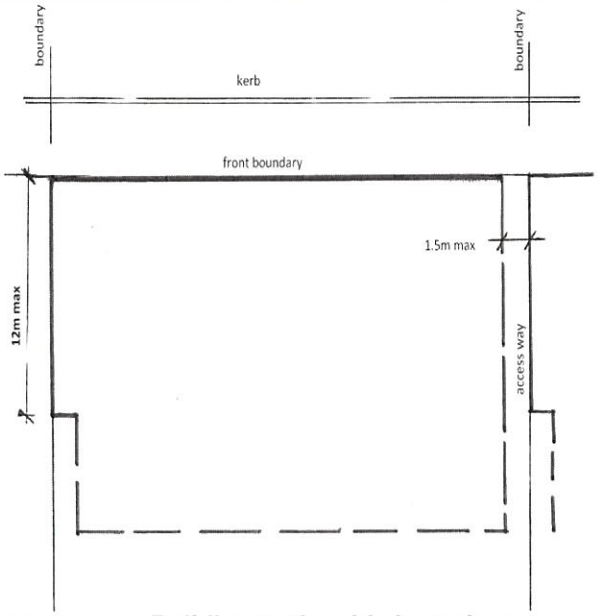

Figure 10: Building to the side boundary, with option for side access. –

14.4 SIDE SETBACK

Objectives:

a. To maximise the building mass close to the street.

b. To allow natural light and natural ventilation from the front and rear of properties.

Controls:

1. Where practical, development must extend to the side boundary at the street frontage.
2. Building depth along the side boundary must not exceed 12m measured from the front 'build to' line.
3. Side setbacks for access to the rear of a lot or for maintenance must not exceed 1.5m except where development is adjacent to a pedestrian laneway.

14.5 SETBACK TO LANEWAYS

Objectives:

a. To ensure adequate turning space from a laneway into private property.

Controls:

1. Where the existing laneway width is less than 8m, development must be set back a minimum of 1m from the lane.

Note:

Most rear lanes in the town centre are 6m in width and require a building setback at the lane boundary. Fences are encouraged on the lane boundary.

14.6 BUILDING DEPTH

Objectives:

a. To allow for natural light and ventilation to residential floor space.

b. To allow for efficient floor plans for retail and office space.

Controls:

1. Residential floor space must not exceed 18m in depth, unless all habitable floor space is within 9m of an adequate natural light source.

2. Retail, business, or office floor space must not exceed 30m in depth, unless all floor space is within 15m of an adequate natural light source.

14.7 MAXIMUM OCCUPIED AREA

Definition:

One hundred percent (100%) occupied area means that the floor space on that level completely fills the maximum possible area within the setbacks from each boundary.

Fifty percent (50%) occupied area means that the floor space on that level occupies no more than 50% of the maximum possible area within the setbacks from each boundary.

Objectives:

a. To reduce the bulk and visual impact of building mass.

Controls:

1. Development must comply with maximum occupied areas as shown on the Block Controls and Sections (see Figures 13-27).

14.8 BUILDING HEIGHT

Definition:

Building height is defined as the vertical distance between ground level (existing), at any point to the highest point of the building, including plan and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues, and the like.

Objectives:

a. To allow solar access and restrict overshadowing of adjoining properties.

b. To ensure that views from neighbouring dwellings are not unduly compromised.

c. To ensure that the building height does not overwhelm the public street and is of compatible scale with the surrounding developments.

d. To encourage higher density development in the town core and around the Town Square.

Controls:

1. The maximum number of storeys must comply with the Block Controls (see Figures 13-27).
2. The maximum height in metres must comply with the table below:

Number Of Storeys	Maximum Height(m)
2	**10**
3	**13**
4	**16**

Figure 11: Maximum heights

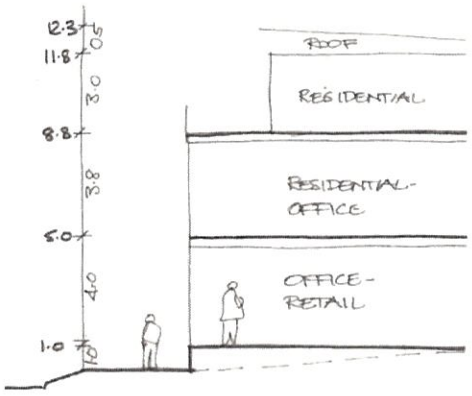

Figure 12: Indicative heights for 3 storey development on sloping site

14.9

14.10 BUILDING HEIGHT AT THE STREET

Objectives:

a. To maximise the building mass and floor space at the street.

b. To define and reinforce the spatial character of the street.

c. To emphasise each corner of a block with additional height and/or building mass.

Controls:

1. Development must provide at least two storeys in height along the primary street frontage.
2. On corner lots, the maximum height of development must occur at the corner element.
3. On corner lots, development must provide a minimum of two (2) storeys on the secondary frontage for a minimum length of 10m measured from the corner.

14.11 FLOOR TO CEILING HEIGHTS

Objectives:

a. To ensure flexible use of mixed-use buildings.

Controls:

1. For sites where ground floor residential is permitted the floor to ceiling heights must be a minimum of 3.0m.
2. For all other sites the floor to ceiling heights must comply as follows:
   - Ground floor – minimum 3.5m.

- Second floor – minimum 3.5 for commercial or residential use.
- Upper floors - minimum 3.0 .for commercial use, minimum 2.7m for residential use.

Note:

Floor to ceiling heights for parking areas may vary from these requirements.

14.12 ROOF FORMS

Objectives:

a. To ensure that roofs create minimum visual bulk.

b. To ensure that roofs viewed from higher sites do not detract from the outlook to the Watagans.

Controls:

1. Roof levels must step with the topography.
2. The roof form must be low pitch and not exceed 1.5m in height.
3. Air conditioning units, lift over runs, and other plant must be integrated within the roof form or within the building volume.
4. Other roof elements such as communication devices, antennae, satellite dishes, chimneys, and flues must not interfere with the outlook of viewers in neighbouring properties or in the public domain looking to the northeast, north or north west.

15 BUILDING CHARACTER

15.1 BUILDING ELEMENTS

Objectives:

a. To ensure that building design respects the traditional building elements and patterns of the rural town.

Controls:

1. Building design must not detract from traditional character buildings and must allow for:
    - smaller scale frontages on sloping sites
    - deep box awnings over footpath
    - masonry façades with parapets
    - pitched or raked sheet steel roofs behind parapets
    - façade walls with punched windows and entries
    - recessed balconies on the first level above the street.

15.2 SUN SHADING

Objectives:

a. To ensure that building design responds to the sun aspect and the outlook in each direction.

b. To ensure the resolved design is functional and visually interesting.

Controls:

1. The building design must incorporate awnings, shutters, pergolas, light shelves, and/or screening appropriate to the uses, sun aspect, and outlook on each elevation.

15.3 BALCONIES

Objectives:

a. To reinforce the street wall by recessing lower level balconies in the building volume.

b. To provide suitable privacy and amenity for users of balconies close to the street.

Controls:

1. Balconies at the first level above the street must be recessed in the street façade wall. Minor projections up to 600mm from the wall face are acceptable.

Note:

Balconies at upper levels may project from the building volume provided they meet the minimum setback requirements.

15.4 MATERIALS AND COLOURS

Objectives:

a. To ensure development contributes to the interest and character of the street.

b. To avoid glare or nuisance from highly reflective roofs, walls or windows.

Controls:

1. Wall, roof, or glazing finish must not include highly reflective surfaces.
2. The building wall finishes must include at least two surface materials and one other detail material.

16 LANDSCAPE

16.1 DEEP SOIL AREAS

Objectives:

a. To allow for planting and healthy growth of large canopy trees across the town centre.

b. To provide for stormwater infiltration on site.

Controls:

1. Development in Blocks A and D must reserve at least 10% of the site area for deep soil planting.
2. Development in Blocks F and G must reserve at least 15% of the site area for deep soil planting.
3. Each deep soil area must have a minimum dimension of at least 2m and a minimum area of $6m^{2.}$
4. Each deep soil area allocated to tree planting must have a corresponding clear air space that is at least 8m high and 6m in width.

16.2 TREE PLANTING

The following requirements relate to trees on private land. For street tree planting requirements, refer to the Street Improvement Plan (Figures 28-32).

Objectives:

a. To provide broad canopy tree cover in car parks for shade, shelter, and screening.

b. To provide broad canopy trees that defines the edge of rear laneways.

c. To provide tree cover in front setbacks areas to enhance street character.

d. To provide shade for private open space areas.

Controls:

1. Development must include installation and maintenance of at least one advanced clear-trunked broad-canopy tree per $20m^2$ of deep soil area OR installation and maintenance of at least one advanced clear-trunked broad-canopy tree per 4 at-grade car parking spaces (whichever is the greater).
2. Tree planting must be located to reinforce the rear lane boundary.
3. Tree planting in car parks must provide general shade and shelter to the car park.
4. Development in Blocks D, F, and G must provide tree planting within the front setback area.
5. All trees must be advanced stock and at least 45L container size.

Note:

Root volume for trees in car parks trees may be achieved using load-bearing soils below the vehicle pavement.

17 BLOCK CONTROLS

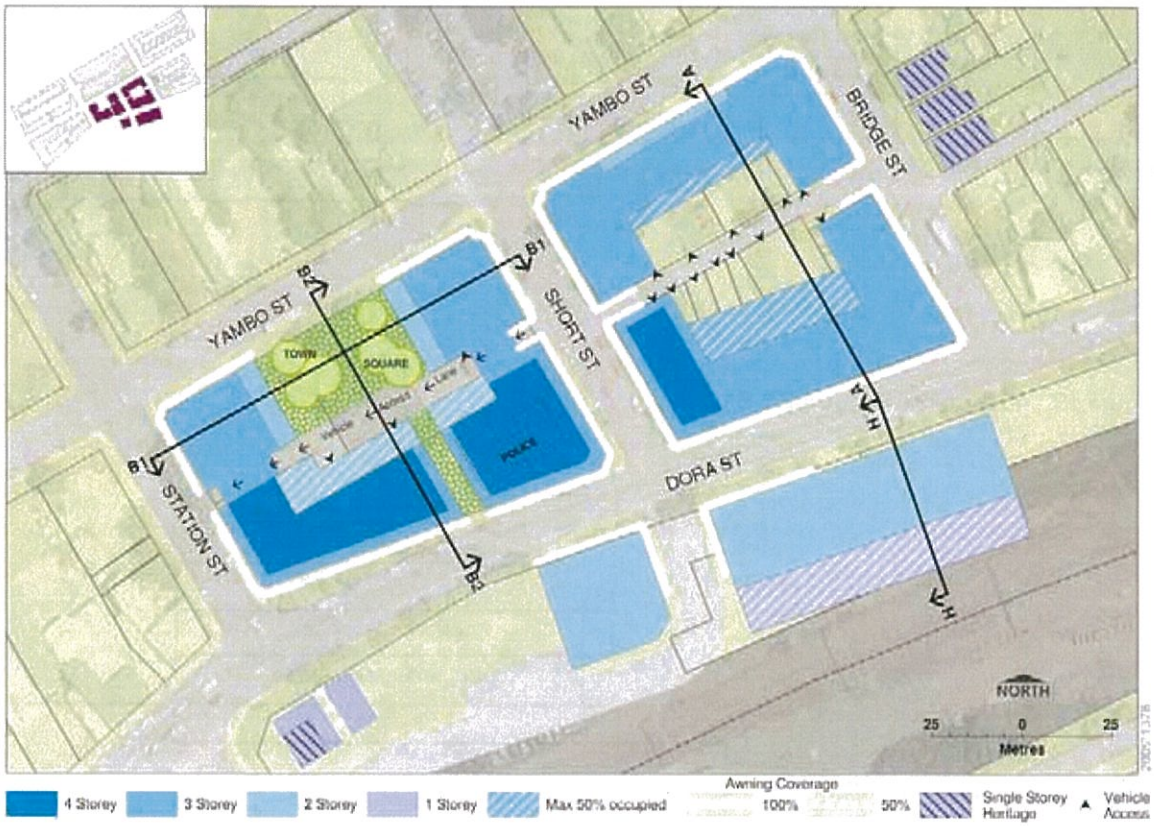

Figure 13: Block A B and H Control Plan

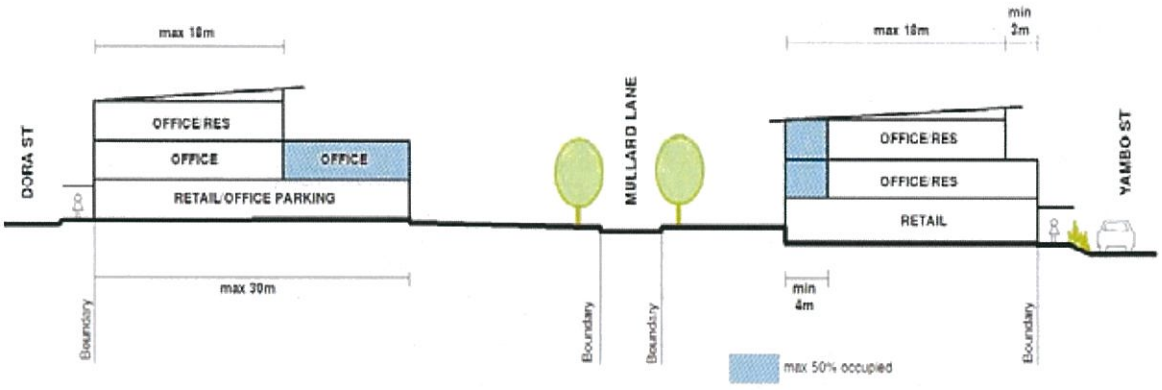

Figure 14: Block A Section A-A

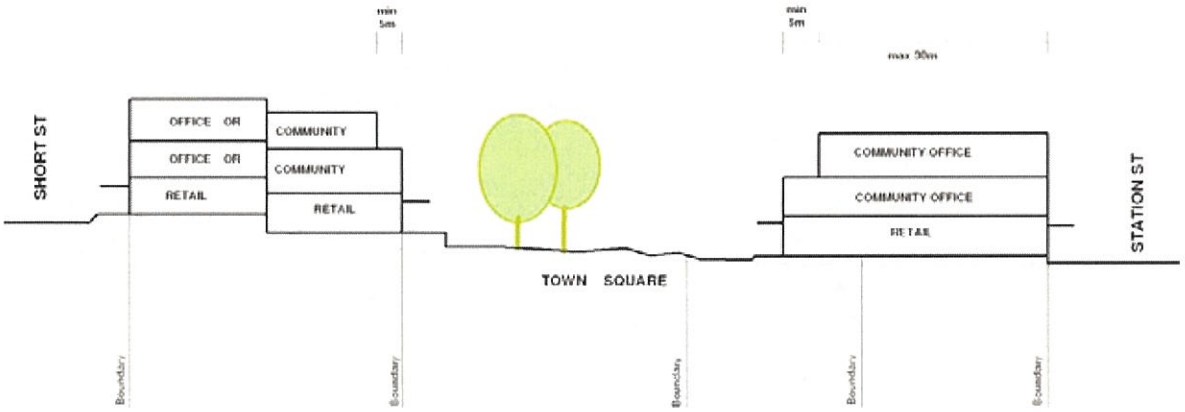

Figure 15: **Block B Section B1-B1**

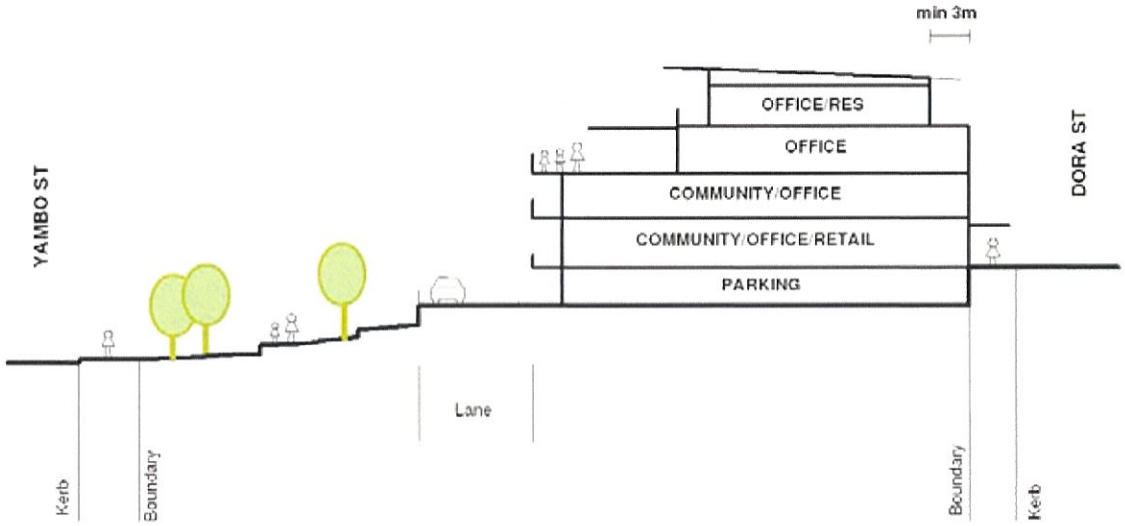

Figure 16: **Block B Section B2-B2**

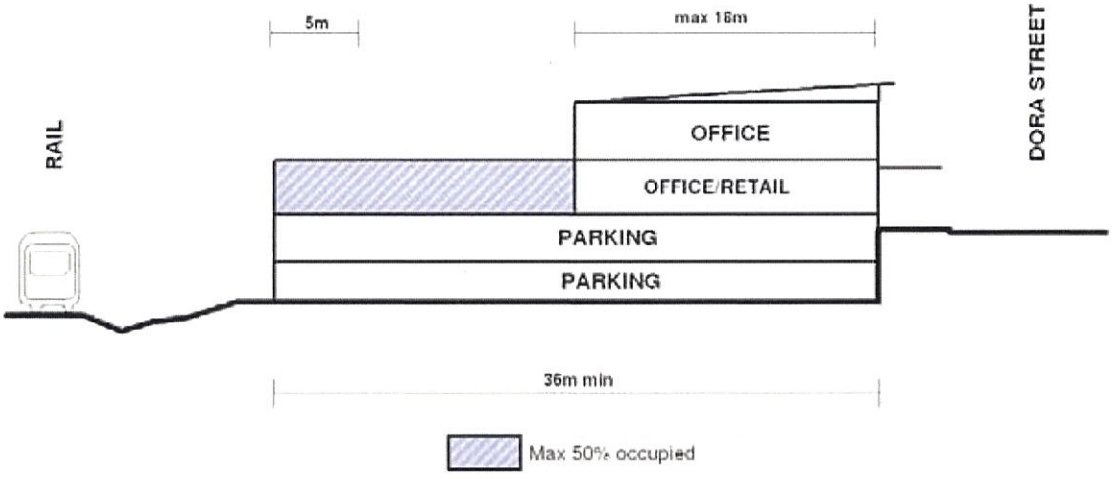

Figure 17: **Block H Section H-H**

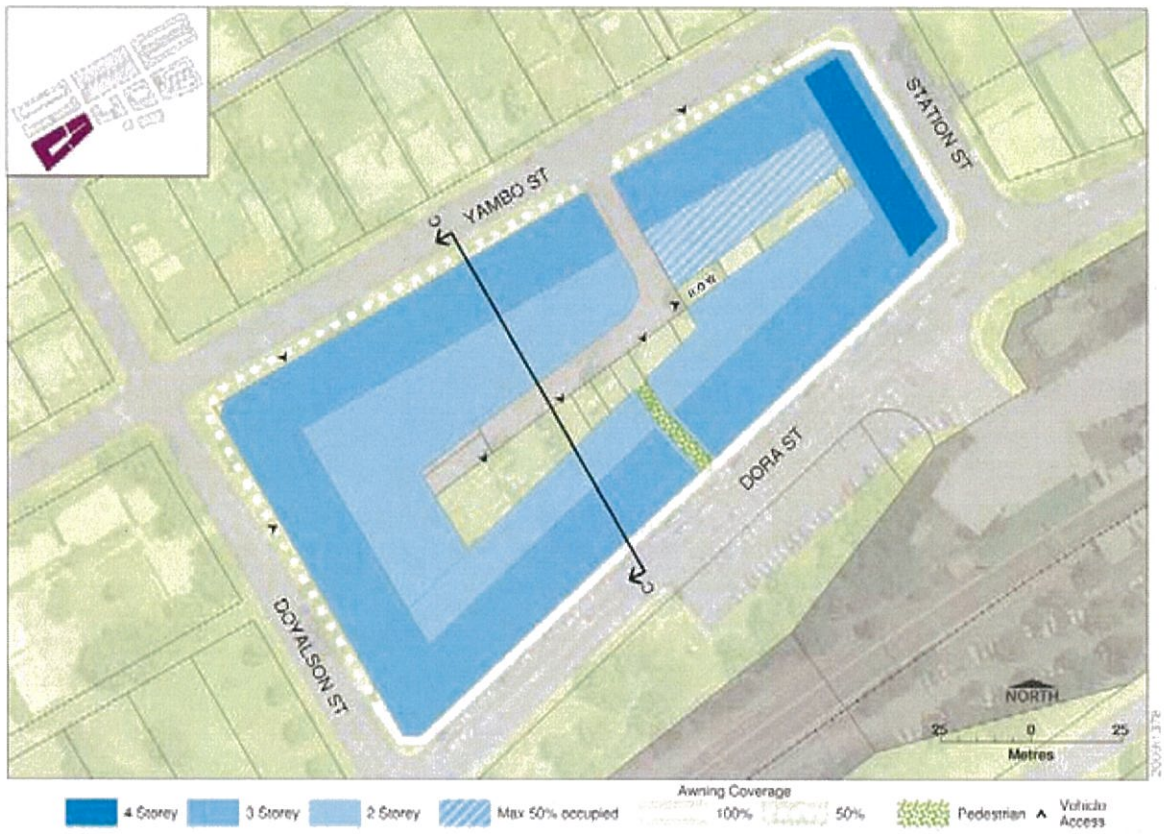

Figure 18: **Block C Control Plan**

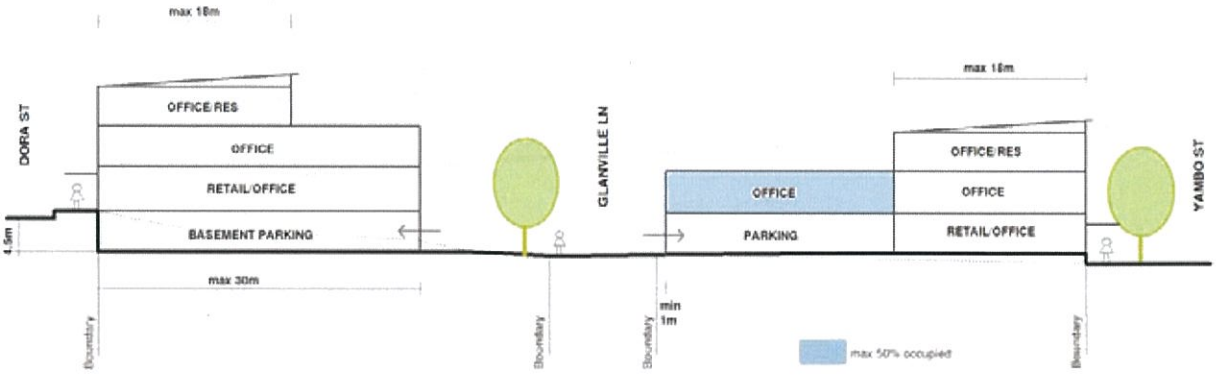

Figure 19: **Block C Section C-C**

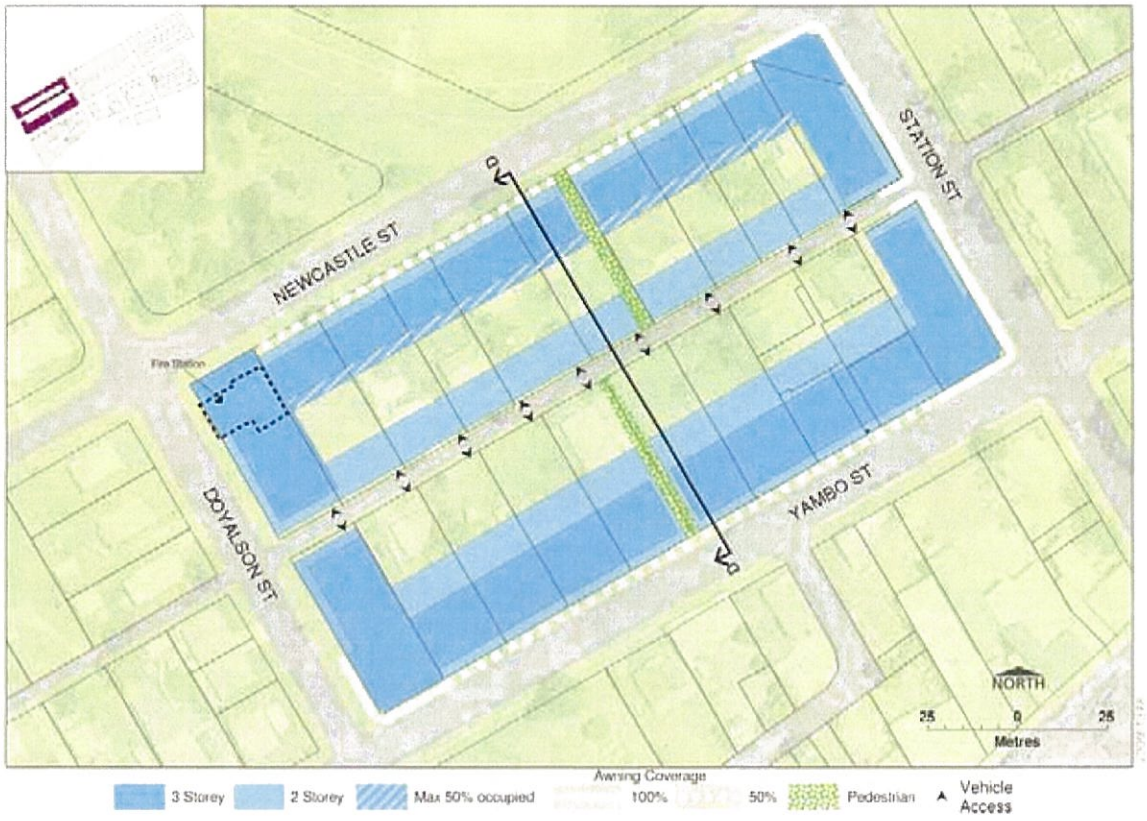

Figure 20: Block D Control Plan

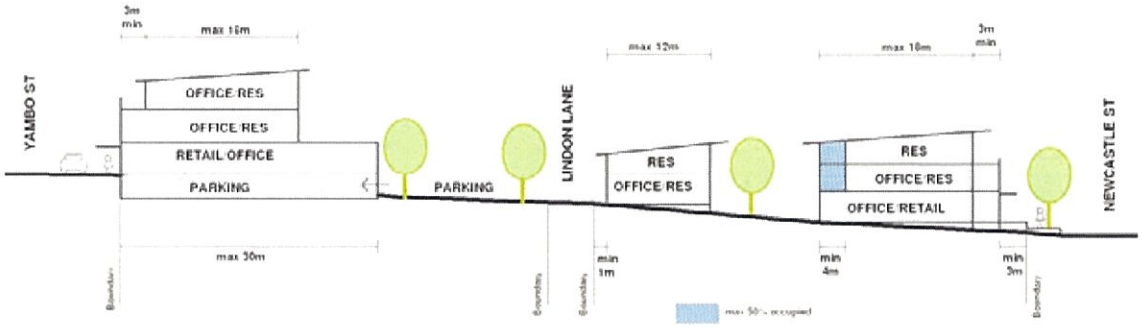

Figure 21: Block D Section D-D

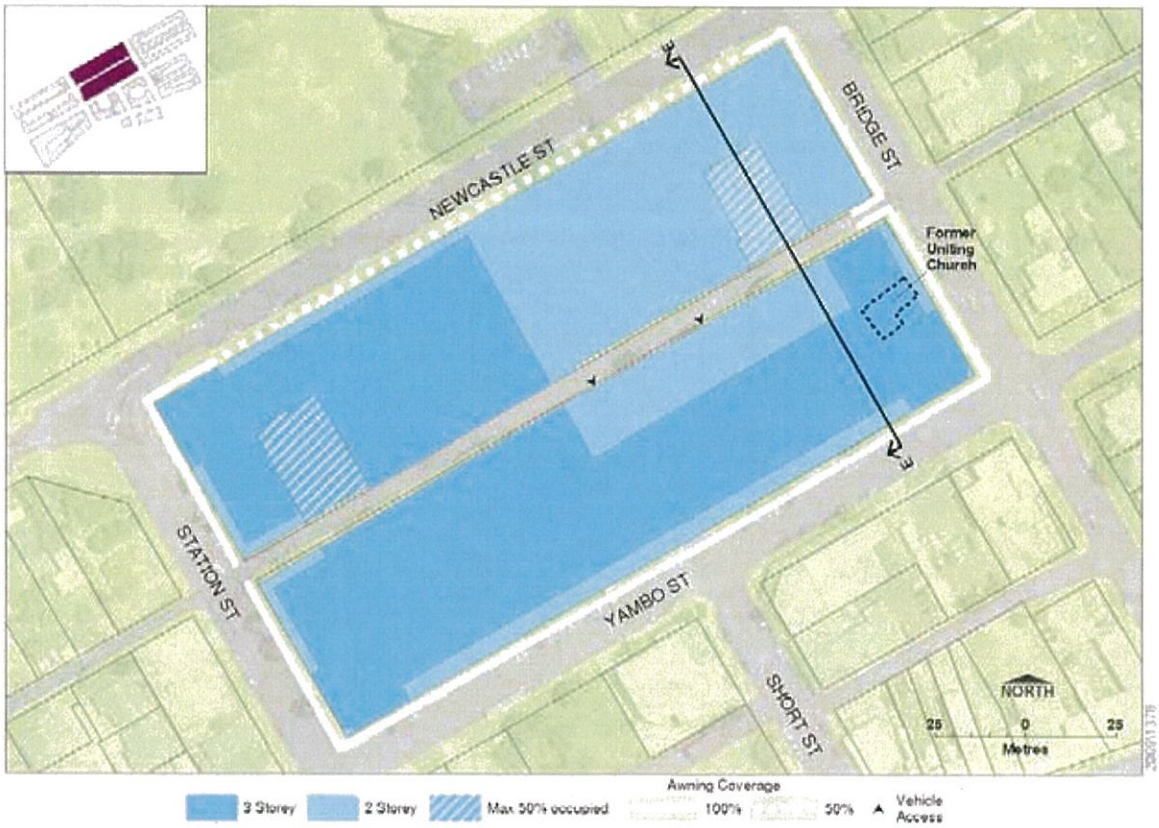

Figure 22: Block E Control Plan

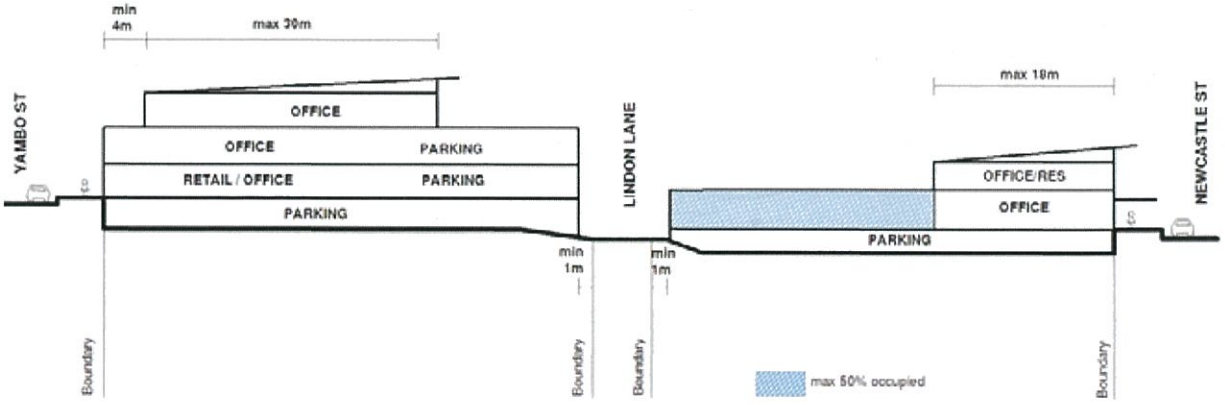

Figure 23: Block E Section E-E

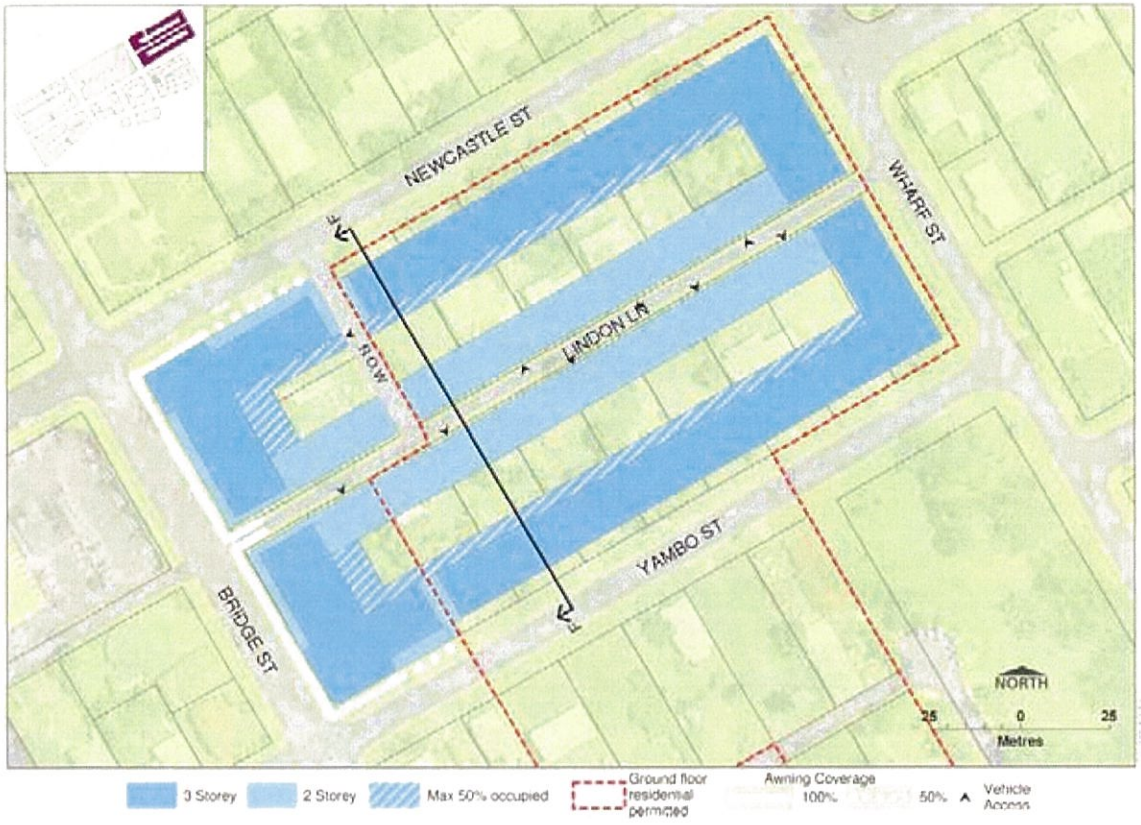

Figure 24: Block F Control Plan

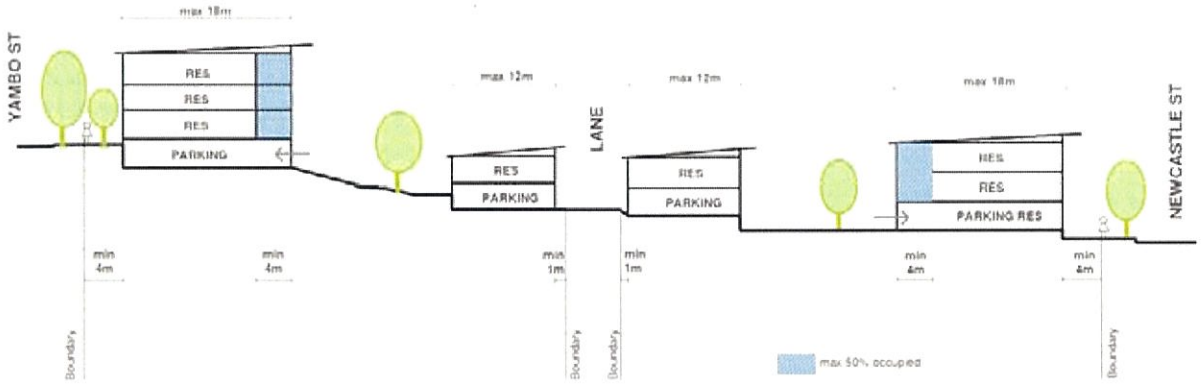

Figure 25: Block F Section F-F

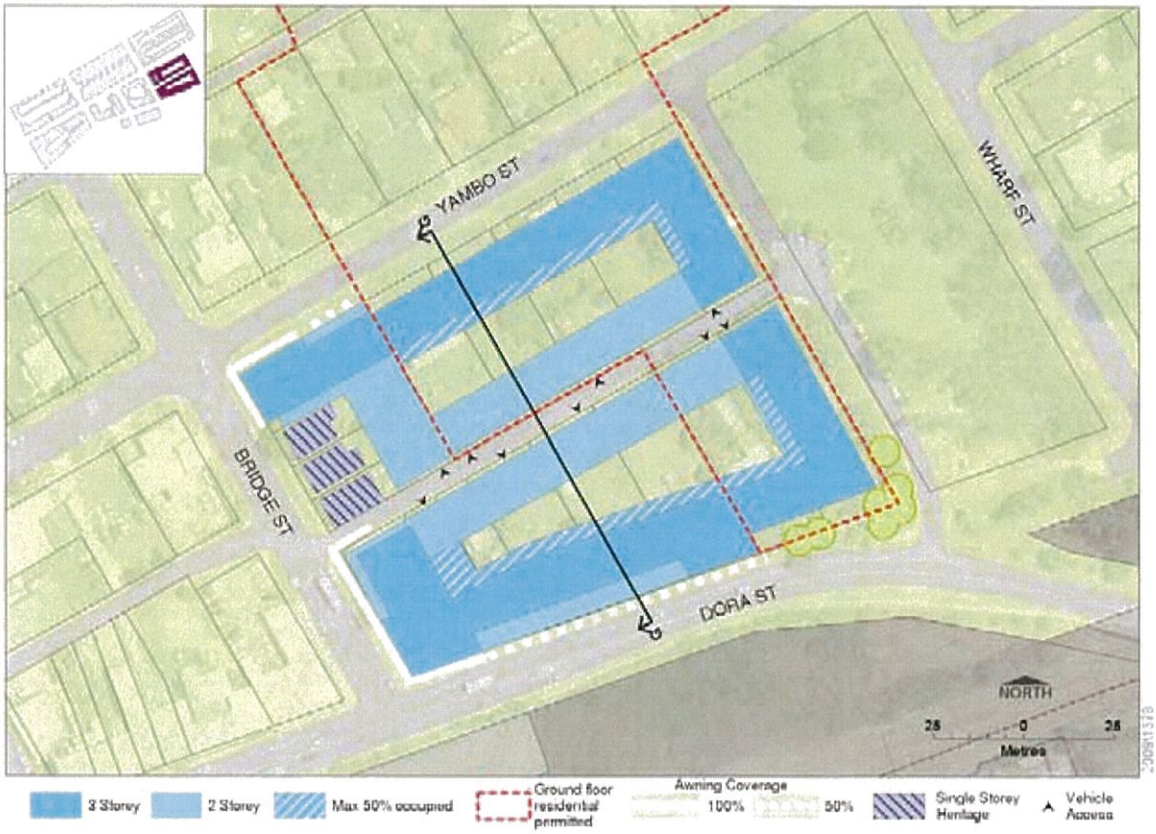

Figure 26: Block G Control Plan

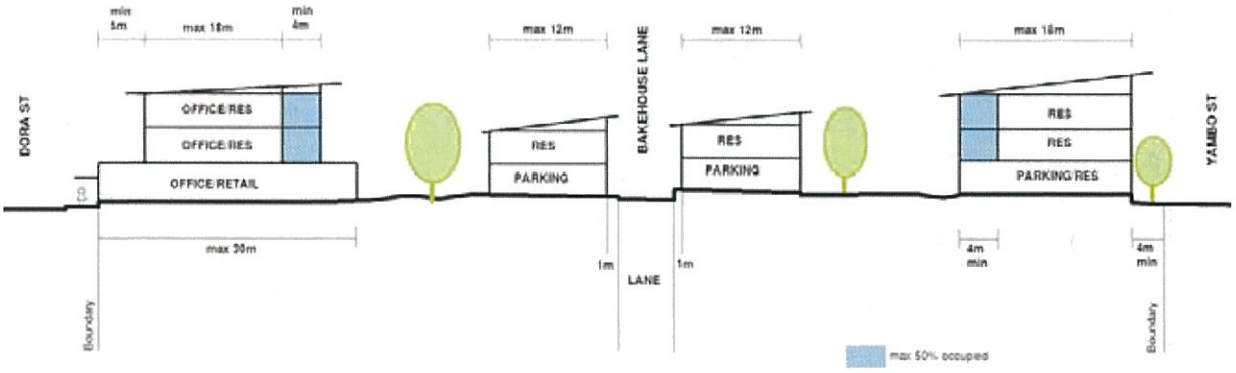

Figure 27: Block G Section G-G

Figure 28: Street Improvement Plan Overview

Figure 29: **Street Improvement Plan Station Street North**

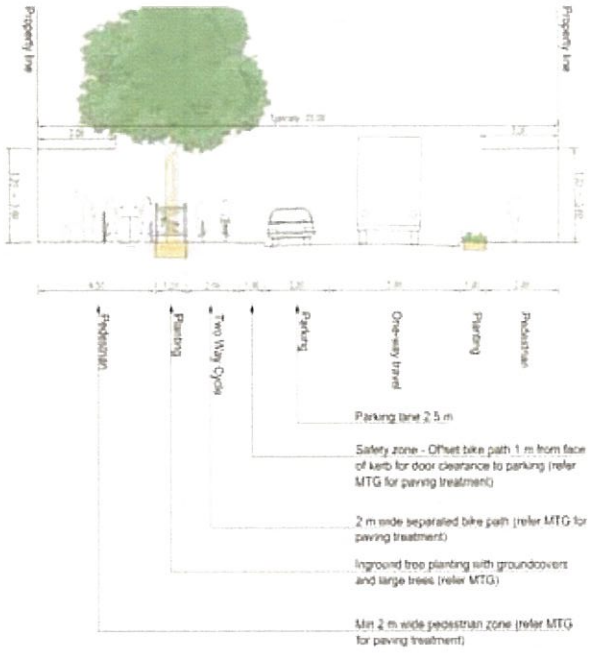

Figure 30: Street Improvement Plan Station Street South

Figure 31: Street Improvement Plan Stationmaster's Cottage

Figure 32: Street Improvement Plan Yambo and Short Streets Precinct