



**Armidale Dumaresq
Development Control Plan 2012**

Part 6 Locality Specific Precincts

Chapter 6.1 Link Road South Precinct

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Part 1 General Provisions

1.1 Introduction

The Link Road South Precinct Chapter has been developed to provide additional detail in relation to the future development of land shown on the Link Road South Precinct Strategy Plan Map (Appendix 1).

The purpose of this chapter is to identify site specific strategies and requirements that must be incorporated into future development of land in the Link Road South Precinct.

The provisions of this chapter should be read in conjunction with other relevant chapters of the Armidale Dumaresq Development Control Plan 2012.

1.2 Objectives

The objective of this chapter is to ensure that development of urban areas involving multiple land holders is carried out in a coordinated and integrated manner.

1.3 Addressing the guidelines in this chapter

Additional guidelines specifically for land in the Link Road South Precinct are set out in this chapter. These are expressed in the form of objectives that need to be addressed for each development proposal. For each objective (O), 'acceptable solutions' (S) are provided which, if met, will ensure compliance. Alternative approaches may be proposed, provided these adequately address the relevant objectives and comply with legislation.

1.4 Land to which this chapter applies

The Link Road South Precinct Chapter applies to land in the area bound by Cluny Road, Link Road and the New England Highway as identified in **Figure 1**.



Figure 1 Link Road South Precinct

| | |
|---|---|
| Part 2 Requirements for development in the Link Road South Precinct | |
| 2.1 Road and access networks | |
| S.1 | The road layout and inter-allotment connections shown on the Strategy Plan are diagrammatic only and provide an outline of the desired network of road, pedestrian, bicycle and inter-allotment connections for the area. The exact location of roads, pedestrian and bicycle networks and other access ways will be subject to subdivision and engineering design in response to the site analysis. |
| S.2 | Subdivision design should minimise the visual impact of roads on the local environment by endeavouring to preserve existing trees and by following contour lines as closely as possible. |
| 2.2 Site specific requirements | |
| The following requirements apply to specific locations shown with corresponding circled numbers on the Link Road South Strategy Plan. | |
| ① Scholes Street road reserve | |
| Scholes Street road reserve is identified in the <i>Armidale Greening Plan</i> as a potential wildlife corridor. | |
| Objectives | |
| O.1 | To protect and maintain the Scholes Street road reserve as a wildlife corridor. |
| S.1 | The Scholes Street road reserve shall be retained in a primarily natural state to form a wildlife corridor, with the inclusion of an all-weather pedestrian/cycleway link between Harden Street and Link Road. Access via the highway under-pass shall be designed and constructed taking into consideration AUSTRROADS Guide to Engineering Practice, the RTA NSW Bicycle Guidelines and the Armidale Bicycle Strategy and Action Plan 2012. |
| S.2 | No vehicular access shall be permitted across the Scholes Street road reserve corridor in order to preserve its primary function as a pedestrian/cycle route. |
| S.3 | Significant development of land adjacent to the corridor shall be required to provide pedestrian access, as indicated on the Strategy Plan. Pedestrian links between adjacent streets and the corridor shall be provided at intervals not exceeding 100 metres. |
| S.4 | Development fronting the Scholes Street road reserve shall provide a 3 metre strip of land along the road reserve boundary (to be dedicated to Council) to allow for future maintenance between the property boundaries and the reserve. |
| ② New England Highway | |
| Objectives | |
| O.1 | To manage traffic flows and noise buffers for land proximal to the New England Highway. |
| O.2 | To minimise any adverse visual impact on views both to and from the New England Highway. |
| S.1 | No access is permitted directly onto the New England Highway. |
| S.2 | The design and layout of roads and lots adjacent to the New England Highway shall take into consideration the impacts of any traffic related noise identified through the Site Analysis Plan. Any proposed noise attenuation buffers shall generally be incorporated into the development (e.g. larger residential lots) rather than being dedicated as public land or reserve. |
| S.3 | Any significant development of land with frontage to the New England Highway shall include an assessment of the visual appearance of the development from the highway, and shall outline proposed measures to be incorporated into the development to minimise any adverse visual impact and integrate the appearance of the development with the surrounding landscape when viewed from the highway corridor and beyond. |

③ Access to public open space

Objective

O.1 To ensure safe and efficient public access to the open space area.

S.1 Subdivision of land adjacent to the open space reserve (see 2.5 below), shall provide public road frontage to the open space area, generally as shown on the Strategy Plan in the area marked ③.

S.2 The location and length of public road frontage shall be subject to final subdivision design and the requirements of Council.

④ New England Highway roundabout

Objective

O.1 To ensure safe road access from the NE Highway into the Link Road South Precinct.

S.1 Development of Lot 1 DP 1130748 shall make provision for future road connection to the adjacent New England Highway roundabout.

S.2 The fourth arm onto the roundabout shall be constructed in accordance with requirements and standards of the Roads and Maritime Services Authority applicable at the time.

S.3 A connecting road from the roundabout to Link Road shall be incorporated into development of Lot 1, as shown on the Strategy Plan.

2.3 Utility services

S.1 The supply of sewer and reticulated water to any new development shall be carried out in accordance with Council's *Water Supply and Sewerage Development Servicing Plan* and the relevant chapters of this DCP.

S.2 The proposed location of new sewer and water infrastructure required to service future development is outlined on the Link Road South Strategy Plan.

2.4 Stormwater drainage

S.1 Stormwater drainage systems shall be designed and provided in accordance with *Chapter 2.7 – Floodplain Protection and Stormwater Drainage*. In addition to the principles and requirements outlined in this chapter, development of land to which the Strategy Plan applies shall provide, where relevant, an easement or riparian area reserve as outlined below:

- a) over that part of the stormwater drainage system that drains westward, generally from Scholes Street road reserve to an existing culvert under the New England Highway.
- b) over that part of the stormwater drainage system that drains westward through Lots 233, 234, 453 and 454 DP 755808 and to Cluny Road.

2.5 Open space reserve

An area of remnant native vegetation, consisting predominately of Red Gum/Yellow Box Woodland is shown on the Link Road South Strategy Plan. This woodland vegetation type is listed as a Critically Endangered Ecological Community under the *Environment Protection and Biodiversity Conservation Act 1999* and an Endangered Ecological Community under the provisions of the *Threatened Species Conservation Act 1995*. The woodland forms a continuation of vegetation found in the Scholes Street road reserve and is intended to provide a passive recreational resource for future residential development in the Link Road South Strategy Area.

Objectives

- O.1 To preserve and protect native flora and fauna, and maintain natural habitat corridors.
- S.1 Woodland areas utilised for public open space should be retained in a relatively undisturbed natural state for passive recreation and conservation, with only minimal walking paths and interpretive signs.
- S.2 Provision of any playground equipment or active recreational facilities should be situated towards the perimeter of the woodland area, preferably where public road frontage is to be provided, as outlined above.
- S.3 Development of the land on which the remnant woodland vegetation is located shall make provision for dedication of public open space to adjoin the Scholes Street road reserve.

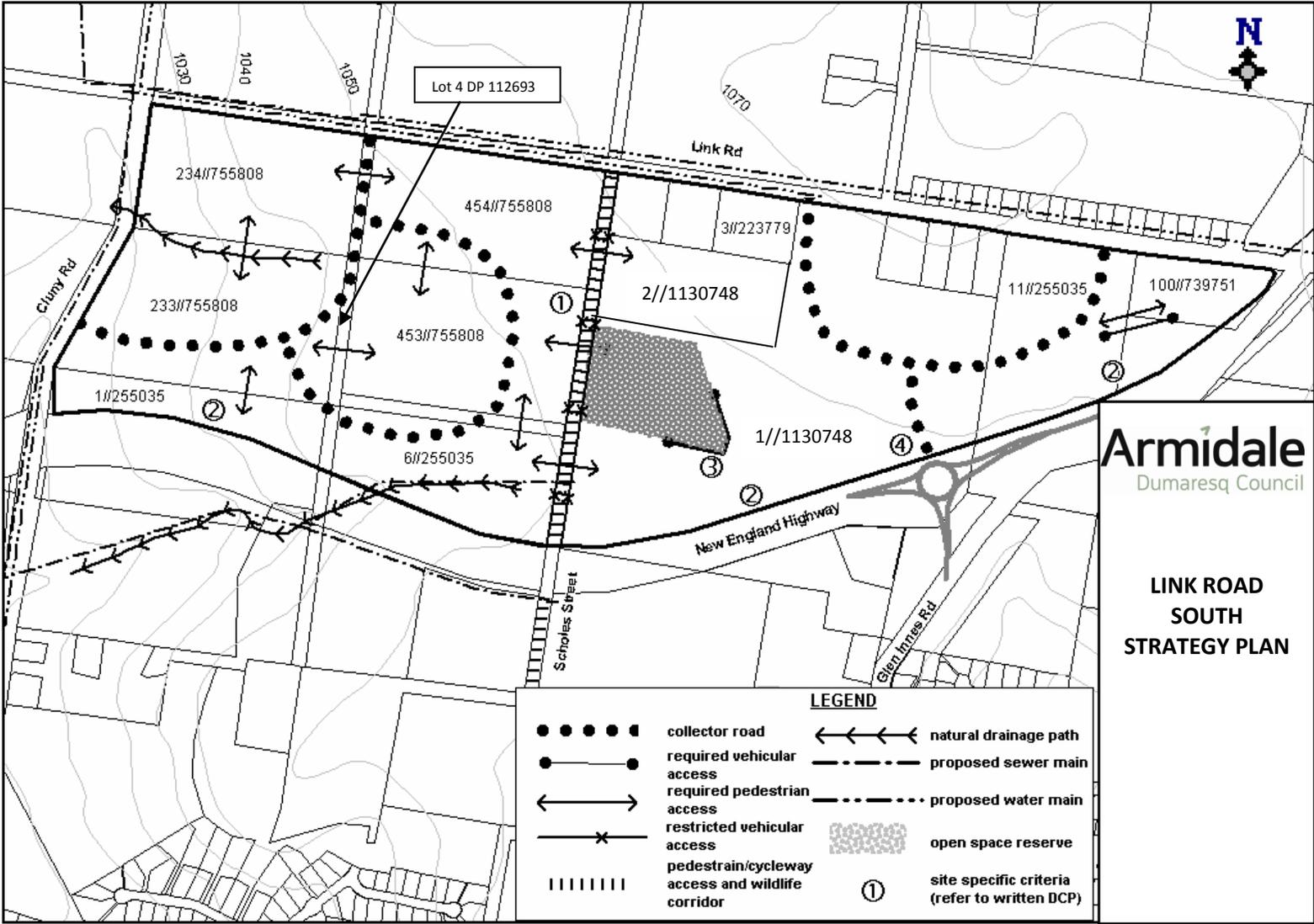


Figure 2 Link Road South Strategy Plan