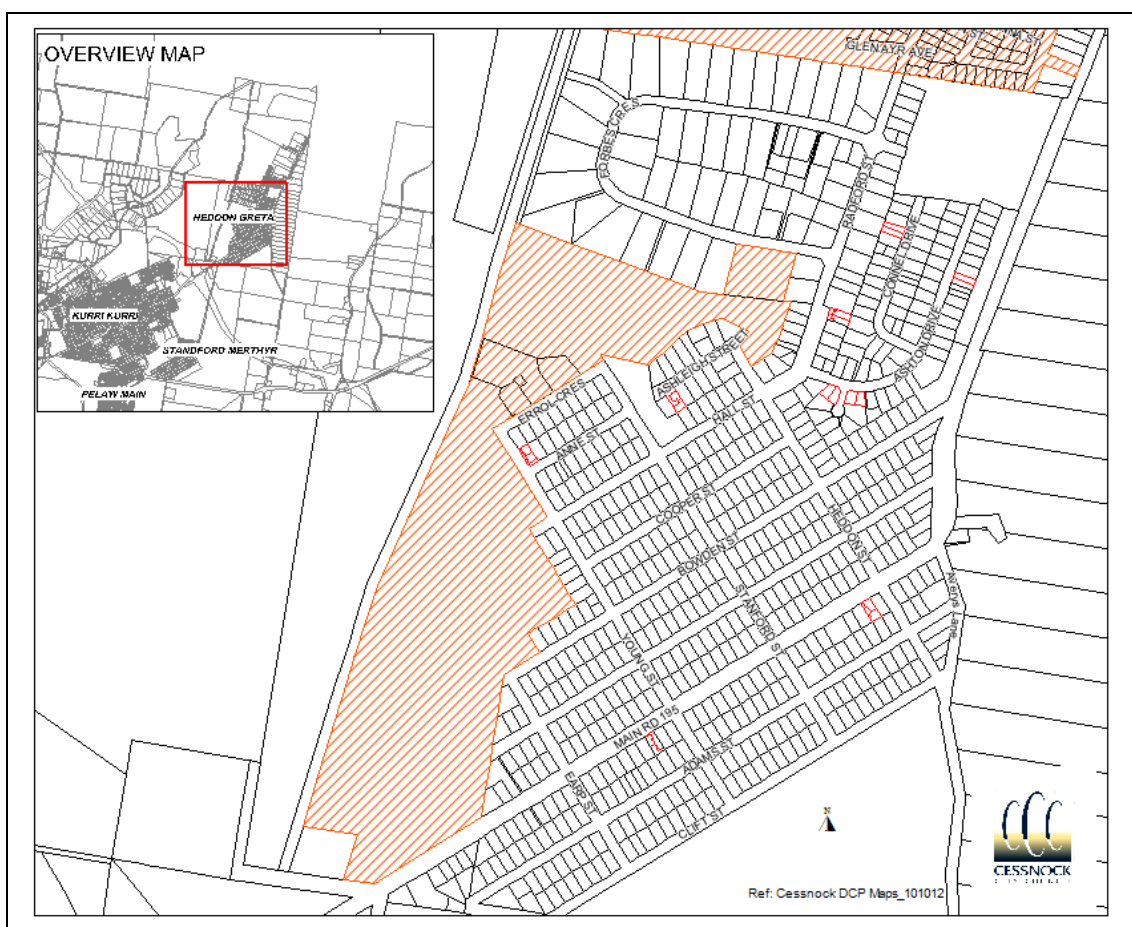


F.1 - Heddon Greta Urban Release Area



DESCRIPTION

The Heddon Greta Urban Release Area identifies approximately 24 hectares of land to the west of the existing Heddon Greta Village area. Access to the area is via Heddon Street and Young Street from Main Road 195.

The majority of the land has traditionally been used for grazing. No important sites or land uses are located within the Urban Release Area. The disused former South Maitland Railway reserve forms the western boundary of the potential residential area. The past underground mining activities near the railway reserve dictated specific design outcomes for the area. Environmental issues associated endangered vegetation species have been determined in association with the Office of Environment and Heritage and the lands on the western side of the Railway reserve are predominantly included as conservation areas and are suitable for tree replacement.

The residential areas are to be developed in two (2) precincts, with a range of lot sizes that reflect the constraints of the site. Individual lots will generally accommodate one and two storey dwellings. Dual occupancy proposals should ensure that potential impacts to privacy, solar access, visual amenity,

traffic management and its suitability in relation to the form of adjoining development have been taken into account.

Development within this area is well progressed. No overall Area Plan has been prepared for this Urban Release Area, as the area is relatively compact in relation to other sites. An overall Precinct Plan has been prepared instead.

Development Requirements

All development applications shall demonstrate consistency with the following requirements.

1 Staging Plan

Staging of the Urban Release Area should be consistent with the Heddon Greta Area Staging Plan. The Heddon Greta Area Staging Plan is to be read in conjunction with the Heddon Greta Precinct and Road Hierarchy Plan and the Heddon Greta Voluntary Planning Agreement (VPA).

The Precinct Plan may provide for sub-stages consistent with infrastructure provision and sequencing.

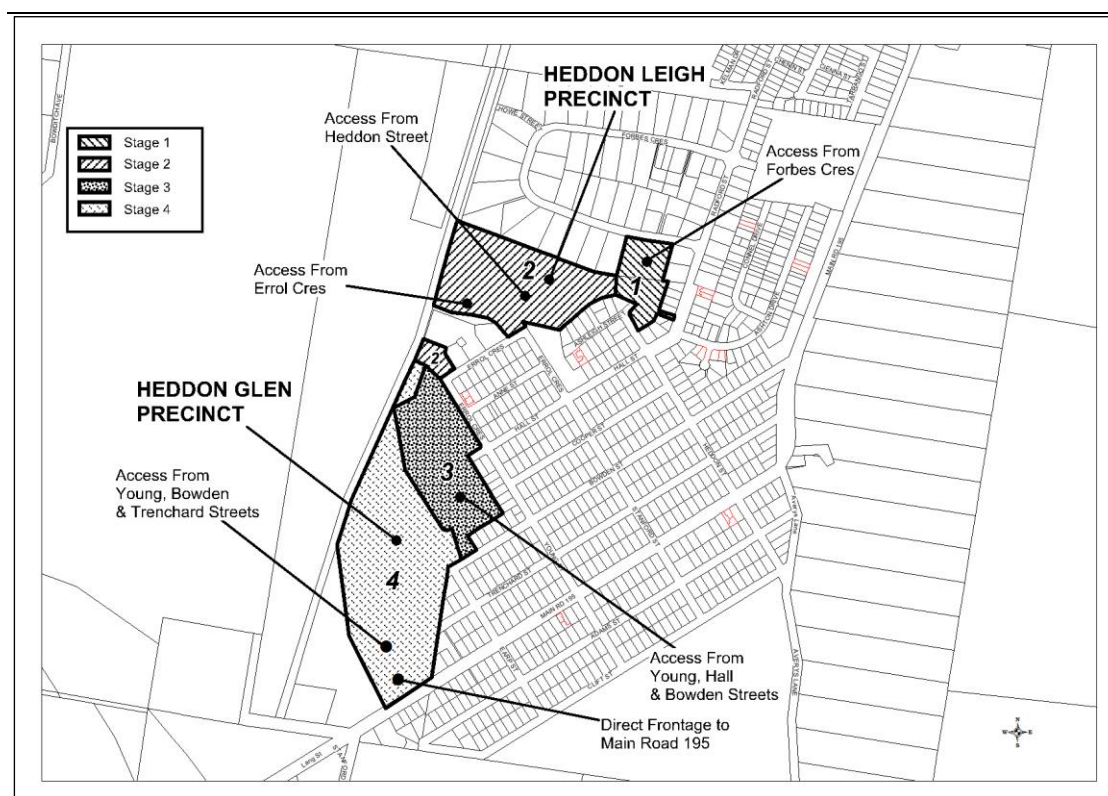


Figure 1: Staging, Precinct and Road Hierarchy Plan

2 Transport Movement Hierarchy

Road layout should be consistent with the Precinct Plan. Development applications for subdivisions must ensure that road networks connect to other development areas in a logical hierarchy of street function.

Residential allotments containing no more than one (1) dwelling house in the Southern portion of the Heddon Glen Precinct facing Main Road 195 (as shown in Figure 1) may have direct vehicular access to Main Road 195.

3 Overall Landscaping Strategy

The subdivision design is to provide for lot frontages addressing streets, drainage reserves and open space. Where this is unavoidable, boundary fencing shall be of an open style and of consistent materials and colour.

4 Passive and Active Recreational Areas

Development applications for subdivision that include areas of passive and active recreational space (as identified in Figure 2) are to include detailed designs in the overall landscaping strategy.

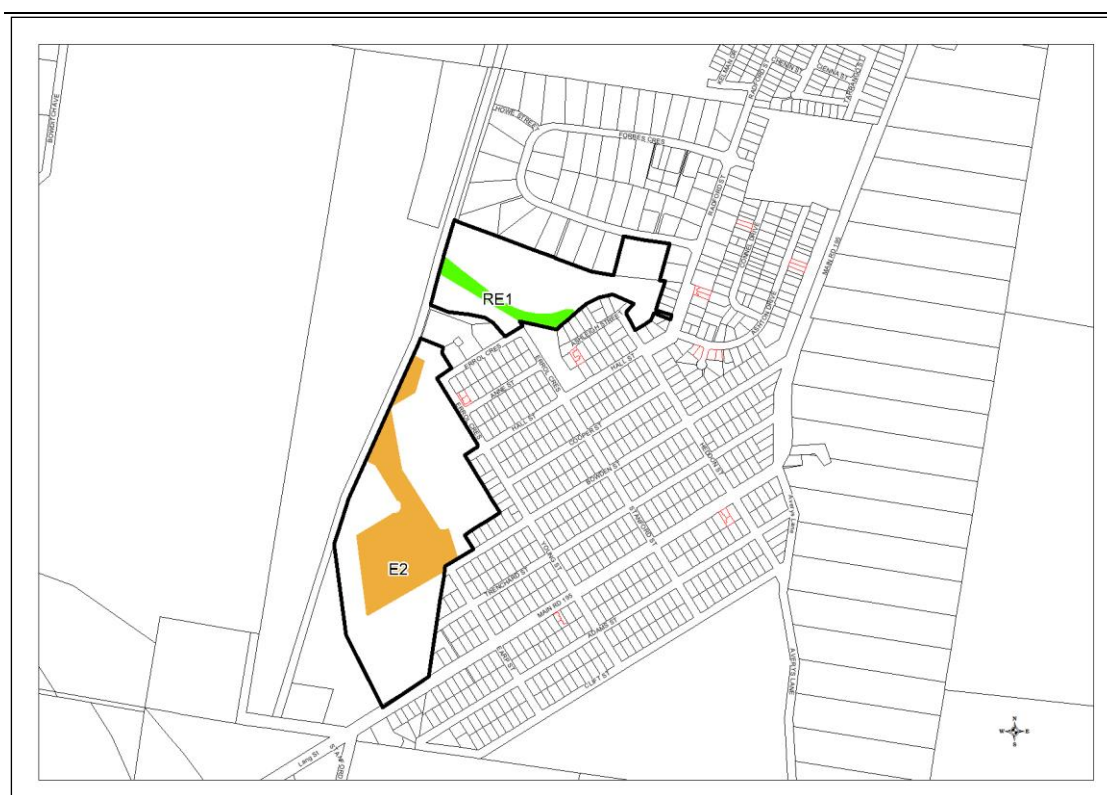


Figure 2: Proposed Public Reserve Land Dedication

5 Stormwater and Water Quality Management Controls

There are no specific requirements in this regard. The Cessnock DCP 2010 generally applies.

6 Amelioration of Natural and Environmental Hazards

Natural Hazards

There are no specific requirements in this regard.

Environmental Hazards

Geotechnical

Geotechnical investigations and appropriate amelioration responses must be submitted with development applications for subdivision to determine the following:

- a) Suitability of footing design and road pavement design parameters with respect to rock outcrops, soft/saturated soils, erosion potential and salinity;
- b) Slope stability assessment of on-site dam embankments;
- c) Earthwork procedures and specifications.

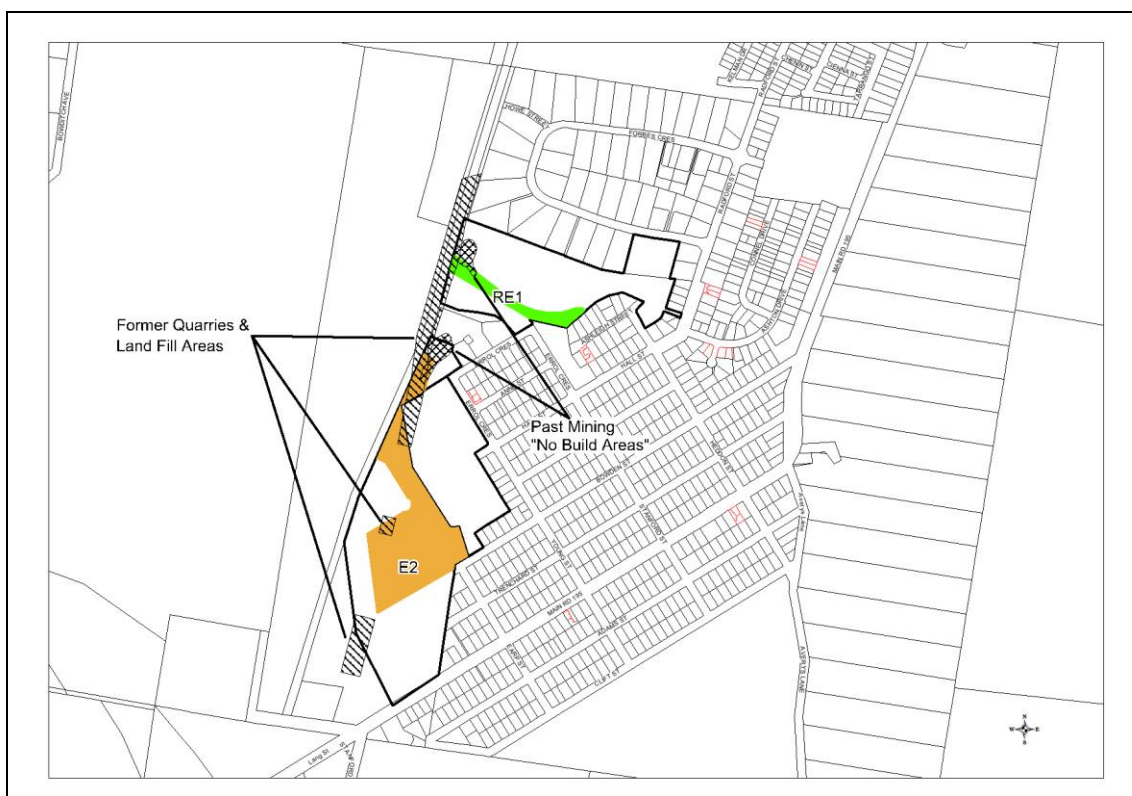


Figure 3: Geotechnical Constraints

Mine Subsidence - Unstable Lands

- a) No development is to occur within the No Build Areas near the former South Maitland Railway Reserve within Lot 404 DP1127085 as shown on Figure 3, without specific geotechnical investigation first being carried out to give clearance for building or set building structural standards.
- b) Development on that portion of Lot 404 DP1127085 zoned for residential purposes, as shown on Figure 4, shall be limited to a maximum of two storey brick veneer construction unless otherwise approved by the Mine Subsidence Board.

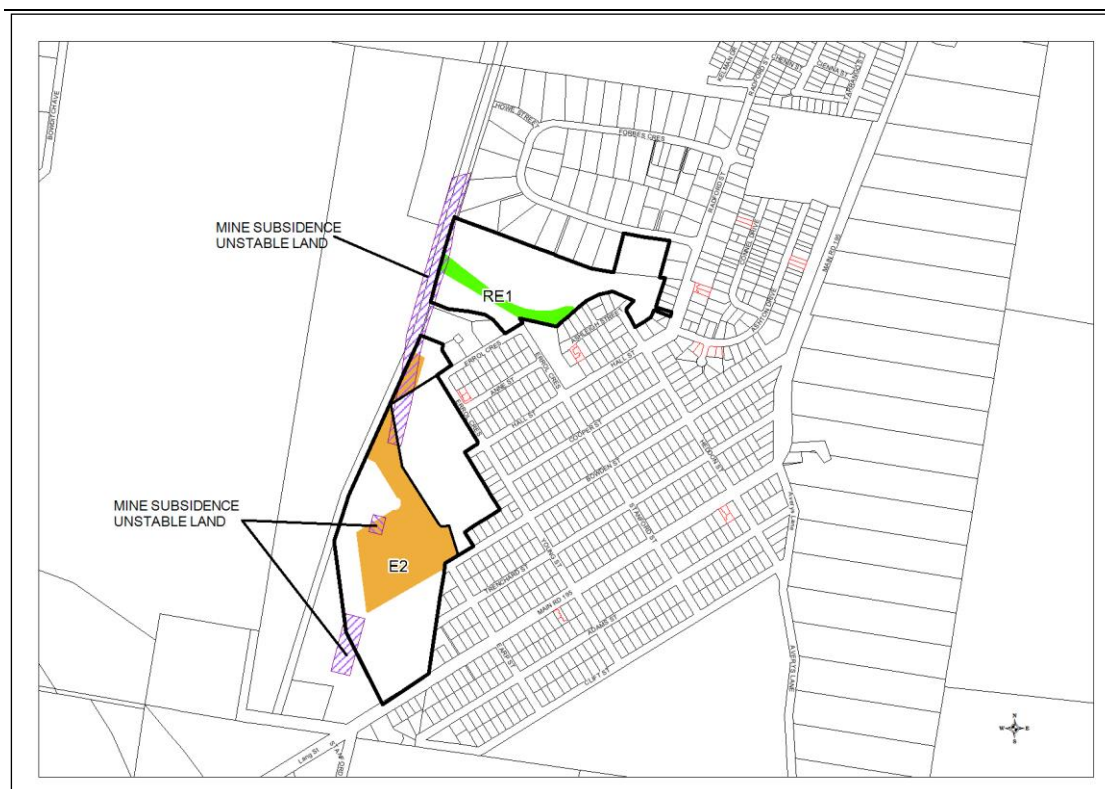


Figure 4: Mine Subsidence - Unstable Lands

7 Significant Development Sites

Adjoining land zoned for environmental protection

Development within residential zones must be designed and planned to ensure any Asset Protection Zones and the like are minimised within, not required, or needed in the E2 Environmental Protection zone.

Development or works within, or adjacent to the land zoned E2 Environmental Protection are to ensure clearing of vegetation is minimised.

Mechanisms are to be put in place with development to ensure the integrity and protection of established vegetation and riparian areas zoned E2 Environmental Protection. Details are to be included in all Development Applications affecting the E2 zone.

8 Residential Densities

There are no specific requirements for this Precinct.

9 Neighbourhood Commercial and Retail Uses

There are no requirements for this Precinct.

10 Provision of Public Facilities and Services

There are no specific requirements for this Precinct.