



Vincent Street
CESSNOCK

8 October 2025

ORDINARY MEETING OF COUNCIL

WEDNESDAY, 15 OCTOBER 2025

ENCLOSURES

PAGE NO.

PLANNING AND ENVIRONMENT

PE26/2025 Draft Infrastructure Contributions Plans - Post Exhibition

Enclosure1:	7.11 Infrastructure Contributions Plan	3
Enclosure2:	7.12 Infrastructure Contributions Plan	56
Enclosure3:	Contributions Plan Submissions Table	90

PE27/2025 Draft Vineyards Place Strategy and Development Control Plan - Post Exhibition

Enclosure1:	Draft Vineyards District Place Strategy	98
Enclosure2:	Draft Vineyards District Development Control Plan Chapter	168
Enclosure3:	Comprehensive Summary and Response to Public Submissions and Agency Advice	199

PE28/2025 Draft Development Control Plan Chapters - 'Tourist Accommodation on Rural and Conservation lands' and 'Signage and Outdoor Advertising' - Post Exhibition

Enclosure1:	Chapter D4 Tourist Accommodation on Rural and Conservation Land	230
Enclosure2:	Chapter D5 Signage and Outdoor Advertising	238
Enclosure3:	Summary of Submission - Chapter D4 Tourist Accommodation on Rural and Conservation Lands	249
Enclosure4:	Summary of Submissions - Signage and Outdoor Advertising	251

CORPORATE AND COMMUNITY

CC65/2025 Drainage Easement Request - George Jeffery Park Kearsley

Enclosure1: Enclosure 1 _ George Jeffery Park Location Plan 252

Enclosure2: Enclosure 2 _ George Jeffery Park Easement Survey
Plan 254

Enclosure3: Enclosure 3 _ Skelton Valuation George Jeffery Park 255

CC68/2025 Resolutions Tracking Report

Enclosure1: Completed 256

Enclosure2: Outstanding 260

WORKS AND INFRASTRUCTURE

WI11/2025 Update of Council's Cemetery Policy

Enclosure1: Draft Cemetery Policy 269

BUSINESS OF WHICH WRITTEN NOTICE HAS BEEN GIVEN

BN15/2025 Advertising, Sponsorship and Naming Rights Program

Enclosure1: Report WI49/2022 - Bus Shelter Advertising 275

CESSNOCK LGA
2025

CESSNOCK CITY WIDE S7.11 INFRASTRUCTURE CONTRIBUTIONS PLAN



RESIDENTIAL



Journey Through Time, created by local school students and artist Steven Campbell.

Acknowledgement of Country

Cessnock City Council acknowledges that within its local government area boundaries are the traditional lands of the Wonnarua people, the Awabakal people and the Darkinjung people. We acknowledge these Aboriginal peoples as the traditional custodians of the land on which our offices and operations are located, and pay our respects to Elders past and present. We also acknowledge all other Aboriginal and Torres Strait Islander people who now live within the Cessnock Local Government Area.

Contents

Amendment table	6
Executive statement	8
Overview	9
Summary of contributions	10
Plan application area – District and local catchments	11
Introduction	16
Name of this plan	17
Commencement of this plan	17
Purpose of this plan	17
Land to which the plan applies	17
Plan application area	18
Summary of contributions	19
Assumed occupancy rates	20
Development to which this plan does not apply	20
Operation of this plan	20
Relationships with other plans	20
Savings and transitional arrangements	21
Administration of the plan	22
How will contributions be imposed	23
Methods of payment	23
Alternatives to payment of contributions	24
Timing of payment	24
Deferred or periodic payments	25
Indexation of contributions	25
Credits for existing development	25
Monitoring of the plan	26
Accounting and management of funds	26



Infrastructure contributions	28	Definitions	48
Works schedule	30	References	52
Bellbird North local catchment	31	Works schedule	56
Government Road local catchment	32	Open space and recreational facilities	58
Nulkaba local catchment	33	Community facilities	66
Loxford local catchment	34	Cycleway facilities	70
Huntlee local catchment	35	Roadworks and drainage facilities	76
Nexus	38	Mapping	88
Demographics	38		
Apportionment	38		
How to calculate residential contributions	39		
Traffic generating development	40		
Developments to which Traffic Generating Contributions Apply	42		
Impact of Traffic Generating Development on Road Network	42		
Contributions to be spent on maintenance of road pavements	42		
Calculation of Contribution Rates Equivalent Standard Axle (ESA)	42		
Methodology	43		
Derivation of contribution rate for heavy haulage	43		
Calculation of a contribution rate for typical extractive industry developments	44		
Invoicing	45		



Amendment table

REVISION	ADOPTION DATE	DATE CAME INTO EFFECT	AMENDMENT DETAILS
0	20 May 2020	1 July 2020	Adoption of new plan
1	15 June 2022	1 July 2022	Amendments to the works schedule
2			Complete review of plan including works schedule



Executive statement

Overview

The Cessnock Local Government Area (Cessnock LGA) covers approximately 1,950 square kilometres of the Hunter Valley region of New South Wales and is approximately 120 kilometres north of Sydney and 40 kilometres west of Newcastle.

The Cessnock LGA is experiencing substantial growth. By 2035, it is expected that Cessnock's LGA population will have grown to approximately 94,500 people. Urban development is rapidly expanding within the growth corridor between Cessnock, Kurri Kurri and Maitland, and within the LGA's urban release areas. New and upgraded infrastructure across Cessnock LGA to support growth will be required and this will require additional funding and investment.

As there is a level of unpredictability regarding the precise timing and level of development that will actually occur within the LGA, new and augmented infrastructure needs to be planned, programmed, funded and delivered in order to sustain the development that is anticipated.

The additional population and employment growth will generate new demand for a range of local infrastructure that Council will need to provide by way of roads, open space, community facilities and cycleways. Contributions collected through development throughout the LGA will be a key source funding for this new and upgraded local infrastructure.

Section 7.11 of the *Environmental Planning and Assessment Act 1979* (Act) provides the basis for levying local infrastructure contributions, including the dedication of land and/or the payment of monetary contributions. The Plan requires local infrastructure contributions to be levied if new development will increase for infrastructure within the LGA.

This plan authorises a Consent Authority to impose a condition requiring the payment of local infrastructure contributions to Council, including contributions in respect of Traffic Generating Development, provided that the Consent Authority does not also impose a condition pursuant to Section 7.12 of the Act for the same development.

In order to impose a condition of consent under Section 7.11 of the Act, nexus must be established between the proposed development and the demand created for public infrastructure.

This plan relates to:

- Urban Release Areas within the LGA, these areas are referred to as local catchment areas in this plan;
- Traffic Generating Development within the LGA; and
- Residential District catchment areas within the LGA;

Summary of contributions

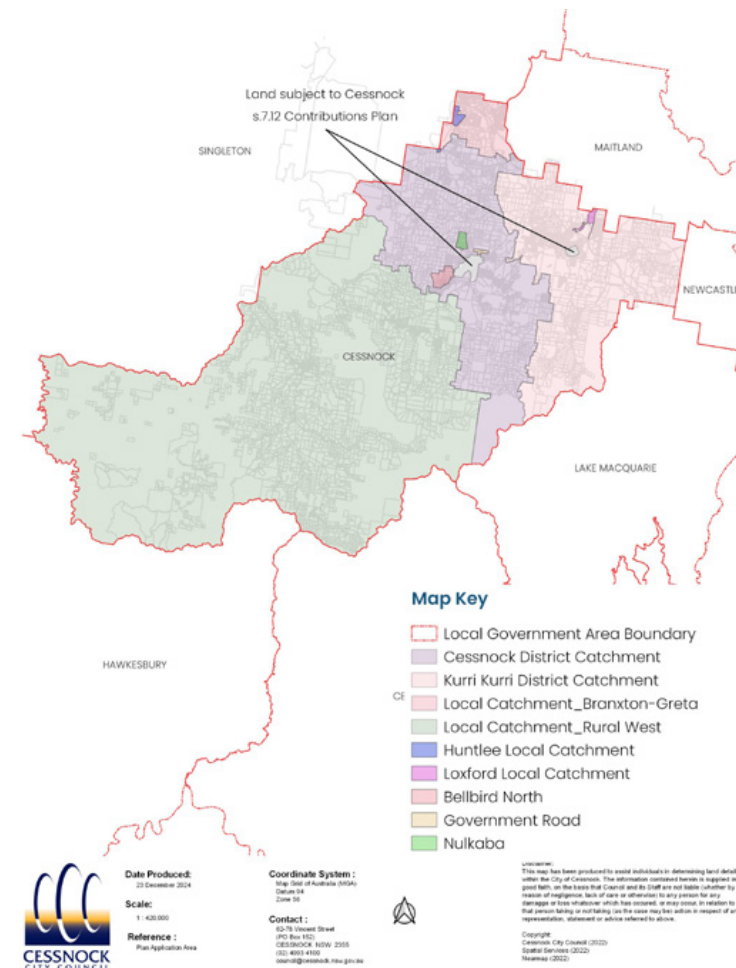
An application for Development Consent or Complying Development Consent that is located within a District or Local Catchment area which results in an increase of lots or dwellings, will be subject to local infrastructure contributions. These areas are as follows:

- Cessnock District Catchment;
- Kurri Kurri District Catchment;
- Rural West District Catchment;
- Branxton-Greta District Catchment;
- Bellbird North Local Catchment area
- Government Road Local Catchment area
- Huntlee Local Catchment area
- Nulkaba Local Catchment area
- Loxford Local Catchment area



10 | CESSNOCK CITY COUNCIL

Plan application area District and local catchments



S7.11 CONTRIBUTIONS PLAN | 11

The following rates for each area are at the date of adoption, each quarter these rates will be adjusted in line with CPI and made available on Council's website.

DEVELOPMENT TYPE	ASSUMED OCCUPANCY RATE	PERCENTAGE OF FULL RATE
1 Torrens Title allotment	2.6 persons	100%
Each dwelling	2.6 persons	
A secondary dwelling	1.3 persons	50%
Each separate domicile within a residential care facility/senior's housing		
Each manufactured home within a manufactured home estate		
Each separate domicile within a group home or co-living housing, boarding house and hostels		
Attached/detached Studio	1 person	25%

Cessnock district catchment area

Open Space and Recreational Facilities	\$822.00
Community Facilities	\$1,266.29
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$2,417.00
Plan Administration	\$391.05
Total	\$6,756.30

Kurri Kurri district catchment area

Open Space and Recreational Facilities	\$1,784.19
Community Facilities	\$1,923.85
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$2,251.63
Plan Administration	\$501.39
Total	\$8,321.02

Rural west district catchment area

Open Space and Recreational Facilities	\$1,318.47
Community Facilities	\$973.85
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$2,354.76
Plan Administration	\$491.34
Total	\$6,998.38

Branxton-Greta district catchment area

Open Space and Recreational Facilities	\$382.32
Community Facilities	\$90.73
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$732.58
Plan Administration	\$381.83
Total	\$3,447.42

Bellbird North local catchment area

Open Space and Recreational Facilities	\$4,992.33
Community Facilities	\$1,266.29
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$23,240.78
Plan Administration	\$1,414.43
Total	\$32,773.79

Note: Ministerial approval has been obtained and to increase the cap to \$30,000 per lot. The per lot rate will be reduced to \$30,000 on the condition of any consent.

Government Road local catchment area

Open Space and Recreational Facilities	\$6,460.48
Community Facilities	\$1,266.29
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$6,892.98
Plan Administration	\$542.91
Total	\$17,022.62

Huntlee local catchment area

Open Space and Recreational Facilities	\$18,023.27
Community Facilities	\$3,697.62
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$732.58

Huntlee local catchment area (continued)

Plan Administration	\$793.03
Total	\$25,106.46

Note: Huntlee Local Catchment is subject to a Ministerial cap to \$30,000.00 per lot/dwelling.

Nulkaba local catchment area

Open Space and Recreational Facilities	\$822.00
Community Facilities	\$1,266.29
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$15,201.35
Plan Administration	\$651.95
Total	\$19,801.55

Loxford local catchment area

Open Space and Recreational Facilities	\$19,552.72
Community Facilities	\$1,923.85
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$2,251.63
Plan Administration	\$898.50
Total	\$26,486.66

Note: Loxford Local Catchment is subject to a Ministerial cap to \$30,000.00 per lot/dwelling.



Introduction

Name of this plan

The name of this plan is the Cessnock City Wide s.7.11 Infrastructure Contributions Plan (the 'Plan').

Commencement of this plan

This plan was adopted on 20 May 2020 and came into effect on 1 July 2020. Various amendments have been made in accordance with the amendment table attached to this plan.

Purpose of this plan

To authorise Council, an accredited certifier and the Department of Planning, Housing and Infrastructure to:

- Impose development contributions conditions when granting consent to development on land to which this plan applies, including Complying Development;
- Ensure adequate public infrastructure is provided to meet the demands generated by new development;
- Provide an administrative framework for the equitable assessment, collection, expenditure, accounting and review of local infrastructure contributions;
- Ensure that the existing community is not burdened by the provision of public infrastructure required as a result of new development; and
- Enable transparent assessment and administration of the Plan.

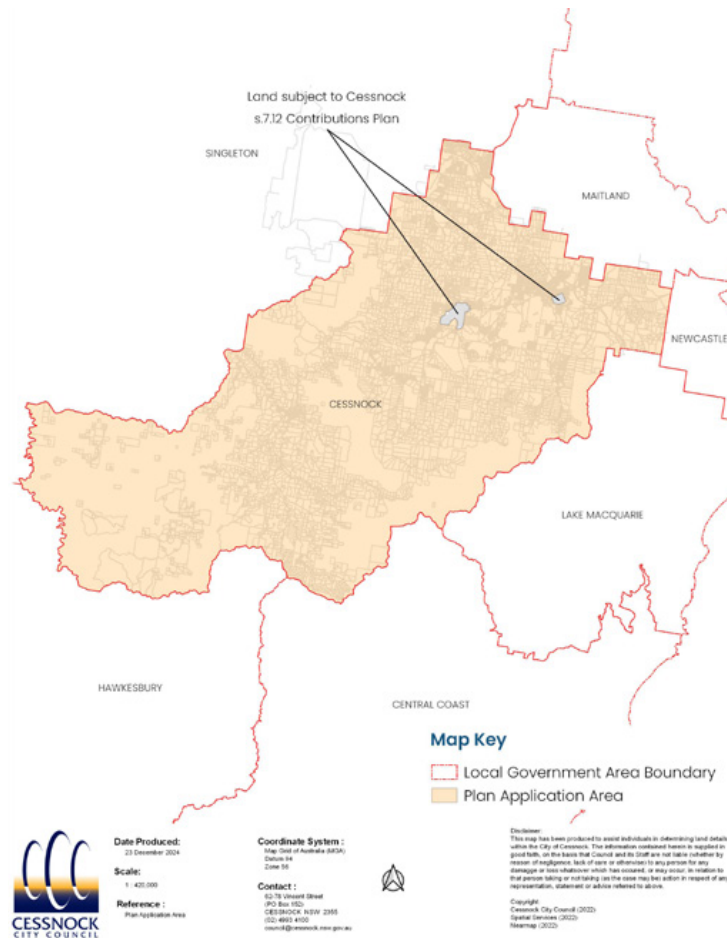
Land to which the plan applies

The plan applies to all residential areas and Traffic Generating Development within the Cessnock LGA.

This plan does not apply to any land is subject to:

- A valid Planning Agreement with Council; or
- Commercial, industrial or tourist development where the Section 7.12 Plan will apply; or
- The Cessnock and Kurri Kurri strategic centres, as identified in the Section 7.12 Plan.

Plan application area



Summary of contributions

The plan applies to the subdivision of land, where the subdivision facilitates an increase in the number of dwellings and/or lots permitted on that land. The Plan also applies to boundary adjustments or realignments that enable additional dwellings to be erected.

Residential accommodation

The plan applies to development applications and complying development applications for all forms of residential accommodation including but not limited to:

- Dual occupancies;
- Attached dwellings;
- Teenage retreats;
- Secondary dwellings;
- Studios;
- Short-term rental accommodation;
- Manufactured homes; and
- Separate dwellings within a residential care facility.

Traffic Generating Development

The Plan applies to Traffic Generating Development which is likely to create an ongoing impact on Council's road transport network, including development associated with extractive industries, mining, waste or resource management facilities, or other types of Traffic Generating Development that are likely to create an ongoing impact on the local road transport network.

Mixed use developments

Where a development application comprises a mix of residential accommodation and other development, e.g. developments comprising both residential accommodation and commercial development, the component that represents 51% or more of the share of the gross floor area (GFA) of the proposed development shall inform which contribution method applies. Where the gross floor area is a 50/50 split, local infrastructure contributions, as set out in this plan, will apply.

Ministerial Direction

3 local catchment areas are subject to a Ministerial Direction to increase the cap to from \$20,000 to \$30,000. The identified local catchment areas are Bellbird North, Loxford and Huntlee.

Assumed occupancy rates

Local infrastructure contributions will be levied according to the increase in demand for public infrastructure that is generated by new development. In order to calculate the increase in demand, this plan adopts assumed occupancy rates for specific development.

Development to which this Plan does not apply

This plan does not apply to development identified in any Ministerial Direction issued under s7.17 of the Act as being exempt from levies under s7.11 of the Act, including:

- Development for the purposes of any form of seniors' housing as defined in *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* that is provided by a social housing provider as defined in that Policy.

In addition, this plan does not apply to:

- Development for the purpose of a single dwelling on an allotment where a contribution under Section 7.11 (of the Act was paid upon creation of the lot (registration of the subdivision);
- An application for demolition, where there is no replacement building or development;
- An application for or on behalf of Council for community infrastructure, such as libraries, community facilities, recreation areas, recreation facilities or carparks, etc;
- Any development undertaken by the Crown; and

Operation of this Plan

The life of this plan has been prepared in accordance with residential population forecasting commencing 1 July 2020 to 30 June 2035.

Relationships with other plans

This Plan repeals the following Contributions Plans:

- Residential Section 94 Contributions Plan;
- Bellbird North Section 94 Contribution Plan 2010;
- Mount View Road Millfield Precinct Section 94 Contribution Plan 2011;
- Government Road Precinct, Cessnock Section 94 Contribution Plan 2010;
- Averys Village, Heddons Greta Section 94 Contribution Plan 2013;
- Section 94 Contributions Plan Extension of Operations at Black Hill Quarry Parish of Stockrington 1995; and
- Nulkaba Section 94 Contributions Plan.

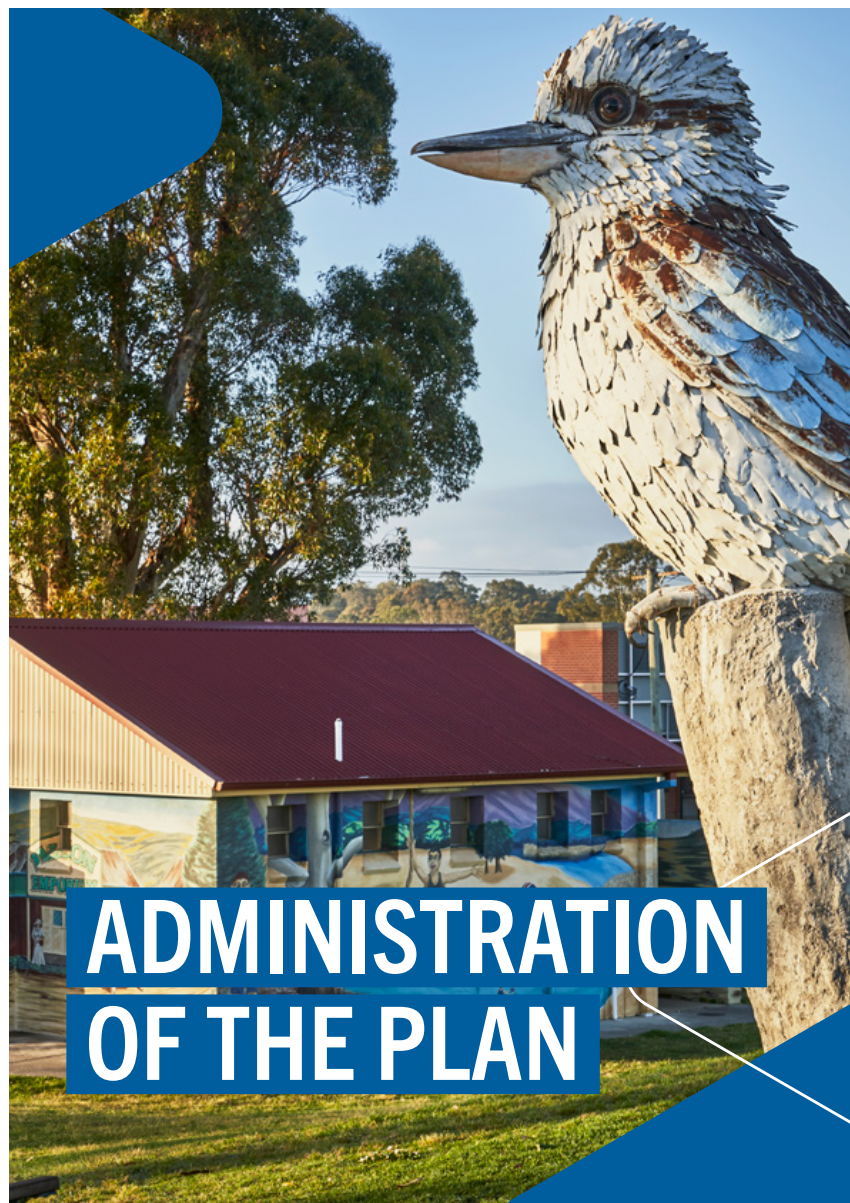


Savings and transitional arrangements

A development application which has been submitted prior to the adoption of this plan, but not determined, shall be determined in accordance with the provisions of the Contributions Plan which applies at the date of determination of the application.

Where a development application was lodged and determined under the provisions of a previous contributions plan, the contributions payable will be in accordance with the provisions of the contributions plan in operation at the time the application was determined.

In the case of modifications under section 4.55 or 4.56 of the Act the original consent conditions will apply, however any increase in the yield or size of the development to what was originally approved, will be subject to the provisions of this plan.



Administration of the plan

How will contributions be imposed?

A development application which has been submitted prior to the adoption of this plan, but not determined, shall be determined in accordance with the provisions of the contributions plan which applies at the date of determination of the application.

Where a development application was lodged and determined under the provisions of a previous contributions plan, the contributions payable will be in accordance with the provisions of the contributions plan in operation at the time the application was determined.

In the case of modifications under section 4.55 or 4.56 of the Act the original consent conditions will apply, however any increase in the yield or size of the development to what was originally approved, will be subject to the provisions of this Plan.

A Certifying Authority must not issue a Construction Certificate, Subdivision Certificate or Occupation Certificate (whichever is relevant) unless it is satisfied of the developer's compliance with any local infrastructure contribution condition.

Methods of payment

There are several methods of payment of local infrastructure contributions, including:

- Material public benefit;
- Works in kind;
- Monetary contributions; and
- Dedication of land.

Where a developer negotiates a material public benefit, works in kind or the dedication of land in lieu of paying any part of the monetary contribution required under this Plan, the applicant must still pay Council's reasonable costs for Plan Administration.

The Act also provides for the Council to consider entering into a planning agreement at either the rezoning or development application stage, which may be in lieu of, or in addition to, the payment of a monetary contribution under s7.11 of the Act. Plan Administration must be also included in any negotiation of a planning agreement.

Dedication of Land

Land values adopted in the contributions plan are based on engobo land values.

In considering a land value for a particular facility identified in the works schedules, the whole of the land has been considered and any land values as shown in the plan is reflective of value when considering influencing factors including location, topography, aspect, servicing and access.



Alternatives to payment of contributions

If an applicant for development consent seeks to make a contribution towards the provision of public facilities other than by payment of a levy, the applicant must approach Council's Senior Infrastructure Contributions Planner to discuss the matter further. The Senior Contributions Planner will then provide further information regarding the best approach for their proposal. An alternative could include a Planning Agreement or Works in Kind Agreement. An applicant should refer to Council's Planning Agreement or Works in Kind Policies that are in force and guides for further information. Any alternatives to the payment of contributions will be at Council's complete discretion.

Timing of payment

Contributions will be indexed at the time of payment in accordance with Indexation of contributions described on page 25. Contributions must be paid in full prior to the granting of any Construction Certificate, Complying Development Certificate, Subdivision Works Certificate, Subdivision Certificate, or Occupation Certificate in accordance with the terms of the DA Consent.

A contribution for Traffic Generating Development required to be paid by a condition authorised by this plan must be adjusted in accordance with Indexation of contributions of this plan and paid to the council at the time specified in the condition. If no time is specified, contributions must be paid to Council in accordance with terms specified in any invoice issued by Council in respect of contributions.

Deferred or periodic payments

Council will not permit any deferred or periodic payments for local infrastructure contributions.

Indexation of contributions

To ensure that the value of contributions is not eroded over time by movements in the CPI, increasing land value, escalation of capital costs, or changes in the cost of studies to support the plan, Council will apply indexation to the contributions rates in this plan and to the contribution amounts applied as conditions of development consent.

Local infrastructure contributions levied in accordance with this plan will be indexed and adjusted quarterly in accordance with the Sydney Consumer Price Index (CPI) applicable to each quarter. The CPI is published by the Australian Bureau of Statistics (ABS). Please refer to the ABS website www.abs.gov.au for information regarding the CPI.

Contribution rates in this plan will be indexed with reference to the following specific indices:

- Construction cost by the Consumer Price Index (All Groups – Sydney) as published quarterly by the Australian Bureau of Statistics.
- Land acquisition costs by reference to CPI or specific valuations for parcels of land that are identified in this plan.
- Changes in the capital costs of various studies, activities and the provision of services to administer and support the plan, by reference to actual costs incurred by Council.

The formula governing indexation of the contribution rates and amounts is as follows:

$$(\$CA / \text{Base Index}) \times \text{Current Index} = \text{Indexed Amount or Rate}$$

Where:

\$CA	The initial contribution rate at the time of adoption of the plan, expressed in dollars
Current Index	The most recent quarterly Consumer Price Index All Group Index Number for Sydney prepared by the ABS at the time the contribution is paid or, an invoice for heavy haulage contributions is issued.
Base Index	The Consumer Price Index All Group Index Number for Sydney prepared by the ABS at the date of adoption of the Plan or its subsequent amendment.

Note: In the event that the CPI All Groups Index Number for Sydney is less than the previous CPI All Groups Index Number for Sydney, the current index shall be taken as not less than the previous index.

Credits for existing development

Local infrastructure contributions are calculated on the basis of the increase in demand for public infrastructure generated by the development. Council will, at its complete discretion, determine whether or not any credits be provided to each development on a case-by-case basis.

Monitoring of the Plan

Pursuant to clause 215 of the *Environmental Planning and Assessment Regulation 2021 (Regulation)*, Council may make certain minor adjustments or amendments to this plan without prior public exhibition and adoption by Council. Minor adjustments could include minor typographical corrections and amendments to local infrastructure contribution rates resulting from changes in accordance with CPI adopted by this plan.

In accordance with clause 216 of the Regulation, this plan will be reviewed every four years in conjunction the Council's four-year delivery program.

Accounting and management of funds

Accountability and access to information

Council is required to comply with a range of financial accountability and public access to information requirements in relation to local infrastructure contributions. These are addressed in Divisions 5 and 6 of Part 4 of the Regulation and include:

- Maintenance of, and public access to contributions register;
- Maintenance of, and public access to, accounting records for contributions receipts and expenditure;
- Annual financial reporting of contributions; and
- Public access to contributions plans and supporting documents.

These records are available on Council's website.



Pooling of contributions

Subject to any prevailing Ministerial Direction, this plan expressly authorises monetary contributions received under this plan, any previous plans and any other current s7.11 or s7.12 contributions plans to be pooled and applied (progressively or otherwise) for the purposes for which the contributions were made.

This plan expressly authorises loaning and borrowing between catchments and categories within this plan, provided that it can be demonstrated that the money can be repaid within the life of this plan and that it will not jeopardise the delivery of other items shown in the works schedules of this plan.

Other funding sources

Works proposed in this plan represent infrastructure to be funded via a variety of sources. In some instances, the total cost of work is to be funded pursuant to the local infrastructure contributions provisions of the Act. In other instances, the cost is to be borne by a combination of local infrastructure contributions under this plan, local infrastructure contributions received under previous contributions plans, Capital Works Fund, and/or other funds.

Refunds

A request for a refund of monetary contributions paid to Council must be accompanied by either:

- A modification application pursuant to s.4.30, s.4.55 or s.4.56 of the Act, which seeks to amend/delete the contributions condition; or
- Surrender of a development consent pursuant to s.4.17 or s.4.63 of the Act in the form required by cl.97 of the Regulation.

The request for refund must be made within 12 months of the contribution payment.



INFRASTRUCTURE CONTRIBUTIONS

Infrastructure contributions

All infrastructure and apportionment have been calculated in accordance nexus and demographics and this is detailed in the Cessnock Local Infrastructure Contributions Plan Options Paper.

Works Schedule

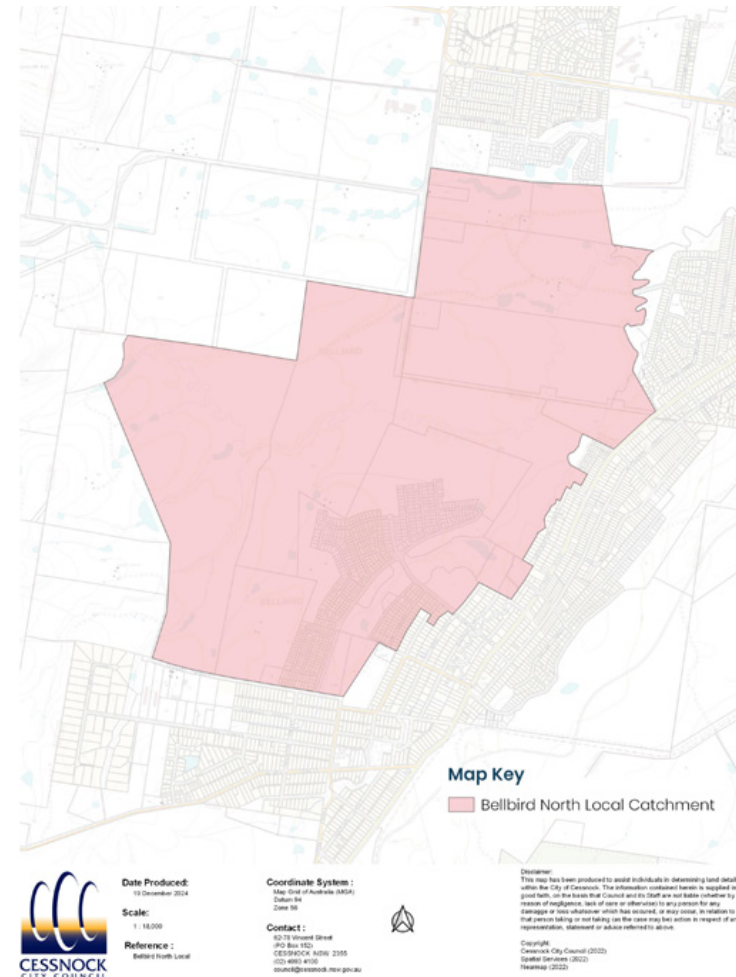
The works schedule associated with this plan contains three tiers of public infrastructure, i.e. local, district and regional infrastructure.

Local infrastructure

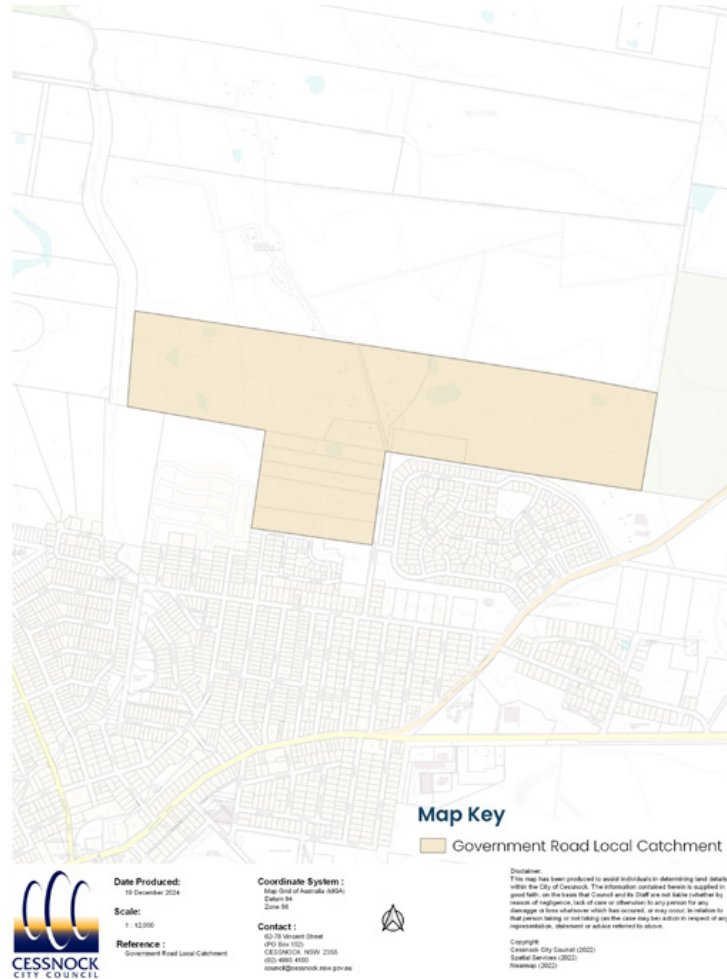
Local infrastructure is infrastructure that specifically benefits the population of the Local Catchment in which the infrastructure will be located. For this reason, new development in the Local Catchment will be levied the cost of the local infrastructure. In the event an existing population also benefits from the infrastructure, the cost of the infrastructure will be apportioned between the new Local Catchment development and the existing population.



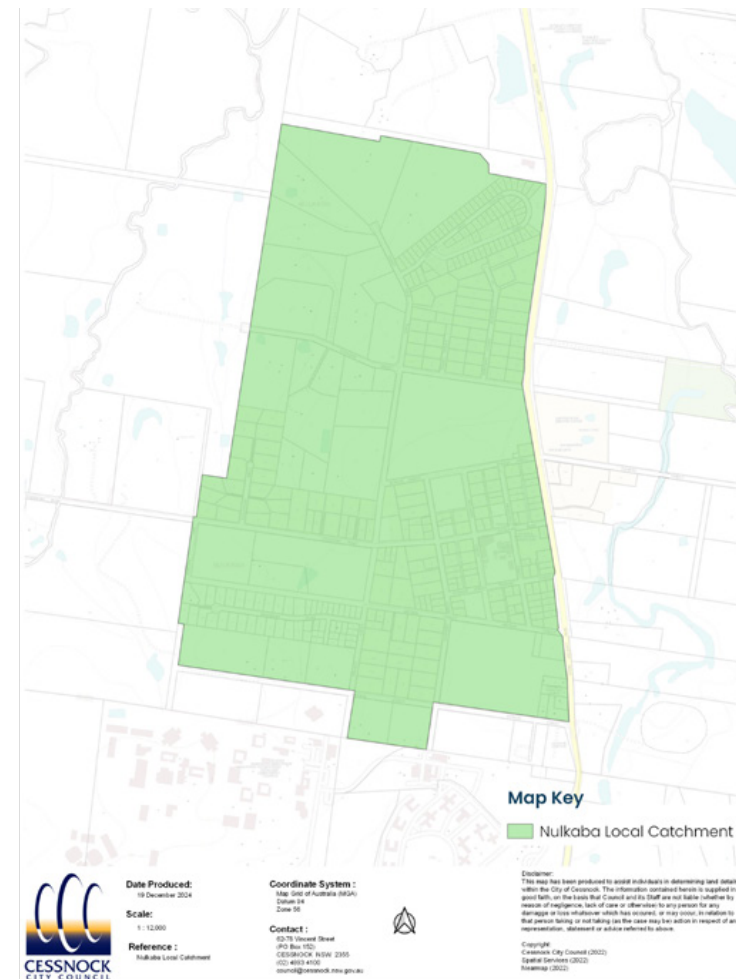
Bellbird North local catchment



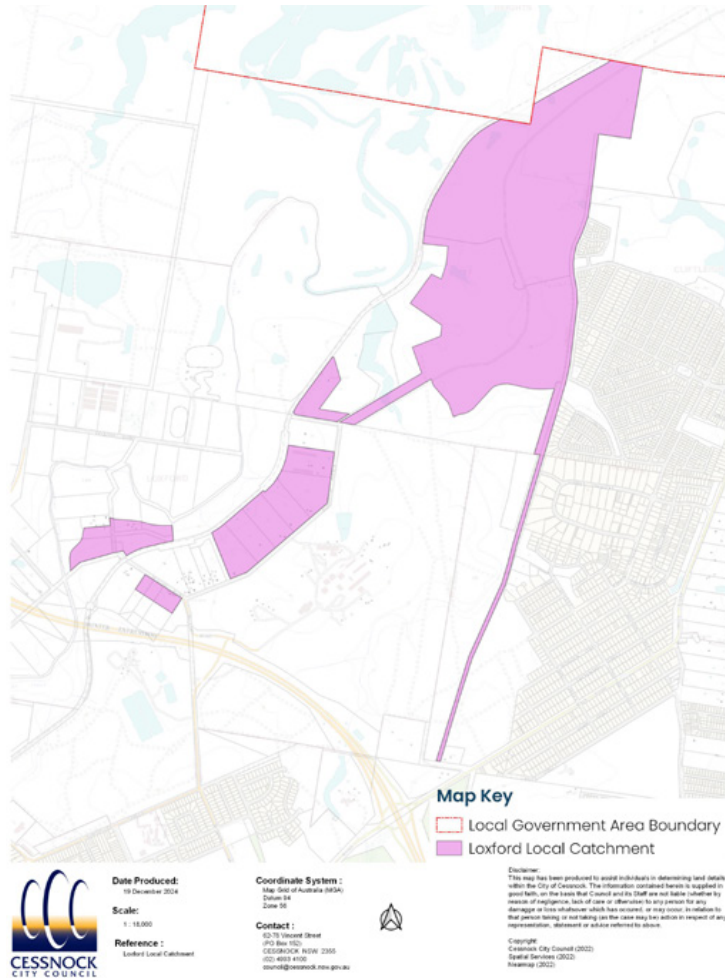
Government Road local catchment



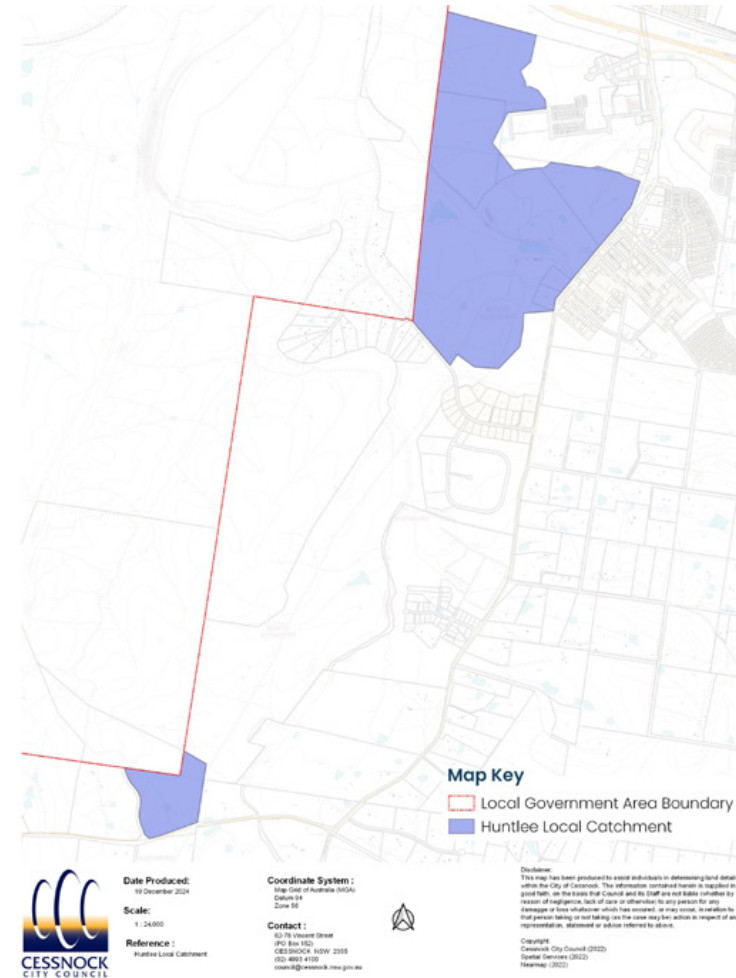
Nulkaba local catchment



Loxford local catchment



Huntlee local catchment



District infrastructure

District infrastructure is infrastructure that benefits the population of the District Catchment in which the infrastructure will be located. For this reason, the cost of the district infrastructure will be apportioned between new development within the District Catchment and the existing district population.

Regional infrastructure

Regional infrastructure is infrastructure that benefits the entire population of the Cessnock LGA. For this reason, the cost of the infrastructure will be apportioned between new development in the LGA and the existing LGA population.

The works schedule is also categorised by contribution catchment and the following infrastructure categories:

Roadworks and Drainage

Council plans to operate and maintain the road transport network to achieve the following strategic objectives:

- Ensure the Road Transport network is maintained at a safe and functional standard as set out in its Asset Management Plans
- Improve Roads, Bridges and Footpaths
- Ensure efficient use of Council's road network

The Cessnock LGA Traffic and Transport Strategy - Technical Report (CTTS), sets the framework for Cessnock LGA's transport network over a period of 25 years. The strategy identifies several key policy positions that aim to reduce the need for private motorised transport, encourage active transport (walking and cycling) and improve the efficiency of public transport.

Footpaths and Cycling Infrastructure

The construction and maintenance of cycleways/shared pathways that may be required for the safety of cyclists, pedestrians, prams, wheelchairs and motorised disability scooter users are included in this plan. Shared pathways are required to ensure that residents in towns and villages are removed from being in close proximity to traffic, and therefore assist in improving their environmental and physical safety and social wellbeing.

Open Space and Recreation Facilities

Cessnock City Council supports the provision of open space, recreational and sporting activities to local communities, recognising that they play an important role in encouraging community interaction, physical health and mental wellbeing. In support of these benefits, Council will continue to maintain the role of facilitating the provision of recreation and sporting facilities, along with open space, for local residents of the LGA. In 2018 Council adopted the Recreation and Open Space Strategic Plan (ROSSP) which was developed to provide a long term strategic direction for the future provision and management of recreation facilities, programs and services in the Cessnock LGA. The ROSSP aims to identify the recreational needs of the community, the opportunities which currently exist and appropriate actions to meet the demands of the future population of the LGA



Community Facilities

Community facilities that are considered within this plan are defined as indoor spaces used to engage people in social, welfare, cultural, arts or healthy lifestyle related activities and programs. In the preparation of this Plan, the findings and outcomes of the Community Infrastructure Strategic Plan (CISP) have been heavily relied upon. The CISP found that with an increased population forecast for the LGA, there will need to be a more current and effective model implemented in terms of the design and delivery of community facilities. Future community facilities will need to be multi-purpose in design, be sustainable and financially viable, offer flexible spaces and accommodate a variety of activities to ensure they are well used within the community.

Plan Administration

Costs associated with the ongoing administration and management of the contributions plan will be levied on all applications occasioning a development contribution. Fees collected will cover the implementation, review, monitoring and management procedures set out in the plan. When studies are required to determine the design and costings of works as well as to review the development and demand assumptions of the contributions plan, these costs will be recouped or recovered through the plan.

Costs included in this plan for management and administration are determined based on the IPART benchmark allowance of 1.5% of the cost of works included in this plan. (Reference: Independent Pricing and Regulatory Tribunal of New South Wales (2014), *Local Infrastructure Benchmark Costs*, page 63.

Nexus

Nexus is one of the key principles that underpin the local infrastructure contributions system, along with reasonableness, apportionment and accountability. Nexus refers to the relationship between the proposed development and the demand for public facilities and services created by the development. A contribution levied must be for an increased demand for a public facility or service that is caused by the development. There are three aspects to nexus:

- Casual nexus – the proposed development creates a need or increases the demand for a particular public facility or service;
- Spatial or physical nexus – the proposed public facility or service will be located to serve the needs of those who created the demand for it;
- Temporal nexus – the proposed public facility or service will be provided within a reasonable time to benefit those who contributed towards it.

New residential development in the LGA will result in a demand for the provision of a range of Council-provided open space, cycleways, roadworks, recreational and sporting facilities to meet the needs of the new population. Facilities and works detailed within the works schedule of this plan have been designed to meet the demands of future.

Demographics

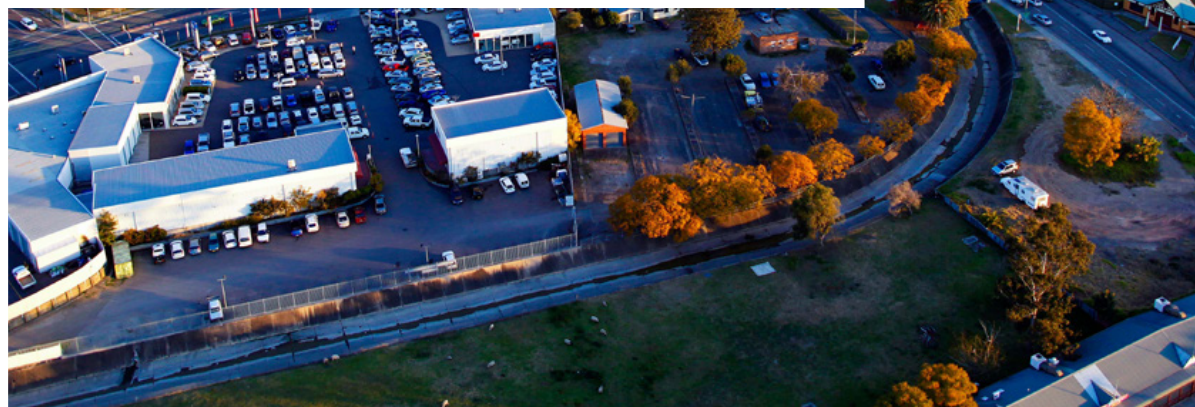
Please refer to the Local Contributions Plan Options Paper.

Council uses the [ID Forecasting tool](#) and the [Urban Growth Management Plan](#) to update demographics in this plan. You can find this data on Council's website or by clicking on the links above.

Apportionment

If an item of public infrastructure is only required to meet the needs of the future population, then it is appropriate for the item to be funded by that future development. In such cases, 100 per cent of the cost of the facility/item of infrastructure will be apportioned to new development.

In cases where new items of public infrastructure are not fully attributable to new development, e.g. where facilities and traffic routes require upgrades to also cater for the existing population (in addition to new development), then the facility/item of infrastructure will be apportioned accordingly. For most facilities, the apportionment rate is obtained by comparing the percentage of existing population to the forecast population of the relevant contribution catchment. In such cases, the cost of the item that is attributable to the existing population will be borne by Council; and the cost of the item attributable to forecast population will be apportioned to new development.

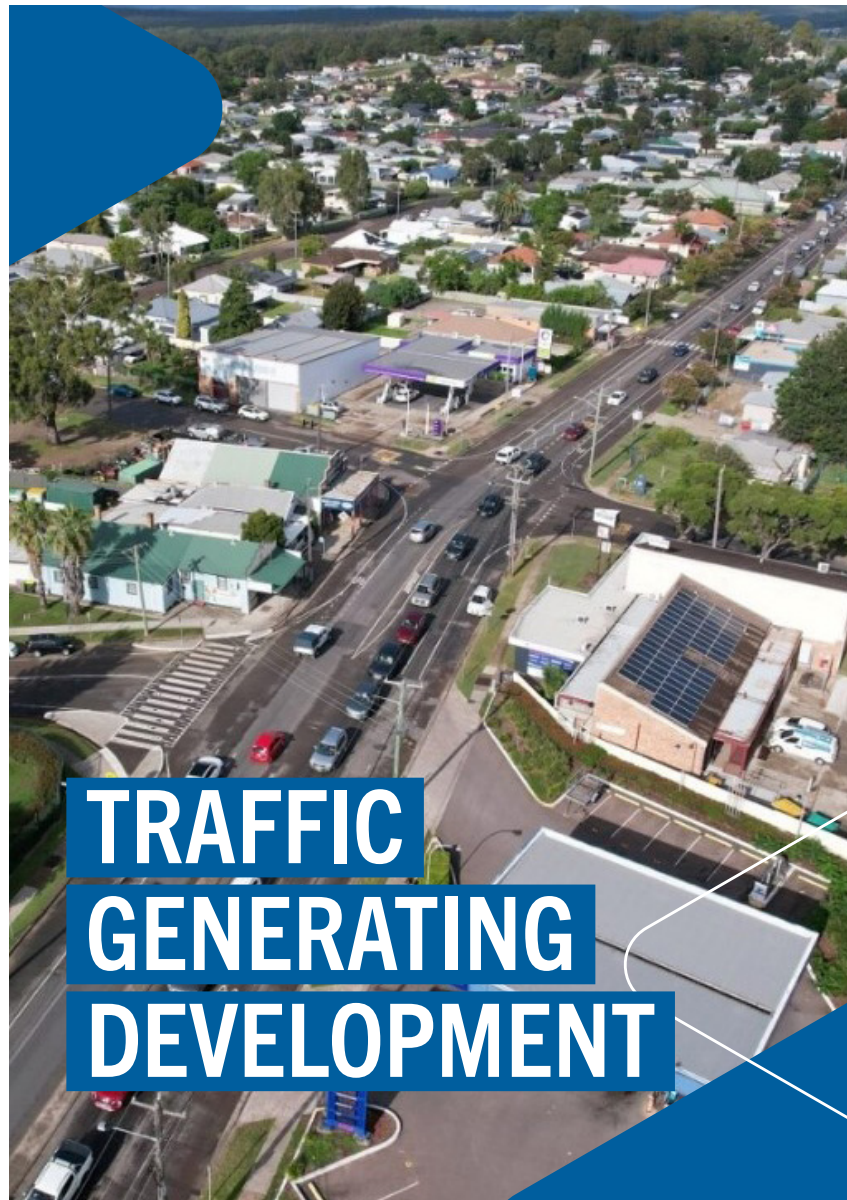


How to calculate residential contributions

The plan applies a contribution formula to each public infrastructure for the purpose of calculating the contribution rate applicable for that item. The calculation takes into consideration the cost of the works to be undertaken, the cost to Council of acquiring the land (if applicable) and the total projected lots that will benefit from that item:

$$\text{Total cost per lot} = \frac{\text{ACF} + \text{PA} + \text{AC} + \text{ACRDF}}{\text{LY}}$$

- ACLF** Apportioned Infrastructure costs of local facilities i.e open space, community, roadworks and drainage
- LY** Lot yield remaining
- PA** Plan administration and studies
- ACRDF** Apportioned Infrastructure costs of regional and district facilities i.e open space, community, cycleways, roadworks and drainage.



Traffic generating development

This plan imposes contributions on traffic generating development in order to compensate for the accelerated wear caused by heavy vehicle traffic that is a consequence of the development. The extent of reduced road life and increased maintenance depends entirely on the amount of heavy vehicular traffic generated by the development. This has a major impact on Council's financial resources and without a contribution from the development, Council is burdened with the extra financial resource needed to maintain the level of service for the road network.

Traffic generating development typically accelerates the deterioration of the road surfaces. As a result of traffic generating development there is a need for continual and considerable expenditure by Council to maintain, repair and, where necessary, undertake reconstruction of the roads. For all road pavements, performance is influenced only by the heavy end of the traffic spectrum. (Austroads – "Pavement Design – A Guide to the Structural Design of Road Pavements").

The principle of seeking a payment of contributions for road pavement damage is documented in the case of *Collin C Donges & Associates Pty Limited v Baulkham Hills Shire Council* and this case established guidelines for levying extractive industries for road maintenance and repair.

The basis of the calculation has regard to:

- Reconstruction costs;
- The average annual road maintenance costs; and
- The length of roads likely to be used by vehicles associated with Traffic Generating Development.

The increased maintenance costs are calculated on the basis of the average cost per kilometre to bring a Residential Class 3 sealed road up to the required standard for traffic generating development. The impact is calculated on the equivalent standard axle (ESA) loading on the road per vehicle as a proportion of the total loadings on the road and then converted to a total cost per tonne (1000 kilograms) per kilometre. The designated travel route forms the length of road upon which the contribution will be levied. Damage to road surfaces caused by heavy vehicles is measured by equivalent standard axles (ESAs). The damaging effect of a 4 axle vehicle on road pavement is non-linear (e.g. double the load causes 16 times the damage: $2 \times 2 \times 2 \times 2$). One ESA is equivalent to approximately 8.2 tonnes and has the same damaging effect on road pavement as around 550,000 car axles (of 0.3 tonnes), or 4,500 car axles transmitting 1.0 tonne.

Assuming an average car weighs 1,300kg (500kg on one axle and 800kg on the other), one ESA is the equivalent in pavement damage of around 9,500 average cars. The ESA of a 4 axle articulated truck is 1.5; while the ESA of a 5 axle articulated truck is 2.0. Consequently, the approximate number of cars needed to do the same road damage as a standard 5 axle articulated truck is around 19,000. This load equivalency results in high potential levels of damage to roads from heavy vehicles. Therefore, a local infrastructure contribution is reasonable for traffic generating development to cover new construction, maintenance and rebuilding of any road on their haulage route.

Developments to which Traffic Generating Contributions Apply

Traffic generating contributions apply to all developments where material is to be transported by heavy vehicles over roads under the care and control of Council. Alternatively, traffic generating contributions will be applied where it is deemed that a proposed development will have an ongoing impact by heavy vehicles on a road under the care and control of Council.

Impact of Traffic Generating Development on Road Network

Development that creates significant impact on the road pavement due to heavy vehicles will cause accelerated pavement damage in accordance with the "fourth power rule." This means that twice the axle load causes 16 times the damage. Heavy haulage attributable to a development therefore renders the development liable to contribute. With respect to damage to road pavements, there is no finite amount. There is ongoing damage and consequential rehabilitation cost. Each ESA causes damage and incurs cost by shortening the life of the pavement. This cost is additional to the normal wear and tear. Each ESA, therefore, should incur a levy.

Contributions to be spent on maintenance of road pavements

Maintenance and/or upgrade works will be undertaken on those roads impacted by traffic generating development. This will generally be those roads subject to damage by the development in question and is

not predictable. For that reason, when a condition is imposed on a traffic generating development that requires contributions to be paid, these will be allocated to the route or roads nominated in a traffic study undertaken by the applicant, unless Council staff have evidence that traffic generated by the development is having a detrimental effect on the pavement of roads outside the nominated route in the traffic study.

Calculation of Contribution Rates Equivalent Standard Axle (ESA)

This is the basic unit of measurement of a heavy vehicle with respect to the pavement damage it causes. One ESA is equal to a dual tyred, single axle transmitting a load of 80kN or 8.2 tonnes. Other loadings are computed on the fourth power rule, that is, twice the load will be 16 times the ESAs and 16 times the pavement damage. Components of the contribution rate depend on:

- The cost of reconstructing a road pavement
- The number of ESAs in the life of the pavement between reconstructions
- Hence the cost of damage done by one ESA
- The number of tonnes of payload represented by one ESA
- The cost of road pavement reconstruction from Council's recent experience is typically \$2,200,000/km for a typical road.

Methodology

When submitting a traffic generating development to Council for consideration and determination, a DA will need to contain supporting written documentation, elaborating on the specific attributes of the development. The documentation will need to contain the following data for Council to consider:

- Mapping which depicts the nominated vehicle public road network to service the development proposal;
- Estimate of total vehicle movements (both laden and unladen) generated by the development proposal;
- Estimate of the total amount of material imported and exported by the proposal over the life of the development;
- Detail on the type and classification of vehicles (i.e. coaches/buses/semi-trailers and other heavy vehicles) proposed to service the event; and
- Conversion of those vehicles to ESAs.

A traffic generating development will be required to pay a rate based upon the heavy vehicle Equivalent Standard Axle (ESA) impact on a regional or local road.

Derivation of contribution rate for heavy haulage

- Determine the design Equivalent Standard Axles (ESA) for the affected roads.
- Use Council's base cost of \$2,200,000 (cost to reconstruct/maintain one lane for one kilometre for the above ESA).
- Calculate the reconstruction/ maintenance cost per ESA per km by dividing the outcomes of a. by b.

- Determine ESA of a typical heavy vehicle (assumed at 2.6 ESA)
- Calculate the reconstruction/ maintenance cost per ESA per km by multiplying the outcomes of c. by d.
- Determine the typical load.
- Determine the length of the affected road/s under the care and control of Council.
- After determining a. to g., determine a cost/km
- Multiply the outcome of h. by the tonnage extracted each quarter.

The proponent/applicant will be required to submit this information with the DA as part of their Traffic and Transport Management Plan and/or Traffic Impact Assessment. This rate will then be assessed by Council. If approved by Council, a condition of consent will be imposed on the development, outlining the rate per tonne/km to be paid and the reporting requirements.

Contribution to be paid each quarter = T x L x R

- T Tonne of extracted/processed material
- L Length of haulage route as set in condition of consent
- R Contribution rate (cents) per tonne, adjusted annually with CPI – Sydney All Groups

Calculation of a contribution rate for typical extractive industry developments

The following assumptions are made:

- The base cost for a Class 3 local Council road is \$1.5million per kilometre
- The life of a Class 3 road in ESA is 760,000 over 25 years
- The standard truck used by extractive/quarry industries is a Class 4 – truck and dog trailer with 2.6 ESA per vehicle and a maximum capacity of 25 tonne

The cost per ESA per kilometre is:

$$\begin{aligned} \$/\text{ESA}/\text{km} &= \$2,200,000 \text{ per km} \div 760,000 \text{ ESA} \\ &= \$2.89/\text{ESA}/\text{km} \end{aligned}$$

With a standard vehicle of 2.6 ESA the cost per vehicle per km is:

$$\begin{aligned} \$/\text{truck}/\text{km} &= \$2.89 \times 2.6 \text{ ESA per km} \\ &= \$7.51/\text{truck}/\text{km} \end{aligned}$$

A standard payload of 25 tonne per vehicle derives the contribution per tonne as:

$$\begin{aligned} \$ \text{ contribution rate} &= \$7.51 \text{ per km} / 25 \text{ tonne} \\ &= \$0.300 \text{ per tonne per km} \end{aligned}$$

Council will also levy an amount equivalent to 1.5% of the derived costs per tonne (or cost per ESA) of material hauled, consistent with definitions and references of this plan.

The plan administration component is \$0.003 per tonne per km and this makes the contribution rate \$0.303 per tonne per km. The equivalent contribution rate in ESA is \$2.92 per ESA per km.

Worked example:

The heavy vehicles carrying extractive material from a new quarry need to travel 3.2km from the quarry to the nearest State highway. The most recent quarterly return of material hauled is 9,500 tonne. The contribution for the quarter would be:

$$\begin{aligned} \text{Total contribution \$} &= \$0.303 \times 9,500 \text{ t} \times 3.2 \text{ km} \\ &= \$9,211.20 \end{aligned}$$

Invoicing

Invoicing for heavy haulage development:

- Contributions must be paid on a quarterly basis at the applicable indexed rates, based upon the formula listed in the development consent.
- The s7.11 contribution is calculated from true certified copies of weighbridge dockets, log books, diary entries and/or other returns or records that show the true quantities of hauled/extracted and/or processed material transported from an extraction site.
- The applicant/operator or consenting assignee is to supply to Council each quarter for the duration of the development consent for the development's operation, the records of the transported material and/or traffic route. Upon receipt of this information, Council will, as soon as it can conveniently do so, issue to the applicant (or operator) an invoice for the contribution amount to be paid to Council within 30 days of the date of invoice.

Invoicing for other traffic generating development

A Development Consent (Notice of Determination) will include a condition outlining that the applicant/operator report to Council as approved under that Consent:

- Details of the development
- ESA's (determined by class of vehicle) × number of trips × length of traffic route/s

Council will then issue an invoice based on the abovementioned details.

Where weighbridge tickets are not available

There may be developments where heavy vehicles are not subject to, or not able to be weighed to provide tickets for the determination of contributions. In such cases, the development consent may require the installation of a traffic counter/classifier to determine the number of vehicle movements.

The contributions will then be determined using the cost per ESA per kilometre of \$2.92.

Worked example:

A development for a concrete recycling plant in the LGA needs to travel 2.8km (in each direction) from the site to the nearest State Hwy. A traffic classifier has been set up at the entry to count the number of truck movements into and out of the site. The trucks arrive loaded with concrete waste and leave loaded with the recycled material to be used as road base. It has been established that the trucks are similar to those used for extractive industry. Council has received a summary from the developer for the most recent quarter showing the number of truck movements was 230. The contribution for the quarter would be:

$$\begin{aligned} \text{Total contribution \$} &= \$2.92 \times 230 \times 2.8 \text{ km} \\ &= \$1,880.40 \end{aligned}$$

Audit

With regard to traffic generating development, Council has by condition of consent:

- The right to inspect the original records relating to the transport of imported material to and export of extracted or processed material from a development; and/or
- The right to inspection the original records relating to the number of vehicular trips generated by a development.

Original records that may be requested for inspection include:

- The extraction site/zone from which material was extracted and/or processed;
- Date and time of import/export/transport of material to/from the development;
- Monthly quantity and nature of material imported/exported/transported to/from a development;
- Daily number and type (including registration number) of laden trucks and/or trailers;
- The amount of bus/coach trips generated by a tourism development; and/or
- Quarterly payment date and amount of traffic generating contributions made to Council.

All operators of Traffic Generating Development will be expected to keep all necessary information to verify the above matters. Ten days' notice will be given by Council, if it wishes to inspect the original records.





Definitions

In addition to those definitions outlined below, words and expressions used in this Plan have the same meaning as the Act and Cessnock City Council Local Environmental Plan 2011, unless otherwise defined in this Plan.

ABS means the Australian Bureau of Statistics.

Act means the *Environmental Planning and Assessment Act 1979*.

Applicant means the person(s) or organisation(s) submitting a development application.

Apportionment means the adjustment of a contribution (usually a percentage) to ensure the contributing population only pays for its share of the total demand for the facility.

Consumer Price Index (CPI) is a standard measure of price movements published by the Australian Bureau of Statistics.

Contribution Plan/Local Infrastructure Plan means a development contributions plan made pursuant to section 7.11 of the Act.

Council means Cessnock City Council.

Development Consent means consent under Part 4 of the Act to carry out development and includes, unless expressly excluded, a complying development certificate.

Development Contributions means a development contribution required to be paid by a condition of development consent imposed pursuant to section 7.11 of the Act.

Dwelling means a room or suite of rooms occupied or used or so constructed or adopted as to be capable of being occupied or used as a separate domicile.

Extractive Industry means:

- The winning of extractive material; or
- An undertaking, not being a mine, which depends for its operation on the winning of extractive material from the land on which it is carried on, and
- Includes any stockpiling, washing, crushing, grinding, milling or separating into sizes of that extractive material on that land.

Extractive material means sand, sandstone, gravel, clay, turf, soil, rock, stone or similar substances that are not minerals.

Industry means:

- Any manufacturing process within the meaning of the *Factories, Shops and Industries Act 1962*; or
- The breaking up or dismantling of any goods or any article for trade or sale or gain or as ancillary to any business.

LEP means a Local Environmental Plan made by the Minister under the Act.

Levy means a contribution under section 7.11 of the Act authorised by this plan.

LGA means local government area.

Minister means the Minister administering the *Environmental Planning and Assessment Act 1979*.

Operator means the registered owner or company operating the mine or extractive industry from time to time.

Planning Agreement means a planning agreement referred to in the Act.

Public Infrastructure means:

- Public amenities and public services, such as Open Space and Recreation, Community Facilities and Cycleways, and
- Affordable housing, and
- Transport infrastructure, but does not include water supply or sewerage services.

Public facility means a public amenity or public service.

Regulation means the *Environmental Planning and Assessment Regulation 2021*.

Residential Development includes any dwelling or dwelling house as defined in the local environmental plan applying to the subject land.

Road Transport Network means all necessary works of carriageway construction and maintenance, including pavement, associated culverts, bridges, drainage, signs, line-marking, noise attenuation measures, landscaping, safety and traffic management measures.

Rural Industry means handling, treating, process or packing of primary products and includes the servicing in a workshop of plant or equipment used for rural purposes in the locality. This also includes agricultural industry.

Traffic Generating Development means any development that will have an ongoing impact on roads under the care and control of Council from heavy vehicle movements.

Work-in-Kind means the carrying out of work which is identified in the costed works schedule which form part of this Plan in return for a reduction in the amount of monetary contributions (but not a reduction in the total quantum of contributions) required for the same category of contribution



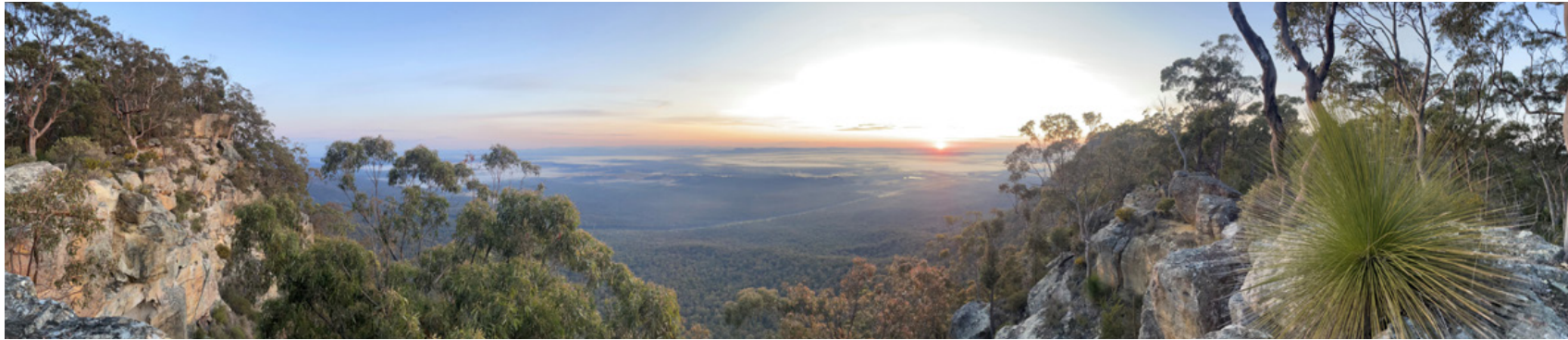
References

The following legislation, plans, policies, studies, technical guides and other information have been used to consider and formulate the contents of this plan:

- Annual Monitoring Report
- Appeal No.10521 of 1994 Land & Environment Court of NSW, Manaldo –v Baulkham Hills Shire Council, 1995
- Appeal No.10064 of 1997 Land & Environment Court of NSW, Neville Francis Diamond –v Baulkham Hills Shire Council, 1998
- Appeal No.10501 & 10502 of 1987 Land & Environment Court of NSW, Collin C Donges & Assoc. Pty Ltd v Baulkham Hills Shire Council [1989] NSWLEC 39 (4 May 1989)
- Austroads Research Report, Pavement Wear Assessment Method for PBS Vehicles 2011
- Australian Bureau of Statistics
- Branxton Town Centre Masterplan and Public Domain Plan & Implementation Plan
- Cemetery Masterplans
- Cessnock CBD Masterplan, Public Domain Plan and Implementation Plan
- Cessnock City Council Community Infrastructure Strategic Plan
- Cessnock City Council Library Facilities 2017 – 2037, A Needs Analysis
- Cessnock City Council Local Environment Plan 2011
- Cessnock City Council Local Infrastructure Contributions Plan Options Paper
- Cessnock Housing Strategy
- Cessnock LGA Cycling Strategy
- Cessnock LGA Traffic and Transport Strategy
- Cessnock Local Strategic Planning Statement
- Cessnock Pool Masterplan
- Cessnock Trails Strategy
- Costings prepared by Wilde and Wollard
- Council repealed contribution plans
- Disability Inclusion Action plan
- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2021
- Greta Central Park & Oval Masterplan
- Heddon Greta – Clifftleigh Corridor Structure Plan
- Hunter Regional Plan 2041
- id the population experts forecasting data
- Kurri Kurri Central Sports Precinct Masterplan
- Kurri Kurri Commercial Precinct
- Land Acquisition valuations by Tew Property Consultants and Opteon Solutions
- Miller Park Branxton Masterplan
- Ministerial Directions released by the Department of Planning
- Mount View Park Masterplan
- Maybury Peace Park/Chinaman's Hollow Masterplan
- National Transport Commission 2012, Heavy vehicle charges. Report to the Standing Council of Transport and Infrastructure, NTC, February 2012
- NSW Department of Planning "Everyone Can Play" Guidelines
- Off Leash Dog Exercise Area Plan
- Planning Agreement Policy
- Planning System Circulars released by the Department of Planning
- Practice Notes released by the Department of Planning
- Public Art Policy
- Rawlinsons Construction Cost Guide
- Recreation and Open Space Strategic Plan
- RMS Guide to traffic generating developments, revised October 2002, Issue 2
- RMS Guidelines: Traffic & Transport Management of Special Events | Version 3.5 July 1, 2018
- Study of Section 94 Contributions made for the Provision of Roads, Traffic Facilities and Parking – Stage 1 Report, prepared by Stapleton & Hallam for Western Sydney Regional Organisation of Councils, September 1991
- Turner Park Masterplan
- Weston Commercial Masterplan
- Urban Growth Management Plan







Works schedule

Open space and recreational facilities

Council has identified all projects in this plan to have a timing threshold of 2035. Council will move projects forward as and when contributions have been collected for each project and when Council's co-contribution is available through Council funding or grants.

Apportionment and contributions for each project takes into account contributions already collected and the amount Council is required to provide as a co-contribution.

Regional facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS1	Cessnock Indoor Sports Facility – 2 Additional Indoor Courts	\$3,493,015.00	\$491,499.76		
OS2	Chinamans Hollow/Peace Park – Playspace and Amenities Upgrade	\$3,794,732.00	\$740,757.48		
OS3	Greta Central Oval – New Playspace, Amenity Building and Supporting Infrastructure	\$3,690,952.00	\$524,221.25		
OS4	Miller Park – Playspace Upgrade	\$651,916.00	\$0.00		
OS5	Turner Park – Upgrade Surfaces of Tennis Courts	\$977,900.00	\$0.00		
OS6	Cessnock Regional Netball Facility – Upgrade Netball Courts and Supporting Infrastructure	\$2,944,595.00	\$623,411.61		

Cessnock district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS7	Cessnock Aquatic Centre - Upgrade Facility	\$573,042.66	\$0.00		
OS8	Aberdare Cemetery Upgrade	\$2,250,000.00	\$445,339.67		
OS9	Poppethead Park - New Playspace and Supporting Infrastructure	\$1,538,000.00	\$270,592.65		
OS10	Bridges Hill - Off Leash Dog Exercise Area	\$297,180.00	\$0.00		
OS11	Hall Park - Off Leash Dog Exercise Area	\$285,750.00	\$0.00		

Kurri Kurri district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS12	Kurri Kurri Aquatic Centre Upgrade	\$816,607.28	\$0.00		
OS13	Kurri Kurri Skate Park Upgrade	\$825,660.00	\$106,965.88		
OS14	Abermain Skate Park - New Facility	\$339,896.70	\$29,150.28		
OS15	Kurri Kurri Cemetery Upgrade	\$3,300,000.00	\$535,014.64		
OS16	Cliftleigh - Off Leash Dog Exercise Area	\$285,750.00	\$21,233.49		
OS17	Cliftleigh - Skate park	\$713,423.00	\$93,547.55		
OS18	Hedleigh Park Upgrade Local Park	\$1,538,000.00	\$276,840.00		

Branxton-Greta district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS19	Branxton Aquatic Centre – Pool Upgrade	\$525,442.08	\$63,323.39		
OS20	Greta Skate Park – Existing Facilities Upgrade	\$656,775.00	\$274,727.91		

Rural west district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS21	Ellalong – Off Leash Dog Exercise Area	\$306,917.09	\$0.00		
OS22	Mount View Road – New Local Park	\$1,538,000.00	\$0.00		
OS23	Mount View Road – New Local Park Land Acquisition	\$750,000.00	\$337,395.30		

Loxford local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS24	Three New Local Parks	\$4,614,000.00	\$4,614,000.00		
OS25	Local Park Land Acquisition	\$2,250,000.00	\$2,250,000.00		
OS26	New district sportsground, district park and associated infrastructure	\$25,126,000.00	\$16,331,900.00	\$5,052,520.00	Kurri Kurri
	Land acquisition for district park and district sportsground	\$6,000,000.00	\$3,900,000.00	\$120,000.00	

Government Road district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS27	New Local Park	\$1,538,000.00	\$1,537,656.06		
OS28	New Local Park Land component	\$1,000,000.00	\$999,656.06		

Bellbird North local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS29	5 local parks - parks are indicative only	\$7,690,000.00	\$6,415,744.39		
OS30	5 Local Parks Land component	\$1,951,890.97	\$451,890.97		
OS31	4 New Courts - Cessnock Netball Courts	\$700,000.00	\$0.00		
OS32	Carmichael Park - Upgrade of Facilities	\$1,165,000.00	\$110,150.00	\$104,850.00	Rural West
OS33	Turner Park - Field Lighting & Spectator Seating	\$550,000.00	\$0.00		
OS34	Mount View Park - Upgrade of Facilities	\$3,110,000.00	\$429,499.05	\$1,430,600.00	Cessnock

Huntlee local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS35	Stage 2 – 2 Local Parks	\$3,076,000.00	\$3,076,000.00		
OS36	Stage 2 – Land Acquisition for 2 Local Parks	\$4,600,000.00	\$4,600,000.00		
OS37	Stage 2 – District Park 3 (Balance of Cost)	\$5,694,000.00	\$2,878,614.18		
OS38	Stage 1 – District Sportsground 1 (Balance of Cost)	\$19,432,000.00	\$17,294,289.00		
OS39	Stage 2 – District Sportsground 2	\$19,432,000.00	\$17,294,289.00		

Community facilities

Regional facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CF1	Cessnock City Libraries – Branch Upgrades	\$11,314,902.85	\$842,824.79		

Kurri Kurri district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CF2	Multipurpose Centre at Loxford	\$5,840,686.77	\$3,746,886.54		

Cessnock district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CF3	Multipurpose Centre at Bellbird North	\$5,840,686.77	\$5,256,618.09	\$292,034.34	Rural West
CF4	Land acquisition for Multipurpose Centre at Bellbird North	\$111,536.63	\$100,382.96	\$5,576.83	Rural West

Huntlee local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CF5	Stage 2 - Community Hub (Balance of costs)	\$17,916,446.64	\$9,230,018.89		

Cycleway facilities

Regional facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CW1	New off-road path on Cessnock Rd and Northumberland St from Duffie Dr to Forbes St (3.90 km)	\$6,812,000.00	\$1,789,812.40		
CW2	New off-road path on Mulbring and Boundary Sts (Kurri Kurri) - Log of Knowledge Park to Margaret Johns Park (1.806 km)	\$2,115,960.00	\$488,775.78		
CW3	New off-road path along Appleton Ave (Weston) and Embelton St - Margaret Johns Park to Scott St rail crossing (0.789 km)	\$791,175.00	\$130,824.62		
CW4	New off-road path along Scott St and Kilne St (Weston) - Scott St off-road path to Cessnock Rd (0.620 km)	\$839,685.00	\$143,896.85		
CW5	New off-road path on Rawson/Alexandra/Lang Sts (Kurri Kurri) from Victoria St to Boundary St (1.279 km)	\$1,555,785.00	\$337,382.77		
CW6	New on-road connection on Lang St and Victoria ST (Kurri Kurri) from Heddon St to Rawson St (1.180 km)	\$1,489,950.00	\$319,469.19		
CW7	New off-road path on Duffie Dr (Cessnock) - Aberdare Rd to Melbourne St	\$3,093,000.00	\$787,994.70		
CW8	New off-road path in Bellbird - Sparke, Doyle, Tennant, Ruby, Hetton and Kendall Sts (1.853 km)	\$2,889,810.00	\$748,999.70		
CW9	New off-road path on Melbourne St (Cessnock) - Quarrybylong St to Duffie Dr (1,752 km)	\$2,811,270.00	\$710,817.35		
CW10	New off-road path on Kanowna Ave (Cessnock), ANZAC Ave and Government Rd from Old Maitland Rd to Government Rd URA (0.790 km)	\$1,790,000.00	\$429,560.02		
CW11	New off-road path on Vincent St (Cessnock) - Aberdare Rd to Baddeley Park (1.080 km)	\$4,028,640.00	\$1,048,725.42		
CW12	New off-road path on Mount View Rd (Cessnock) - O'Shea Circuit to Oakey Creek Rd (0.450 km)	\$498,960.00	\$69,271.60		
CW13	New off-road path on Mount View Rd (Cessnock) - Wollombi Rd to the Cessnock Civic Indoor Sports Centre (1.163 km)	\$1,286,670.00	\$287,826.85		
CW14	New on-road connection on Dowlan Lane from Victoria St to Cumberland St (Cessnock) (0.420 km)	\$718,000.00	\$130,350.49		

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CW15	New off-road path on Cessnock St (Kitchener) – Stanford St to Abernethy St (0.700 km)	\$779,625.00	\$147,071.03		
CW16	New off-road path on Richmond St/Stanford St (Kitchener) – Abernethy St to Cessnock St (0.972 km)	\$1,384,845.00	\$329,540.09		
CW17	New off-road path on Boundary Street – URA to Wollombi Rd	\$451,605.00	\$103,277.52		
CW18	New off-road path on Bennett Street (Millfield) – Wollombi Rd to Millfield Rd	\$580,965.00	\$153,249.76		
CW19	New off-road path on Wollombi Rd (Millfield) – Bennett St to Bligh St	\$612,150.00	\$161,737.92		
CW20	New off-road path on McLeod Rd (Kurri Kurri) – Northcote St to Hunter TAFE	\$1,790,000.00	\$458,938.46		
CW21	New off-road path on Colliery St/Maitland St (Standford Merthyr) – Heddon St to Pokolbin St	\$2,197,965.00	\$565,201.85		
CW22	New off-road path on Heddon Street (Kurri Kurri) – Lang St to Hopetoun St	\$494,340.00	\$104,483.42		
CW23	New off-road path on Heddon Street (Kurri Kurri) – Lang St to Northcote St	\$1,324,785.00	\$329,158.40		
CW24	New off-road path on Lang St (Kurri Kurri) – Boundary St to Hospital Rd	\$1,291,290.00	\$320,103.80		
CW25	New off-road path on Averys Lane (Heddon Greta) – URA to Main Road	\$1,085,700.00	\$275,202.95		
CW26	New off-road path on Pokolbin St, unnamed laneways, Tomalpin St, Hebburn St (Pelaw Main) – Pelaw Main Public School to existing cycleway in Log of Knowledge Park	\$763,455.00	\$177,947.20		
CW27	New off-road path on Government Rd (Weston) – Mitchell Ave to Cessnock Rd	\$1,230,075.00	\$303,590.70		
CW28	New off-road path on Hospital Rd (Weston) – Lang St to Appleton Ave	\$1,265,880.00	\$313,269.21		
CW29	New on-road connection on Hart Rd/ Gingers Lane/Frame Dr (Loxford through to Weston and Abermain) – Hunter Expressway to Lismore St	\$5,907,825.00	\$1,568,601.74		
CW30	New on-road connection on Orange St (Abermain) – Lismore St to Cessnock Rd	\$1,024,485.00	\$247,963.92		
CW31	New on-road connection on Government Rd (Weston) – Mitchell Ave to Hart Rd	\$638,715.00	\$143,680.07		
CW32	New off-road cycleway within former SMR spur line at Loxford from Main Road to LGA boundary	\$7,355,000.00	\$2,059,400.00		

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CW33	SMR Land Acquisition at Heddon Greta/Cliftleigh	\$740,000.00	\$207,200.00		
CW34	New off-road path on Bridge Street/Drinan Street/Cessnock Road (Branxton) - Railway Street to the New England Highway	\$1,197,735.00	\$304,159.18		
CW35	New off-road path on Wyndham St (Greta) - Evans St to Sale St (Greta)	\$1,558,095.00	\$416,481.27		
CW36	New off-road path on West Street (Greta) - High Street to URA	\$1,234,695.00	\$319,032.17		
CW37	New off-road path on Station St (Branxton) - New England Highway to Railway St	\$1,009,470.00	\$253,144.24		
CW38	Upgrade on-road conditions on Railway Street, Branxton	\$749,595.00	\$182,740.51		
CW39	Pathway on High Street or New England Highway to Greta Central Oval	\$1,584,660.00	\$408,284.17		

Roadworks and drainage facilities

Regional facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW1	Colliery Street / Duffie Drive Aberdare Rd to Maitland Rd	\$5,460,647.36	\$1,322,739.97		
RW2	Oakey Creek Road (between Mount View Road and Ingles Lane), Road reconstruction	\$8,642,410.00	\$2,041,241.69		
RW3	Ingles Lane (between Oakey Creek Rd and O'Connors Rd), Road reconstruction	\$3,325,940.00	\$751,281.17		
RW4	O'Connors Road (between Ingles Lane and Wine Country Drive), Road reconstruction	\$11,313,728.00	\$2,689,661.33		

Cessnock district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW5	Barrett St/Mt View Rd	\$147,230.00	\$39,897.31		

Rural west facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW6	Wollombi Road – one bus stop/shelter	\$34,855.20	\$20,892.44		

Government Road local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW7	Ferguson St, 20 locations traffic calming	\$138,216.80	\$138,191.85		
RW8	Government Road, drainage improvements and 2 bus shelters	\$1,534,206.52	\$1,531,123.46		
RW9	Anzac Ave, Subiaco Ave, Yilgarn Ave, Carroll Ave, Comfort Ave, Kanowa Ave. Approx 30 locations - Traffic calming, refuges, line marking, stop signs kerb blisters	\$207,325.20	\$206,923.22		
RW10	Surrounding Street Network - Remedial treatment	\$138,216.80	\$137,954.49		

Bellbird North local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW11	Wollombi Road - West Avenue to Maitland Road, road widening	\$20,210,885.00	\$8,169,409.14	\$1,818,979.65	Cessnock
				\$202,108.85	Rural West
RW12	Wollombi Road - West Ave and Marketplace Entry, pedestrian facilities improvements	\$147,230.00	\$0.00	\$13,250.70	Cessnock
				\$1,472.30	Rural West
RW13	Wollombi Road - Francis Street to West Avenue, road widening	\$10,922,310.00	\$5,119,519.26	\$655,338.60	Cessnock
				\$109,223.10	Rural West
RW14	Wollombi Road / Westcott Avenue, intersection improvements	\$1,406,681.00	\$447,985.21	\$98,467.67	Cessnock
				\$14,066.81	Rural West
RW15	Wollombi Road / Darwin Street, intersection improvements	\$1,406,641.00	\$398,024.54	\$84,398.46	Cessnock
				\$14,066.41	Rural West
RW16	Wollombi Road / Mount View Road, intersection improvements	\$1,280,406.00	\$405,005.23	\$76,824.36	Cessnock
				\$12,804.06	Rural West

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW17	Wollombi Road / Mount View Road, land acquisition	\$7,841.26	\$0.00	\$705.71	Cessnock
				\$78.41	Rural West
RW18	Wollombi Road / Helen Street, right turn bans	\$147,230.00	\$26,814.56	\$5,889.20	Cessnock
RW19	Wollombi Road / Miller Street, right turn bans	\$147,230.00	\$26,814.56	\$5,889.20	Cessnock
RW20	Wollombi Road / Lyell Street, right turn bans	\$147,230.00	\$30,456.71	\$4,416.90	Cessnock
RW21	Wollombi Road / Florence Street, right turn bans	\$147,230.00	\$30,456.71	\$4,416.90	Cessnock
RW22	Wollombi Road / West Avenue, intersection improvements	\$1,235,313.00	\$360,989.39	\$49,412.52	Cessnock
RW23	Wollombi Road / Darwin Street, land acquisition	\$25,813.76	\$0.00	\$2,839.51	Cessnock
				\$258.14	Rural West
RW24	Wollombi Road / Hutton Street, intersection treatments	\$12,135.42	\$0.00	\$485.42	Cessnock
				\$121.35	Rural West
RW25	Wollombi Road / Alexander Street, intersection improvements	\$628,339.00	\$182,360.80	\$25,133.56	Cessnock
				\$6,283.39	Rural West
RW26	Wollombi Road / Campbell Street, intersection treatments	\$129,045.00	\$27,493.81	\$5,161.80	Cessnock
RW27	Wollombi Road / Ivan Street / James Street, intersection improvements	\$1,530,010.00	\$647,749.31	\$61,200.40	Cessnock
RW28	Wollombi Road / Chidgey Street / Michael Street, right turn bans	\$258,250.00	\$121,493.11	\$7,747.50	Cessnock
RW29	Wollombi Road / Hickey Street / Francis Street, intersection improvements	\$1,783,417.00	\$717,625.86	\$53,502.51	Cessnock
RW30	Wollombi Road / Desmond Street, right turn bans	\$129,125.00	\$18,691.11	\$3,873.75	Cessnock
RW31	West Avenue - Wollombi Road to South Avenue, road widening	\$6,609,472.00	\$1,355,224.64	\$396,568.32	Cessnock
				\$66,094.72	Rural West
RW32	Wollombi Road / Wangi Avenue / O'Neill Street, right turn bans	\$258,250.00	\$128,448.16	\$7,747.50	Cessnock

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW33	West Avenue / Alfred Street, intersection treatments	\$108,532.00	\$11,477.26	\$4,341.28	Cessnock
RW34	West Avenue / Lyell Street, right turn bans	\$147,230.00	\$18,311.58	\$7,361.50	Cessnock
				\$1,472.30	Rural West
RW35	West Avenue / Miller Street, right turn bans	\$147,230.00	\$18,308.61	\$7,361.50	Cessnock
				\$1,472.30	Rural West
RW36	West Avenue / North Avenue / South Avenue, intersection improvements	\$93,372.00	\$0.00	\$4,668.60	Cessnock
				\$933.72	Rural West
RW37	Mount View Road / Condon Avenue, right turn bans	\$59,123.71	\$0.00	\$1,773.71	Cessnock
RW38	Aberdare Road / Vincent Street / Snape Street, intersection improvements	\$668,217.00	\$102,075.93	\$60,139.53	Cessnock
				\$6,682.17	Rural West
RW39	North Avenue / Darwin Street, intersection improvements	\$764,757.00	\$169,893.17	\$53,532.99	Cessnock
				\$7,647.57	Rural West
RW40	North Avenue / Keene Street / Cooper Street, pedestrian facilities improvements	\$87,137.99	\$0.00	\$871.38	Cessnock
RW41	South Avenue / Darwin Street, intersection improvements	\$639,265.21	\$78,325.95	\$63,926.52	Cessnock
				\$6,392.65	Rural West
RW42	Wollombi Road – Abbotsford Street to Francis Street, road widening	\$22,376,420.00	\$11,337,086.55	\$895,056.80	Cessnock
RW43	Mount View Road – Wollombi Road to Oakey Creek Road, road rehabilitation	\$1,452,299.83	\$461,780.39	\$87,137.99	Cessnock
				\$14,523.00	Rural West
RW44	Mount View Road / Christy Road, intersection improvements	\$453,045.51	\$175,514.30	\$4,530.46	Cessnock
RW45	Wollombi Road/Allandale Road, intersection improvements	\$179,779.00	\$13,159.82	\$12,584.53	Cessnock
				\$1,797.79	Rural West

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW46	Relocation of utility services	\$4,549,641.00	\$2,437,621.86	\$227,482.05	Cessnock
				\$45,496.41	Rural West
RW47	Wollombi Road / Abbotsford Street / Cox Street, intersection improvements	\$1,538,473.00	\$682,842.72	\$61,538.92	Cessnock
RW48	Wollombi Road / Bellbird North Access, intersection improvements	\$1,278,766.00	\$395,083.53	\$89,513.62	Cessnock
				\$12,787.66	Rural West
RW49	Abbotsford Street - Wollombi Road to Ruby Street, road widening	\$1,554,325.05	\$804,880.17		
RW50	Mount View Road / Oakey Creek Road, intersection improvements	\$453,045.51	\$178,042.40	\$4,530.46	Cessnock
RW51	Tennant Street - Bellbird North site access to Sparke Street, road rehabilitation	\$2,375,076.00	\$1,146,493.42		

Nulkaba local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW52	Ivanhoe St - Rothbury to Branxton St - Improvements, incl. kerb and gutter drainage to manage the increased number of traffic movements from the new residential areas to the school	\$271,901.43	\$170,873.43		
RW53	Rothbury St - Ivanhoe St to O'Connors Rd - Improvements, incl. kerb and gutter drainage to manage the increased number of traffic movements from the new residential areas to the school.	\$376,478.87	\$267,860.07		
RW54	Wine Country Drive/O'Connors Rd & Fletcher St - 3 shelter sheds	\$113,981.59	\$24,341.07		
RW55	Fletcher St - Valley View Place to Wine Country Dr - improve kerb and gutter and drainage	\$473,024.48	\$357,492.36		
RW56	Valley View Place - Improvements, incl. drainage, from Fletcher St Northward for 275m	\$488,323.46	\$371,688.24		
RW57	Austral St - Occident St to Wine Country Dr - improve pavement and drainage to urban design standard	\$815,703.69	\$674,260.08		

Kurri Kurri district facilities

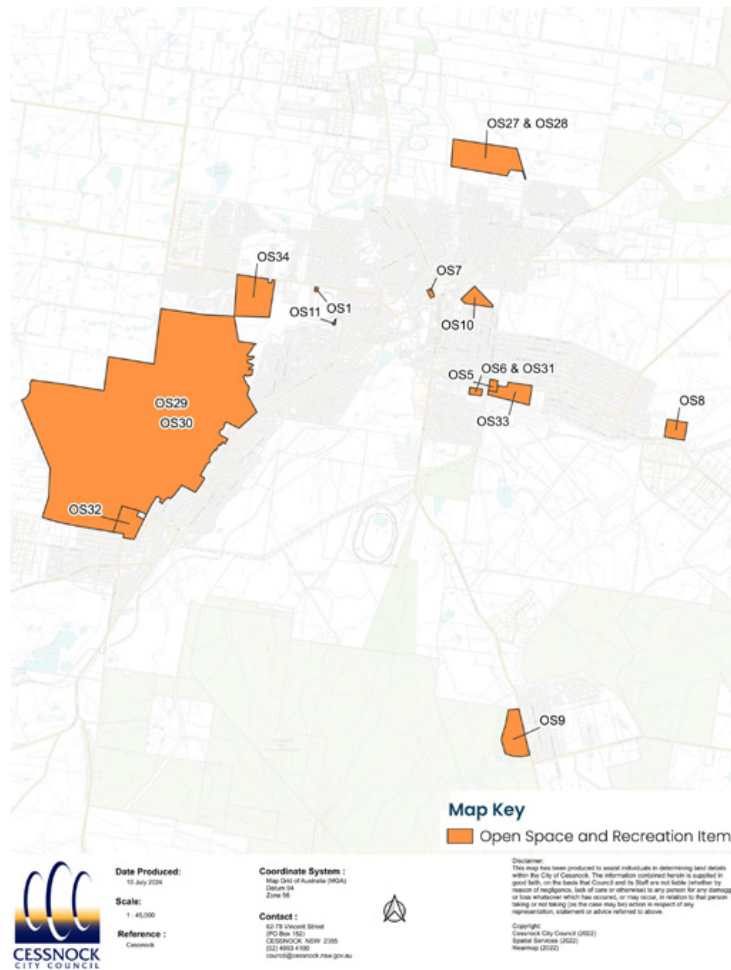
PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW58	Averys Lane, Clift St to subdivision - improve drainage	\$1,161,658.33	\$1,129,494.15		
RW59	Adams St - Heddon St to Stanford St - improve drainage	\$492,356.86	\$371,568.45		
RW60	Stanford St - Main Rd to Clift St - improve drainage	\$234,455.65	\$160,087.01		
RW61	Averys Lane - within subdivision - 8 all weather bus stops	\$260,506.28	\$228,342.94		
DW1	Clift Street, Heddon Greta	\$1,510,391.82	\$1,215,446.30		

Please note

- Where development contributions do not comprise 100% of the project cost, the difference will be covered by contributions levied in accordance with Council's s.7.12 Contribution Plan or former contribution plan, or by grants or Council's Capital Works Budget, or a combination of these funding sources.
- If a project shows a \$0.00 value, it means that sufficient contributions have already been collected, or conditioned, but the project has not yet been delivered.



Cessnock
Open space and recreation items



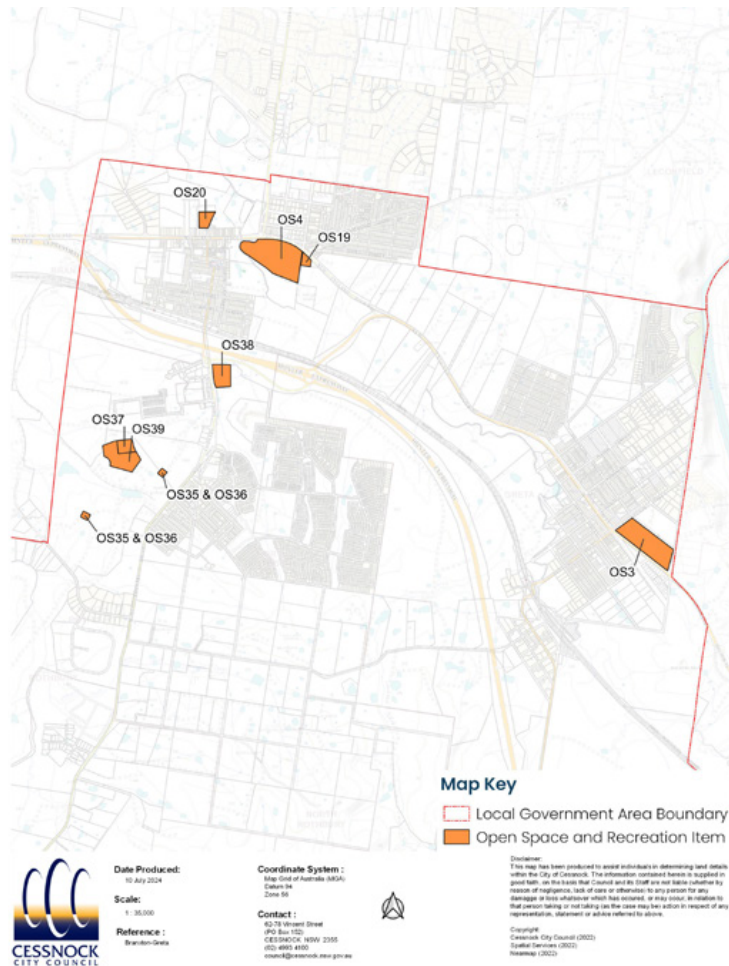
90 | CESSNOCK CITY COUNCIL

Kurri Kurri
Open space and recreation items



S7.11 CONTRIBUTIONS PLAN | 91

Branxton-Greta
Open space and recreation items



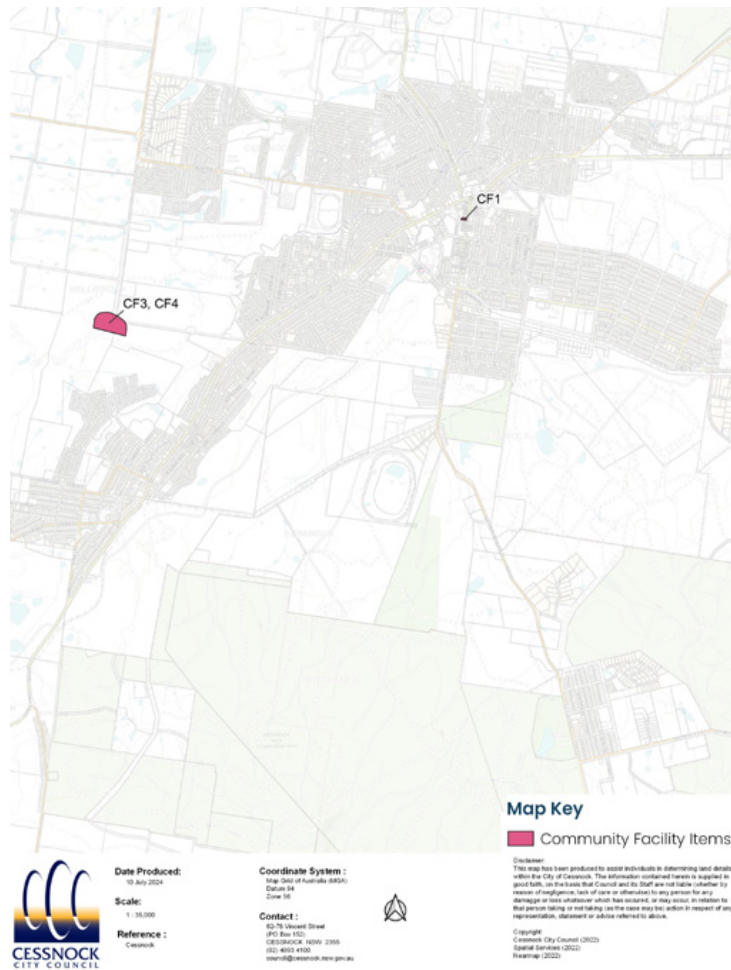
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Rural West
Open space and recreation items

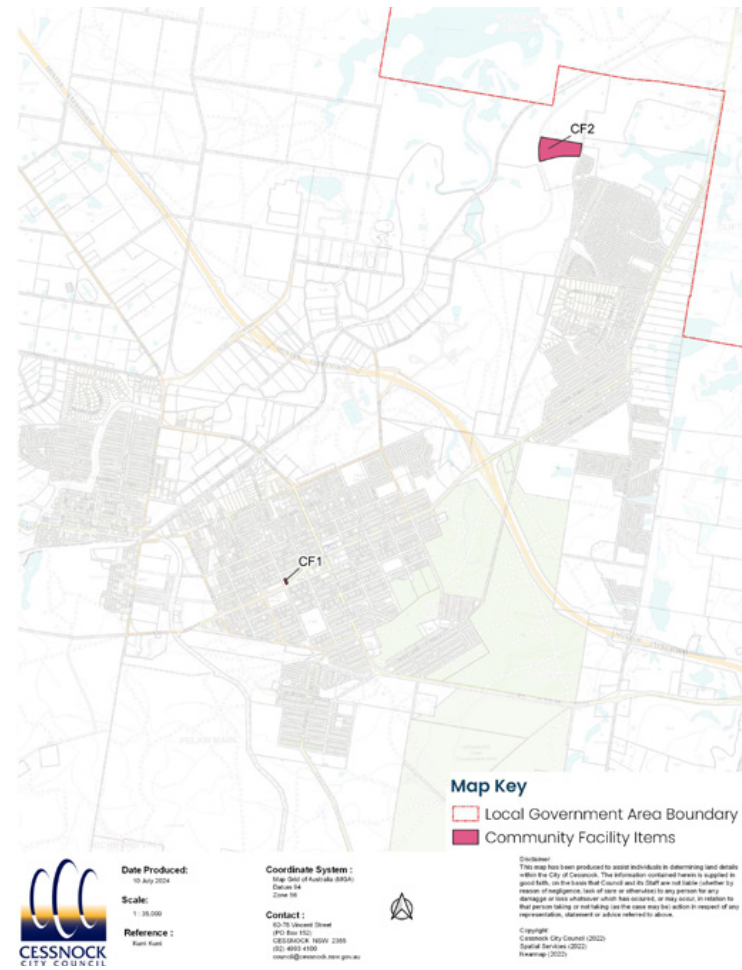


S7.11 CONTRIBUTIONS PLAN | 93

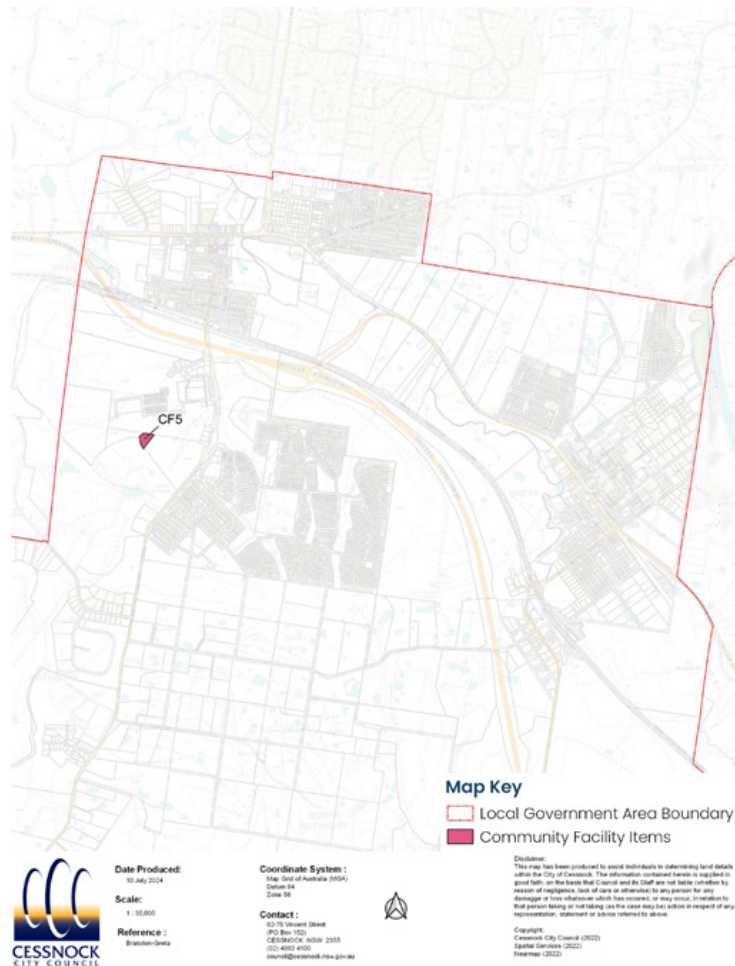
Cessnock
Community facilities



Kurri Kurri
Community facilities



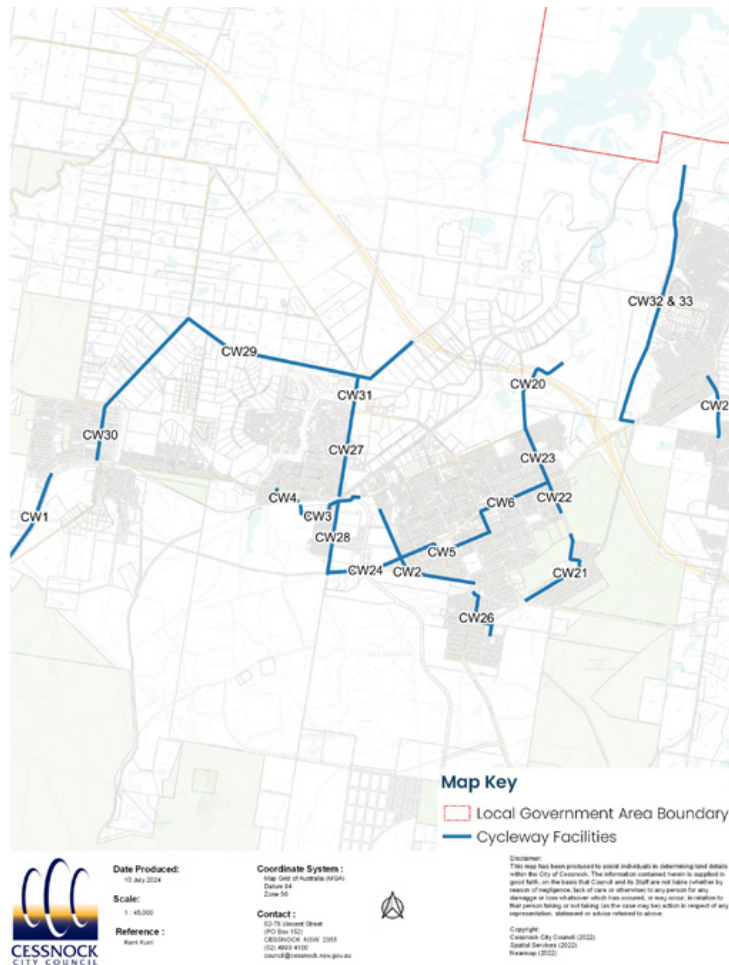
Branxton-Greta
Community facilities



Cessnock
Cycleway facilities

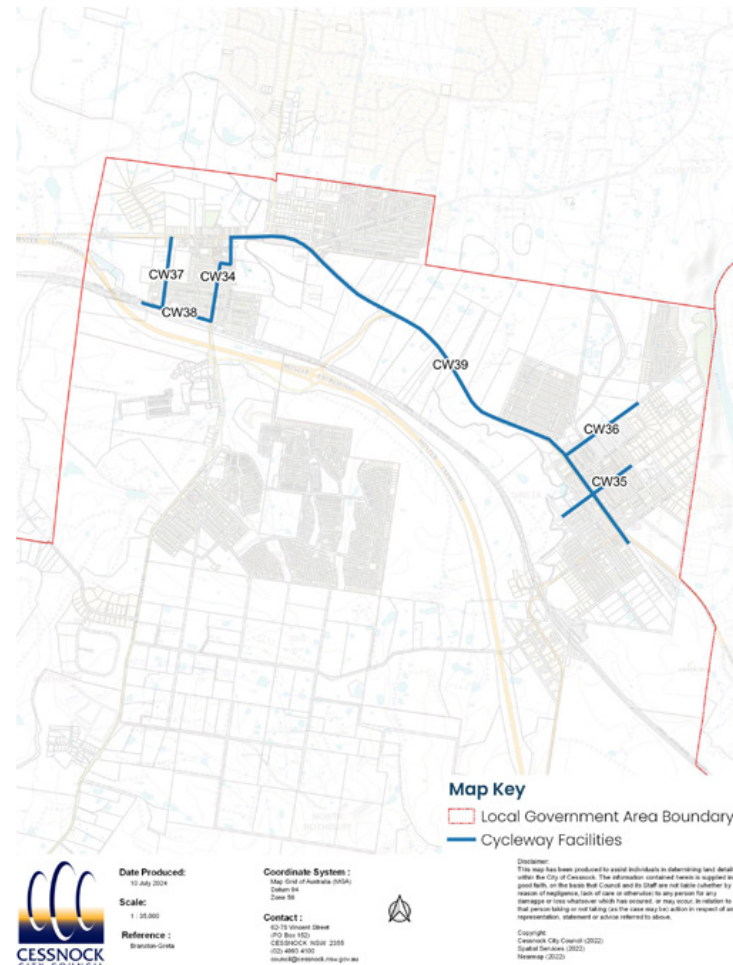


Kurri Kurri
Cycleway facilities



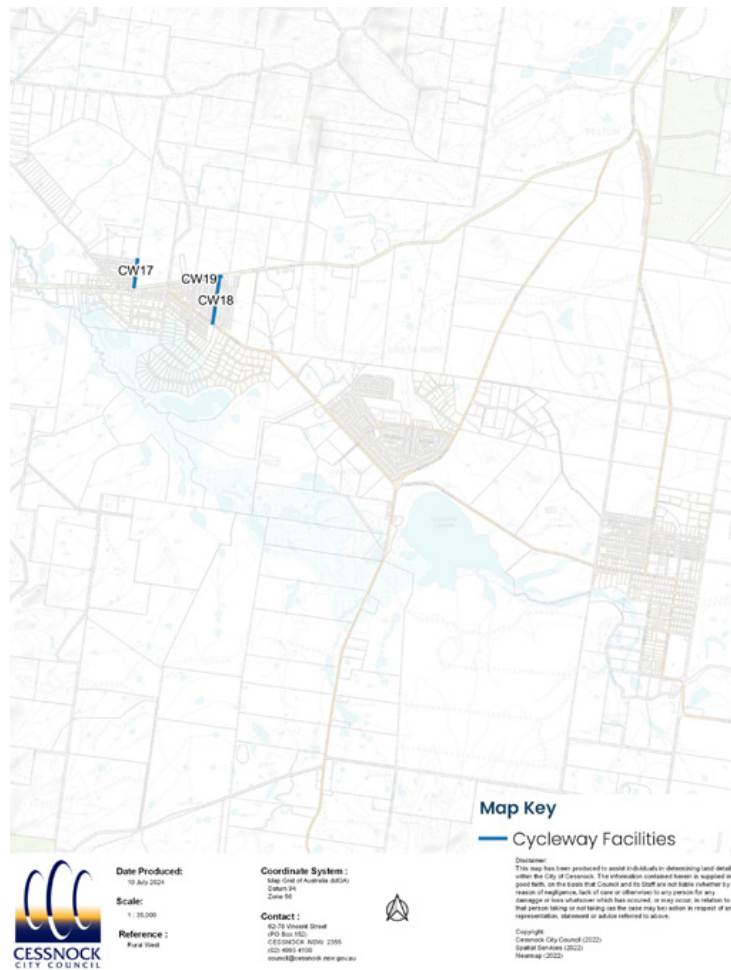
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Branxton-Greta
Cycleway facilities



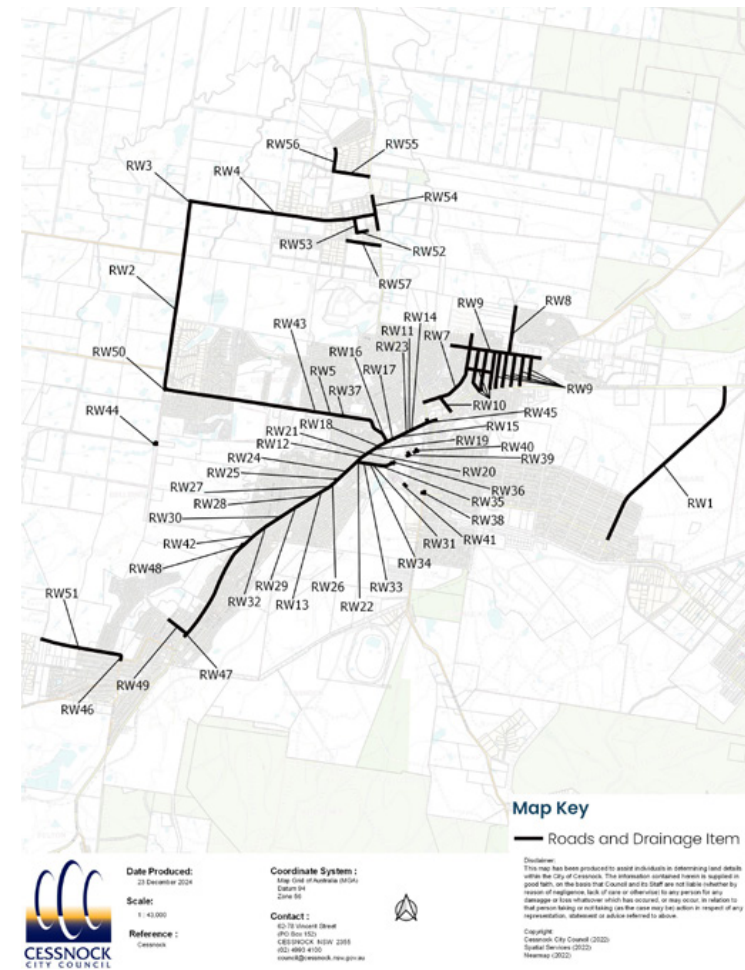
S7.11 CONTRIBUTIONS PLAN | 99

Rural West Cycleway facilities



100 | CESSNOCK CITY COUNCIL

Cessnock Roadworks and drainage

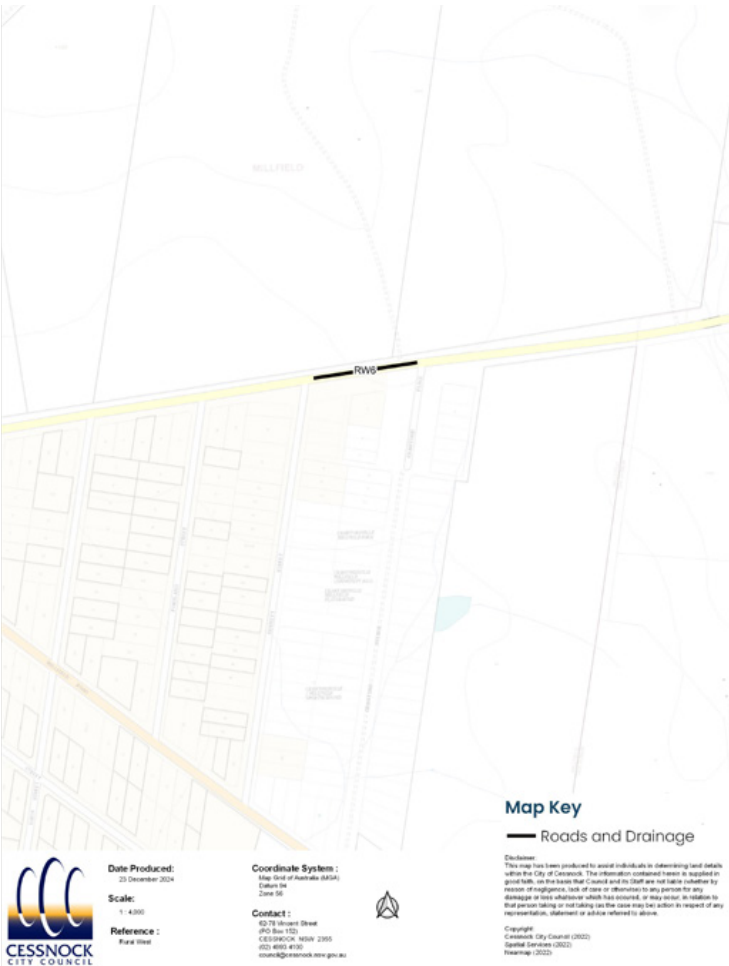


S7.11 CONTRIBUTIONS PLAN | 101

Kurri Kurri
Roadworks and drainage



Rural West
Roadworks and drainage





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02 4993 4100 | council@cessnock.nsw.gov.au | www.cessnock.nsw.gov.au



CESSNOCK LGA
2025



CESSNOCK CITY WIDE S7.12 INFRASTRUCTURE CONTRIBUTIONS PLAN



STRATEGIC CENTRE RESIDENTIAL | TOURIST | COMMERCIAL | INDUSTRIAL



Journey Through Time, created by local school students and artist Steven Campbell.

Acknowledgement of Country

Cessnock City Council acknowledges that within its local government area boundaries are the traditional lands of the Wonnarua people, the Awabakal people and the Darkinjung people. We acknowledge these Aboriginal peoples as the traditional custodians of the land on which our offices and operations are located, and pay our respects to Elders past and present. We also acknowledge all other Aboriginal and Torres Strait Islander people who now live within the Cessnock Local Government Area.

Contents

Amendment	6
Administration of the plan	8
What is the name of the plan?	10
When does this plan commence?	10
The purpose of this plan	10
Land and development to which this plan applies	11
Map A - Plan Application Area - Cessnock Strategic Centre	12
Map B - Plan Application Area - Kurri Kurri Strategic Centre	13
Map C - Plan Application Area - Tourist, Commercial & Industrial Development	14
Relationships to contribution plans	15
Council may require payment of the levy as a condition of development consent	15
Certifying authority must require payment of the levy as a condition of issuing a complying development certificate	15
How is the proposed cost of carrying out development determined?	16
How is the proposed cost of carrying out development indexed?	18
Cost estimate reports must accompany a development application or application for a comply development certificate	18
Who may provide a report for the purposes of clause 11 of this plan?	20
How will Council apply money obtained from the Levy?	20
Are there priorities for the expenditure of money obtained from levies authorised by this Plan?	20
Pooling of levies	20
Obligation of certifying authorities	20
When is the levy payable?	21
Modifications of DAs where costs are increased	21
What is the Council's policy on deferred or periodic payments of a levy?	21
Are there alternatives to payment of levies?	21
Review of plan	21
Definitions	22

References	<u>24</u>
Residential Town Centre Development	<u>28</u>
Works Schedule – Schedule 1	<u>30</u>
Mapping – Schedule 3	<u>39</u>
Tourism, Industrial and Commercial Development	<u>48</u>
Works Schedule – Schedule 2	<u>50</u>
Mapping – Schedule 4	<u>54</u>
Cost summary report	<u>58</u>
Schedule 5 – Development Costs less than \$1,000,000	<u>59</u>
Schedule 6 – Development Costs equal or greater than \$100,000,001	<u>62</u>





Amendment table

REVISION	ADOPTION DATE	DATE CAME INTO EFFECT	AMENDMENT DETAILS
0	Contributions plan originally adopted by Cessnock City Council	13 December 2017	Adoption of new plan
1	Updates to references and additional items to new works schedule and plans and maps	5 February 2019	Amendments to the works schedule
2	Updates to references, clauses, works schedule and maps and include Cessnock and Kurri Kurri Town Centres		Complete review of plan including works schedule



ADMINISTRATION OF THE PLAN

Administration of the plan

What is the name of the plan?

The Plan is called Cessnock City Wide s.7.12 Infrastructure Contributions Plan.

When does this plan commence?

The Plan was adopted by Council on 13 December 2017. The various amendments have been made in accordance with the Amendment Table attached to this plan.

The purpose of this plan

The purpose of this Plan is to satisfy the requirements of the *Environmental Planning and Assessment Act 1979* ('the Act') and the *Environmental Planning and Assessment Regulation 2021* ('the Regulation'), enabling Council or an accredited certifier to levy contributions from development for the provision of transport and local public infrastructure.

In accordance with the Act and Regulation, this Plan authorises a consent authority to impose a condition requiring the payment of a levy, even though there is no connection between the development the subject of the development consent and the object of expenditure of any money required to be paid by the condition. Accordingly, the objectives of this Plan are to:

- Authorise Council or an accredited certifier to impose a condition of consent requiring the payment of a monetary contribution when granting consent to development on land to which this Plan applies, including Complying Development;
- Assist Council to provide the appropriate transport and local public infrastructure required to maintain and enhance amenity and service delivery within the Local Government Area;
- Ensure that the existing community is not burdened by the provision of transport and local public infrastructure required as a result of future development; and
- Enable Council to be both publicly and financially accountable in its assessment and administration of the Plan.



Land and development to which this plan applies

This plan applies to:

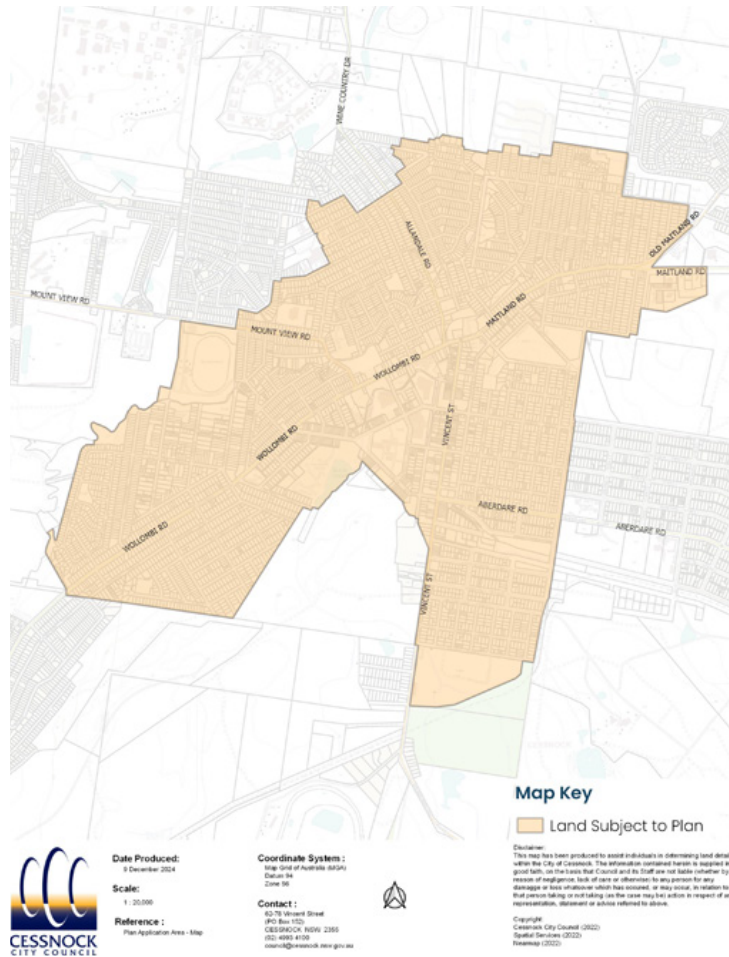
- All residential development that occurs within the Cessnock Strategic Centre as shown in Map A and Kurri Kurri Strategic Centre as shown in Map B; and
- All tourist, commercial and industrial development that occurs within the Cessnock Local Government Area, identified in Map C.

This plan does not apply to:

- Development where the proposed cost of carrying out the development is \$100,000 or less;
- Development for which an exemption is provided for by a Ministerial Direction;
- Extractive industry development; or
- An application for or on behalf of Council for community infrastructure, such as, but not limited to, libraries, community facilities, recreation areas, recreation facilities and carparks.

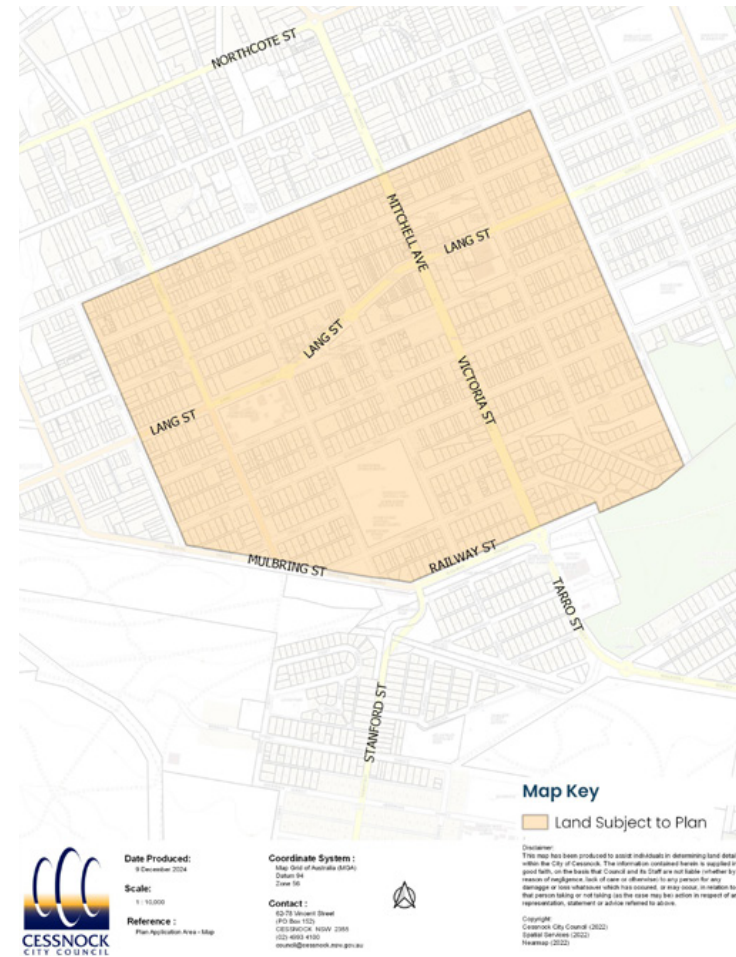
Map A – Plan Application Area

Cessnock Strategic Centre



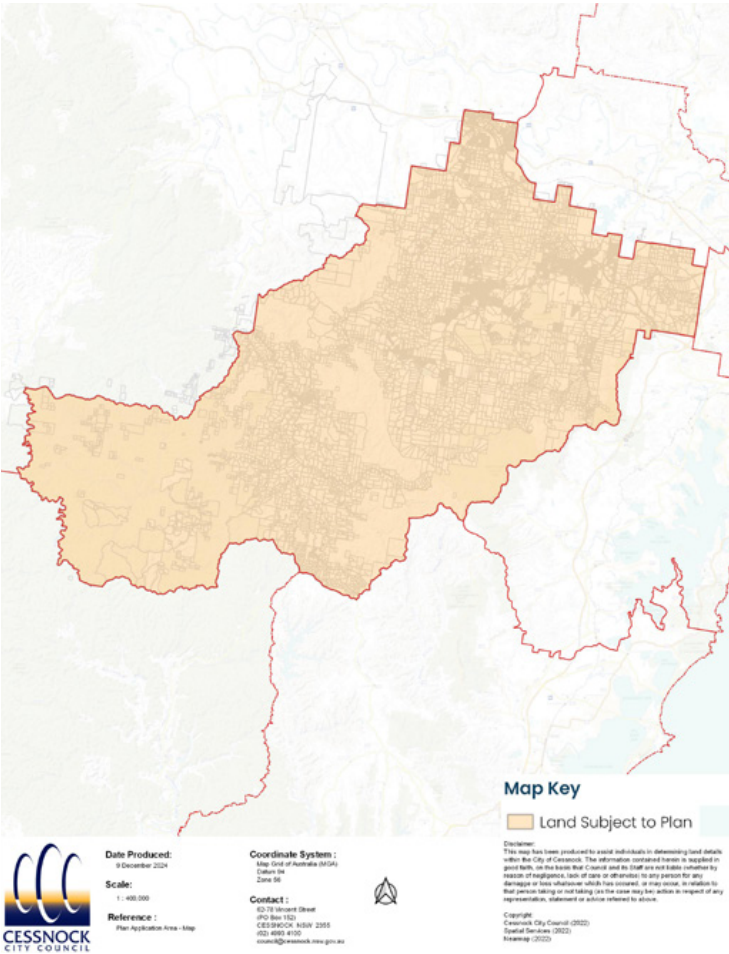
Map B – Plan Application Area

Kurri Kurri Strategic Centre



Map C – Plan Application Area

Tourist, Commercial & Industrial Development



Relationships to contribution plans

If a contribution is required under the Cessnock City Wide Local Infrastructure Contributions Plan 2020 a contribution will not be imposed under this plan. The plan supplements the provisions of and should be read in conjunction with the Act and Regulation, Cessnock's prevailing Local Environmental Plan, Development Control Plan and other relevant plans and policies adopted by Council.

Council may require payment of the levy as a condition of development consent

The levy will be determined on the basis of the percentage rate as set out and calculated as follows:

Levy= PC x L%

PROPOSED COST OF CARRYING OUT THE DEVELOPMENT (PC)	PERCENTAGE OF LEVY (L)
\$0 to \$100,000	0%
\$100,001 to \$200,000	0.5%
Greater than \$200,000	1%

Certifying authority must require payment of the levy as a condition of issuing a complying development certificate

Subject to the Act and to any direction of the Minister under section 7.17 of the Act, this plan requires a certifying authority (Council or an accredited certifier) to issue a complying development certificate in respect of development. A condition requiring the applicant to pay to Council a Levy of a percentage of the proposed cost of carrying out the development specified in the paragraph above and in accordance with "When is the levy payable?" on page 21 of this Plan.



How is the proposed cost of carrying out development determined?

Clause 208 of the Regulation sets out how the proposed cost of carrying out development is to be determined. At the date of this Plan that clause provides as follows:

208 Section 7.12 levy — determination of proposed cost of development

- (1) The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following:
 - a. if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation,
 - b. if the development involves a change of use of land—the costs of or incidental to doing anything necessary to enable the use of the land to be changed,
 - c. if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.
- (2) For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.

- (3) The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development:
 - a. the cost of the land on which the development is to be carried out,
 - b. the costs of any repairs to any building or works on the land that are to be retained in connection with the development,
 - c. the costs associated with marketing or financing the development (including interest on any loans),
 - d. the costs associated with legal work carried out or to be carried out in connection with the development,
 - e. project management costs associated with the development,
 - f. the cost of building insurance in respect of the development
 - g. the costs of fittings and furnishings, including any refitting or refurbishing, associated with the development (except where the development involves an enlargement, expansion or intensification of a current use of land),
 - h. the costs of commercial stock inventory,
 - i. any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law,
 - j. the costs of enabling access by disabled persons in respect of the development,
 - k. the costs of energy and water efficiency measures associated with the development,
 - l. the cost of any development that is provided as affordable housing,
 - m. the costs of any development that is the adaptive reuse of a heritage item.
- (4) The proposed cost of carrying out development may be adjusted before payment, in accordance with a contributions plan, to reflect quarterly or annual variations to readily accessible index figures adopted by the plan (such as a Consumer Price Index) between the date the proposed cost was determined by the consent authority and the date the levy is required to be paid.
- (5) To avoid doubt, nothing in this clause affects the determination of the fee payable for a development application.

How is the proposed cost of carrying out development indexed?

Pursuant to clause 208(4) of the Regulation, the proposed cost of carrying out development is to be indexed before payment to reflect quarterly variations in the Consumer Price Index All Group Index Number for Sydney prepared by the ABS between the date the proposed cost was determined by Council and the date the Levy is required to be paid.

The formula governing indexation of the proposed cost of carrying out development is as follows:

IDC	$ODC \times CP2/CP1$	CP2	the most recent quarterly Consumer Price Index All Groups Index Number for Sydney prepared by the ABS at the time a Levy is paid
IDC	the indexed proposed cost of carrying out development		
ODC	the original proposed cost of carrying out development cost estimated by the Council	CP1	the most recent quarterly Consumer Price Index All Group Index Number for Sydney prepared by the ABS at the date the original development cost was estimated by the Council.

Cost estimate reports must accompany a development application or application for a comply development certificate

A development application or an application for a complying development certificate is to be accompanied by a report, prepared at the applicant's cost in accordance with this paragraph and page 20, setting out an estimate of the proposed cost of carrying out the development for the purposes of clause 208 of the Regulation.

The following types of reports are required:

- Where the estimate of the proposed cost of carrying out the development is less than \$1,000,000 a cost summary report in accordance with Schedule 5;
- or
- Where the estimate of the proposed cost of carrying out the development is \$1,000,001 or more – a detailed cost report in accordance with Schedule 6

Council will assess all costs for every application in line with the Average Value of Dwelling Builds in NSW – ABS Building Data released by the Australian Bureau of Statistics and Rawlinson's Cost Guide. If costings do not align with these publications, Council will reassess the costings and levy contributions in line with any reassessment.



Who may provide a report for the purposes of this plan?

For the purpose of clause 208(2) of the Regulation, the following persons are approved by Council to provide an estimate of the proposed cost of carrying out development in the following circumstances:

- Where the proposed development cost is at or less than \$1,000,000 a person who, in the opinion of Council, is suitably qualified to provide a cost summary report;
- Where the proposed development cost is \$1,000,001 or more – a quantity surveyor who is a registered member of the Australian Institute of Quantity Surveyors.

Council may, at the applicant's cost, engage a person referred to in this clause to review a report submitted by an applicant in accordance with this paragraph.

How will Council apply money obtained from the Levy?

Money paid to Council under a condition authorised by this Plan is to be applied by Council towards the provision, extension or augmentation, or the recoupment of costs and in accordance with the Works Schedule and maps to meet the requirements of the Regulation section 212 (f and g) (schedule of works, maps and staging) .

Council will amend the works schedule thresholds from time to time having regard to its capital works priorities, the public interest, and the amount of funding obtained by Council and held under this Plan.

Are there priorities for the expenditure of money obtained from levies authorised by this Plan?

Subject to s7.3(2) of the Act and this page of this Plan, the Public Facilities listed in the works schedules are to be provided in accordance with the thresholds set out in that Schedule.

Pooling of levies

Subject to any prevailing Ministerial Direction, this Plan expressly authorises monetary contributions received under this Plan, any previous plans and any other current s7.11 contributions plans to be pooled and applied (progressively or otherwise) for the purposes for which the contributions were made.

Obligation of certifying authorities

In accordance with section 156 of the Regulation, a Complying Development Certificate must:

- Be issued with conditions to pay the section 7.12 levy; and
- The levy must be paid before any works are commenced

In accordance with section 20 and section 67 of the *Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021*, a certifier must be satisfied that all preconditions required by a development consent have been met, this includes the payment of a section 7.12 contribution, before building work is carried out.

When is the levy payable?

Contributions must be paid in accordance with the time specified in the relevant condition of consent. If no such time is specified, the contribution must be paid as follows, subject to any prevailing Ministerial Direction:

- Subdivisions – prior to the issue of the Subdivision Certificate for each stage; or
- Development involving building work – prior to the issue of the first Construction Certificate; or
- Development that involves both subdivision and building work – prior to issue of the Subdivision Certificate or first Construction Certificate, whichever occurs first; or
- Development that does not involve subdivision or building work – prior to occupation or issue of an Occupation Certificate, whichever occurs first; or
- Complying Development where:
 - Works are proposed – prior to any works commencing
 - Works are proposed – prior to occupation or issue of an Occupation Certificate, whichever occurs first.

It is the responsibility of an accredited certifier to ensure that a condition is imposed on a complying development certificate in accordance with this Plan and that any monetary contributions have been paid to Council prior to issuing a Complying Development Certificate.

Increased construction costs

If more than 6 months have passed since the development application was approved, or if the applicant has changed the scope of the development, Council will require a new cost

summary report at the time of payment to recalculate the applicable contribution.

If a development is modified under section 4.55 of the Act, the levy will be based on the cost of carrying out the development (as modified). If a development is modified and the levy increases but the applicant has previously paid the levy, credit will be given for the previous levy payment with only the difference needing to be paid.

If the levy decreases, the applicant may apply for a refund for the difference however any such refund can only occur in the same financial year as the levy was paid.

What is the Council's policy on deferred or periodic payments of a levy?

Council does not allow deferred or periodic payment of a Levy authorised by this Plan.

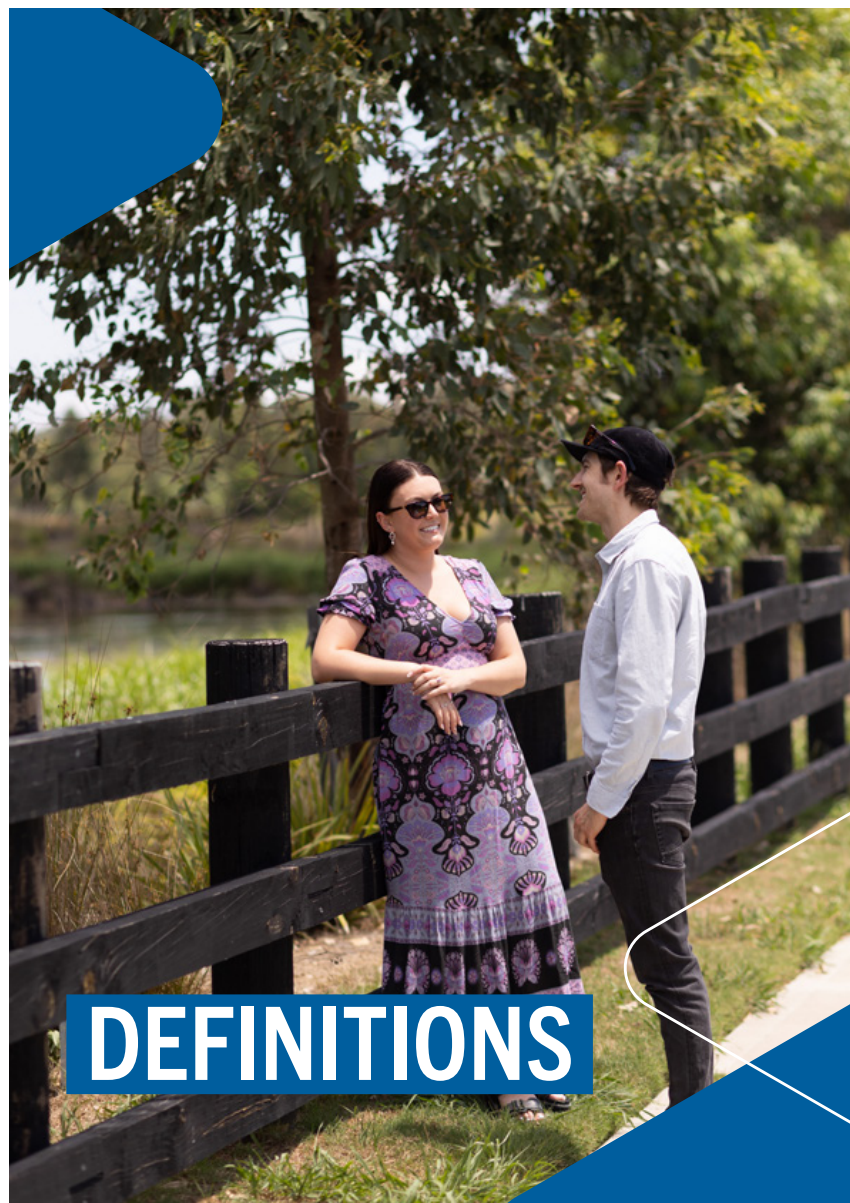
Are there alternatives to payment of levies?

Council may accept an offer by an applicant to enter into a planning agreement to provide works-in-kind, dedication of land or other material public benefit but is not obliged to do so.

Review of plan

Pursuant to clause 215 of the Regulation, Council may make certain minor adjustments or amendments to this plan without prior public exhibition and adoption by Council. Minor adjustments could include minor typographical corrections.

In accordance with clause 216 of the Regulation, this plan will be reviewed every four years in conjunction with the review of the Council's Four-year Delivery Program.



Definitions

In this Plan unless the context or subject matter otherwise indicates or requires, the following definitions apply:

ABS means the Australian Bureau of Statistics.

Act means the *Environmental Planning and Assessment Act 1979*.

Applicant means the person(s) or organisation(s) submitting a development application.

Apportionment means the adjustment of a contribution (usually a percentage) to ensure the contributing population only pays for its share of the total demand for the facility.

Building and construction costs means the cost of the development in accordance with Clause 11 of this plan.

Consumer Price Index (CPI) is a standard measure of price movements published by the Australian Bureau of Statistics.

Contribution means the making of a monetary contribution, dedication of land or the providing of a material public benefit (including a work-in-kind), or any combination of these as referred to in the Act for the provision of transport and social infrastructure.

Contribution plan means a contributions plan referred to in the Act.

Council means Cessnock City Council.

Development Application has the same meaning as in the Act.

Development consent has the same meaning as in the Act.

Development Contributions Practice Notes means the practice notes titled 'Section 7.12 fixed development consent levies published by the Department of Planning dated February 2021, as amended from time to time.

LEP means a Local Environmental Plan made by the Minister under the Act.

LGA means Local Government Area.

Levy means a levy under s7.12 of the Act authorised by this Plan.

Minister means the Minister administering the *Environmental Planning and Assessment Act 1979*.

Planning Proposal has the same meaning as in the Act.

Public Benefit is the benefit enjoyed by the public as a consequence of a Local Infrastructure Contributions.

Public Facilities means public infrastructure, amenity or public service.

Regulation means the *Environmental Planning and Assessment Regulation 2021*

S7.12 CONTRIBUTIONS PLAN | 23





References

The following legislation, plans, policies, studies, technical guides and other information have been used to consider and formulate the contents of this plan:

- Annual Monitoring Report
- Australian Bureau of Statistics
- Braxton Town Centre Masterplan and Public Domain Plan & Implementation Plan
- Cemetery Masterplans
- Cessnock CBD Masterplan, Public Domain Plan and Implementation Plan
- Cessnock City Council Community Infrastructure Strategic Plan
- Cessnock City Council Library Facilities 2017 – 2037, A Needs Analysis
- Cessnock City Council Local Environment Plan 2011
- Cessnock City Council Local Infrastructure Contributions Plan Options Paper
- Cessnock Housing Strategy
- Cessnock LGA Cycling Strategy
- Cessnock LGA Traffic and Transport Strategy
- Cessnock Local Strategic Planning Statement
- Cessnock Pool Masterplan
- Cessnock Trails Strategy
- Costings prepared by Wilde and Wollard
- Council repealed contribution plans
- Disability Inclusion Action plan
- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2021
- Greta Central Park & Oval Masterplan
- Heddon Greta – Clifftleigh Corridor Structure Plan
- Hunter Regional Plan 2041
- .id the population experts forecasting data
- Kurri Kurri Central Sports Precinct Masterplan
- Kurri Kurri Commercial Precinct
- Land Acquisition valuations by Tew Property Consultants and Opteon Solutions
- Miller Park Braxton Masterplan
- Ministerial Directions released by the Department of Planning
- Mount View Park Masterplan
- Maybury Peace Park/Chinaman's Hollow Masterplan
- NSW Department of Planning "Everyone Can Play" Guidelines
- Off Leash Dog Exercise Area Plan
- Planning Agreement Policy
- Planning System Circulars released by the Department of Planning
- Practice Notes released by the Department of Planning
- Public Art Policy
- Rawlinsons Construction Cost Guide
- Recreation and Open Space Strategic Plan
- Turner Park Masterplan
- Weston Commercial Masterplan
- Urban Growth Management Plan



Residential Town Centre Development

Works Schedule – Schedule 1

Council has identified all projects in this plan to have a timing threshold of 2035. Council will move projects forward as and when contributions have been collected for each project and when Council's co-contribution is available through Council funding or grants.

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	DELIVERY THRESHOLD
OS1	Cessnock Indoor Sports Facility – 2 Additional Indoor Courts	\$3,493,015.00	\$34,930.15	2035
OS2	Chinamans Hollow/Peace Park – Playspace and Amenities Upgrade	\$3,794,732.00	\$37,947.32	2035
OS3	Greta Central Oval – New Playspace, Amenity Building and Supporting Infrastructure	\$3,690,952.00	\$36,909.52	2035
OS4	Miller Park – Playspace Upgrade	\$651,916.00	\$6,519.16	2035
OS5	Turner Park – Upgrade Surfaces of Tennis Courts	\$977,900.00	\$9,779.00	2035
OS6	Cessnock Regional Netball Facility – Upgrade Netball Courts and Supporting Infrastructure	\$2,944,595.00	\$29,445.95	2035
OS7	Cessnock Aquatic Centre – Upgrade Facility	\$573,042.66	\$11,460.85	2035
OS8	Aberdare Cemetery Upgrade	\$2,250,000.00	\$45,000.00	2035
OS9	Poppethead Park – New Playspace and Supporting Infrastructure	\$1,538,000.00	\$30,760.00	2035
OS10	Bridges Hill – Off Leash Dog Exercise Area	\$297,180.00	\$5,943.60	2035
OS11	Hall Park – Off Leash Dog Exercise Area	\$285,750.00	\$5,715.00	2035
OS12	Kurri Kurri Aquatic Centre Upgrade	\$816,607.28	\$24,498.22	2035
OS13	Kurri Kurri Skate Park Upgrade	\$825,660.00	\$24,769.80	2035
OS14	Abermain Skate Park – New Facility	\$339,896.70	\$10,196.90	2035
OS15	Kurri Kurri Cemetery Upgrade	\$3,300,000.00	\$99,000.00	2035
OS16	Cliftleigh – Off Leash Dog Exercise Area	\$285,750.00	\$8,572.50	2035
OS17	Cliftleigh Skate park	\$713,423.00	\$21,402.69	2035
OS18	Hedleigh Park Upgrade Local Park	\$1,538,000.00	\$46,140.00	2035

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	DELIVERY THRESHOLD
CF1	Cessnock City Libraries – Branch Upgrades	\$11,314,902.85	\$113,149.03	2035
CF3	Multipurpose Centre at Bellbird North	\$5,840,686.77	\$292,034.34	2035
CF4	Land acquisition for Multipurpose Centre at Bellbird North	\$111,536.63	\$5,576.83	2035
CW1	New off-road path on Cessnock Rd and Northumberland St from Duffie Dr to Forbes St (3.90 km)	\$6,812,000.00	\$68,120.00	2035
CW2	New off-road path on Mulbring and Boundary Sts (Kurri Kurri) – Log of Knowledge Park to Margaret Johns Park (1.806 km)	\$2,115,960.00	\$21,159.60	2035
CW3	New off-road path along Appleton Ave (Weston) and Embelton St – Margaret Johns Park to Scott St rail crossing (0.789 km)	\$791,175.00	\$7,911.75	2035
CW4	New off-road path along Scott St and Kilne St (Weston) – Scott St off-road path to Cessnock Rd (0.620 km)	\$839,685.00	\$8,396.85	2035
CW5	New off-road path on Rawson/Alexandra/Lang Sts (Kurri Kurri) from Victoria St to Boundary St (1.279 km)	\$1,555,785.00	\$15,557.85	2035
CW6	New on-road connection on Lang St and Victoria St (Kurri Kurri) from Heddon St to Rawson St (1.180 km)	\$1,489,950.00	\$14,899.50	2035
CW7	New off-road path on Duffie Dr (Cessnock) – Aberdare Rd to Melbourne St	\$3,093,000.00	\$30,930.00	2035
CW8	New off-road path in Bellbird – Sparke, Doyle, Tennant, Ruby, Hetton and Kendall Sts (1.853 km)	\$2,889,810.00	\$28,898.10	2035
CW9	New off-road path on Melbourne St (Cessnock) – Quarrybylong St to Duffie Dr (1,752 km)	\$2,811,270.00	\$28,112.70	2035
CW10	New off-road path on Kanowna Ave (Cessnock), ANZAC Ave and Government Rd from Old Maitland Rd to Government Rd URA (0.790 km)	\$1,790,000.00	\$17,900.00	2035
CW11	New off-road path on Vincent St (Cessnock) – Aberdare Rd to Baddeley Park (1.080 km)	\$4,028,640.00	\$40,286.40	2035
CW12	New off-road path on Mount View Rd (Cessnock) – O'Shea Circuit to Oakey Creek Rd (0.450 km)	\$498,960.00	\$4,989.60	2035
CW13	New off-road path on Mount View Rd (Cessnock) – Wollombi Rd to the Cessnock Civic Indoor Sports Centre (1.163 km)	\$1,286,670.00	\$12,866.70	2035
CW14	New on-road connection on Dowlan Lane from Victoria St to Cumberland St (Cessnock) (0.420 km)	\$718,000.00	\$7,180.00	2035
CW15	New off-road path on Cessnock St (Kitchener) – Stanford St to Abernethy St (0.700 km)	\$779,625.00	\$7,796.25	2035
CW16	New off-road path on Richmond St/Stanford St (Kitchener) – Abernethy St to Cessnock St (0.972 km)	\$1,384,845.00	\$13,848.45	2035
CW17	New off-road path on Boundary Street – URA to Wollombi Rd	\$451,605.00	\$4,516.05	2035
CW18	New off-road path on Bennett Street (Millfield) – Wollombi Rd to Millfield Rd	\$580,965.00	\$5,809.65	2035

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	DELIVERY THRESHOLD
CW19	New off-road path on Wollombi Rd (Millfield) – Bennett St to Bligh St	\$612,150.00	\$6,121.50	2035
CW20	New off-road path on McLeod Rd (Kurri Kurri) – Northcote St to Hunter TAFE	\$1,790,000.00	\$17,900.00	2035
CW21	New off-road path on Colliery St/Maitland St (Standford Merthyr) – Heddton St to Pokolbin St	\$2,197,965.00	\$21,979.65	2035
CW22	New off-road path on Heddton Street (Kurri Kurri) – Lang St to Hopetoun St	\$494,340.00	\$4,943.40	2035
CW23	New off-road path on Heddton Street (Kurri Kurri) – Lang St to Northcote St	\$1,324,785.00	\$13,247.85	2035
CW24	New off-road path on Lang St (Kurri Kurri) – Boundary St to Hospital Rd	\$1,291,290.00	\$12,912.90	2035
CW25	New off-road path on Averys Lane (Heddton Greta) – URA to Main Road	\$1,085,700.00	\$10,857.00	2035
CW26	New off-road path on Pokolbin St, unnamed laneways, Tomalpin St, Hebburn St (Pelaw Main) – Pelaw Main Public School to existing cycleway in Log of Knowledge Park	\$763,455.00	\$7,634.55	2035
CW27	New off-road path on Government Rd (Weston) – Mitchell Ave to Cessnock Rd	\$1,230,075.00	\$12,300.75	2035
CW28	New off-road path on Hospital Rd (Weston) – Lang St to Appleton Ave	\$1,265,880.00	\$12,658.80	2035
CW29	New on-road connection on Hart Rd/ Gingers Lane/Frame Dr (Loxford through to Weston and Abermain) – Hunter Expressway to Lismore St	\$5,907,825.00	\$59,078.25	2035
CW30	New on-road connection on Orange St (Abermain) – Lismore St to Cessnock Rd	\$1,024,485.00	\$10,244.85	2035
CW31	New on-road connection on Government Rd (Weston) – Mitchell Ave to Hart Rd	\$638,715.00	\$6,387.15	2035
CW32	New off-road cycleway within former SMR spur line at Loxford from Main Road to LGA boundary	\$7,355,000.00	\$73,550.00	2035
CW33	SMR Land Acquisition at Heddton Greta/Cliftleigh	\$740,000.00	\$7,400.00	2035
CW34	New off-road path on Bridge Street/Drinan Street/Cessnock Road (Branxton) – Railway Street to the New England Highway	\$1,197,735.00	\$11,977.35	2035
CW35	New off-road path on Wyndham St (Greta) – Evans St to Sale St (Greta)	\$1,558,095.00	\$15,580.95	2035
CW36	New off-road path on West Street (Greta) – High Street to URA	\$1,234,695.00	\$12,346.95	2035
CW37	New off-road path on Station St (Branxton) – New England Highway to Railway St	\$1,009,470.00	\$10,094.70	2035
CW38	Upgrade on-road conditions on Railway Street, Branxton	\$749,595.00	\$7,495.95	2035
CW39	Pathway on High Street or New England Highway to Greta Central Oval	\$1,584,660.00	\$15,846.60	2035

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	DELIVERY THRESHOLD
RW1	Colliery Street / Duffie Drive Aberdare Rd to Maitland Rd	\$5,460,647.36	\$54,606.47	2035
RW2	Oakey Creek Road (between Mount View Road and Ingles Lane), Road reconstruction (i.e. pavement strengthening and widening to two lanes)	\$8,642,410.00	\$86,424.10	2035
RW3	Ingles Lane (between Oakey Creek Rd and O'Connors Rd), Road reconstruction (i.e. construction of two lanes and pavement sealing, including intersections)	\$3,325,940.00	\$33,259.40	2035
RW4	O'Connors Road (between Ingles Lane and Wine Country Drive), Road reconstruction (i.e. reconstruction and widening to two lanes)	\$11,313,728.00	\$113,137.28	2035

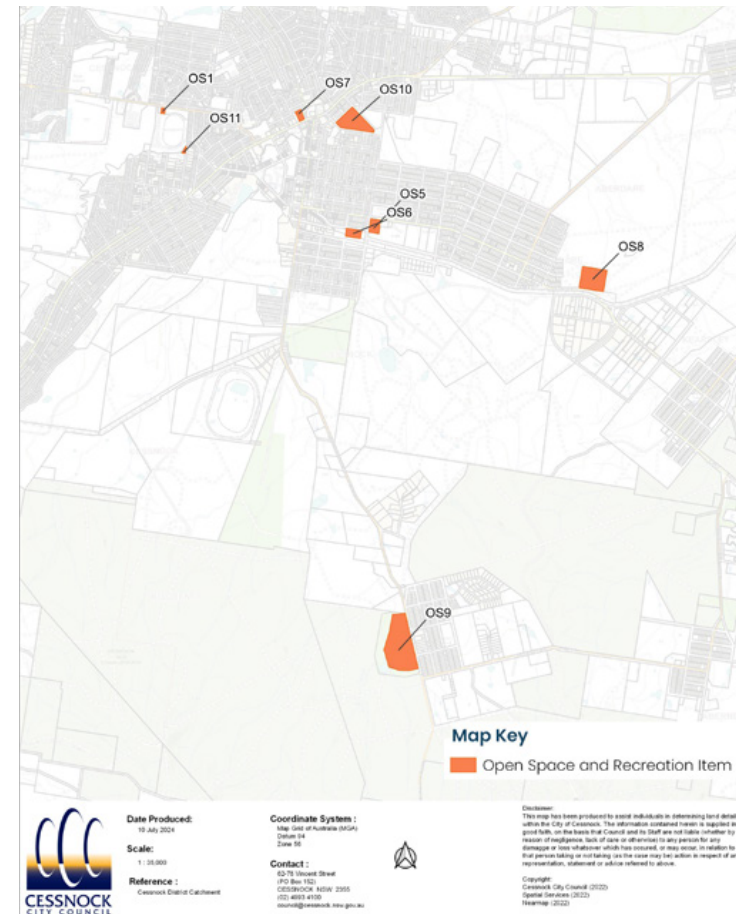




38 | CESSNOCK CITY COUNCIL

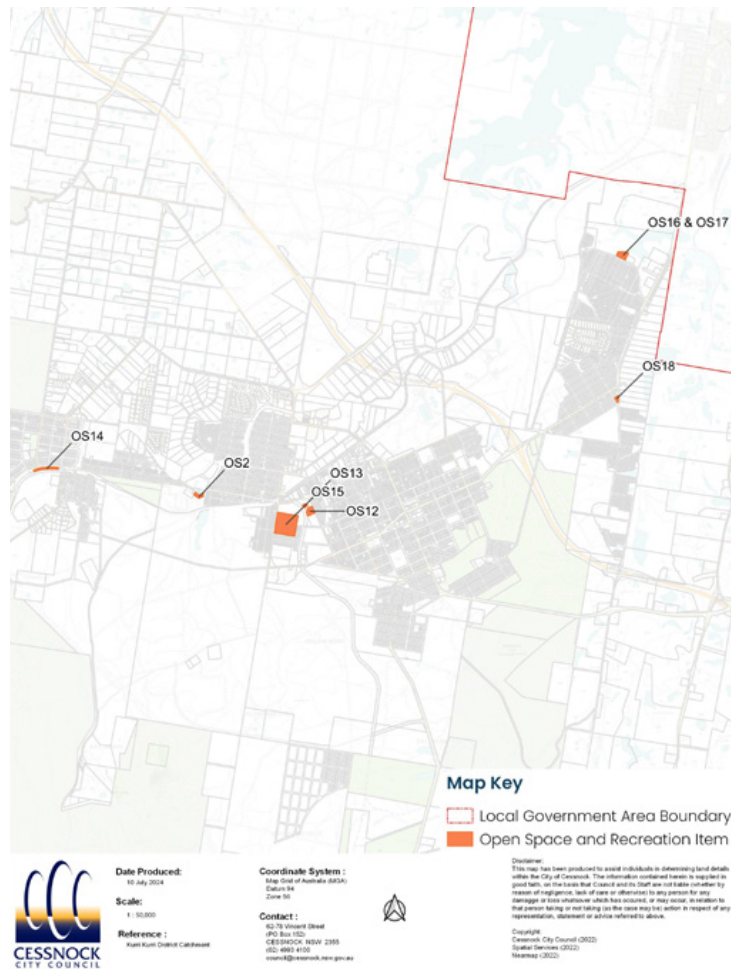
Mapping - Schedule 3

Cessnock Area
Open Space and Recreation facilities



S7.12 CONTRIBUTIONS PLAN | 39

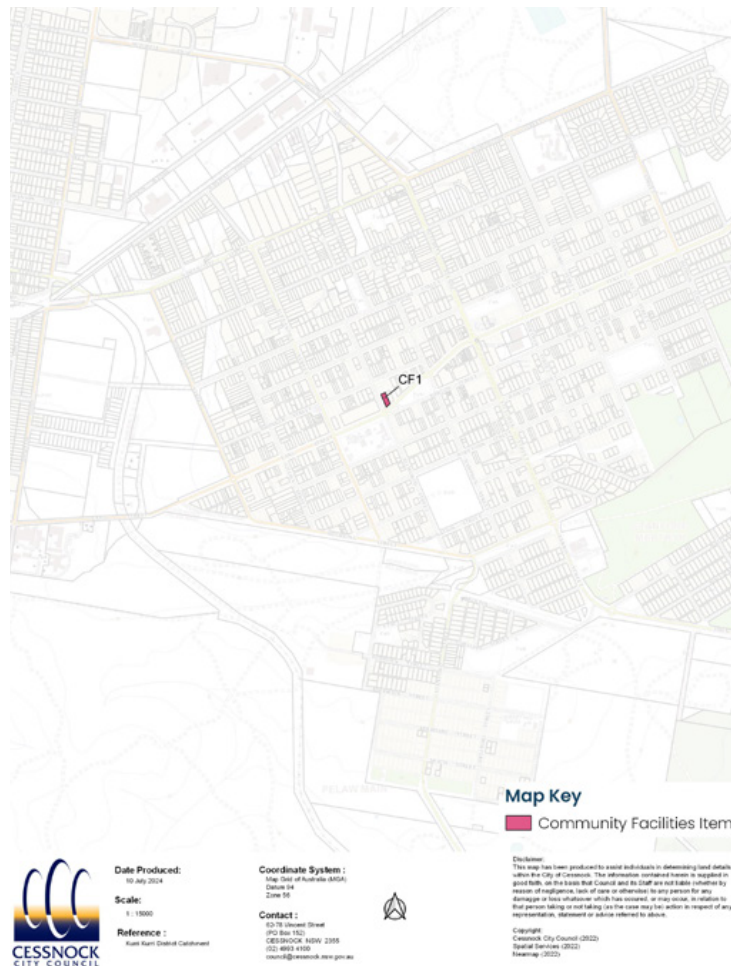
Kurri Kurri Area
Open Space and Recreation Facilities



Cessnock Area
Community Facilities



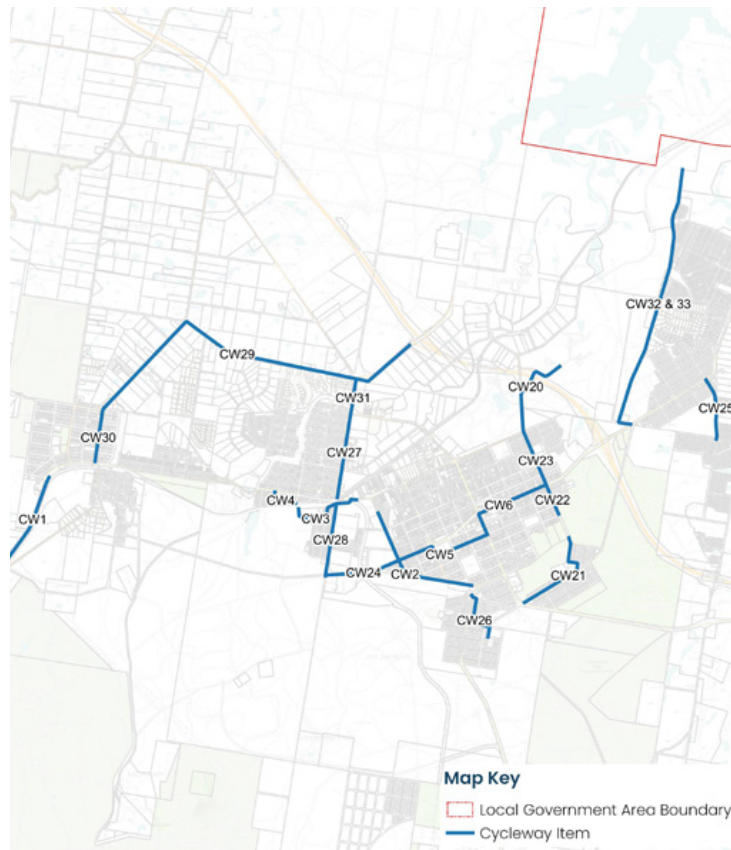
Kurri Kurri Area
Community Facilities



Cessnock Area
Cycleway Facilities



Kurri Kurri Area
Cycleway Facilities



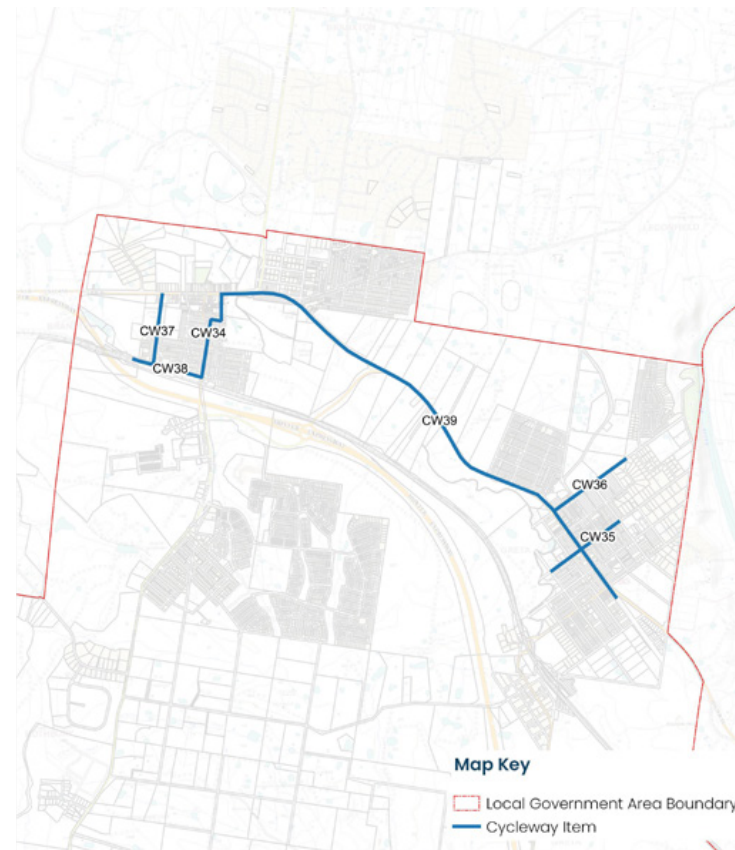
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10 July 2024
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Reference:
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Coordinate System:
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Datum 58
Contact:
62-76 Vincent Street
PO Box 1521
CESSNOCK NSW 2355
(02) 4933 4100
council@cessnock.nsw.gov.au



Disclaimer:
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Newmap (2022)

Branxton-Greta Area
Cycleway Facilities



Date Produced:
10 July 2024
Scale:
1 : 50,000
Reference:
Regional Catchment

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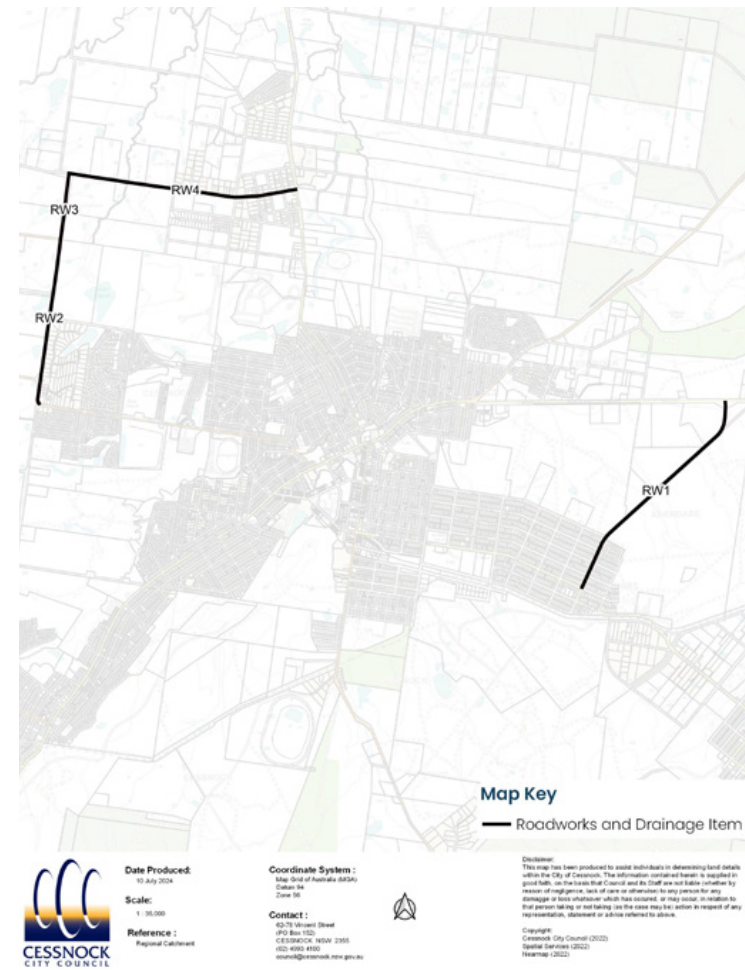


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Rural West Area
Cycleway Facilities



Cessnock Area
Roadworks and Drainage





TOURISM, INDUSTRIAL AND COMMERCIAL DEVELOPMENT

Tourism, Industrial and Commercial Development

Works Schedule – Schedule 2

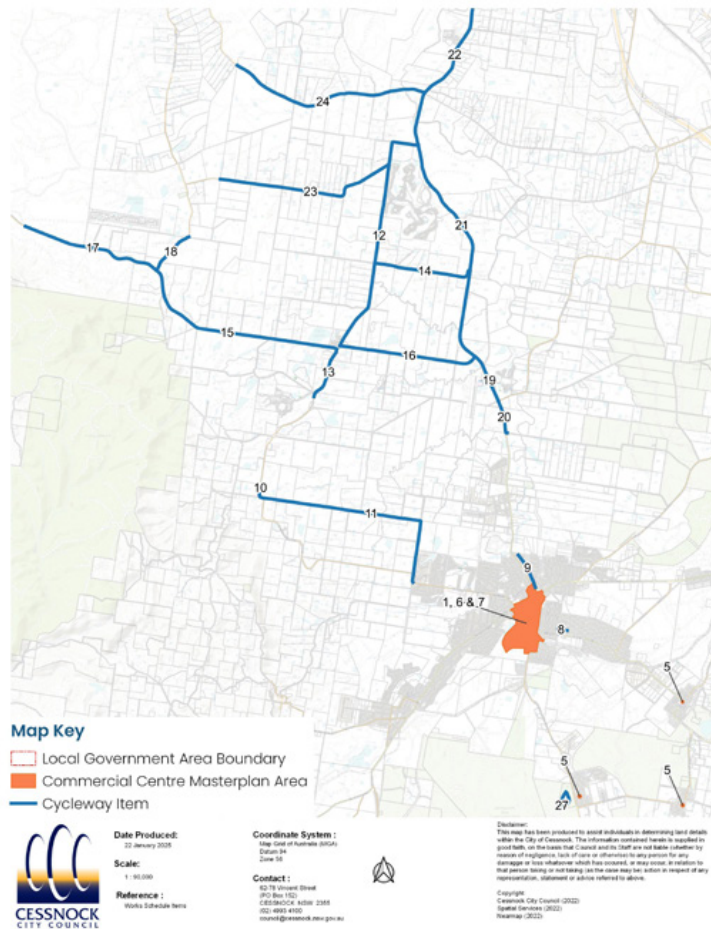
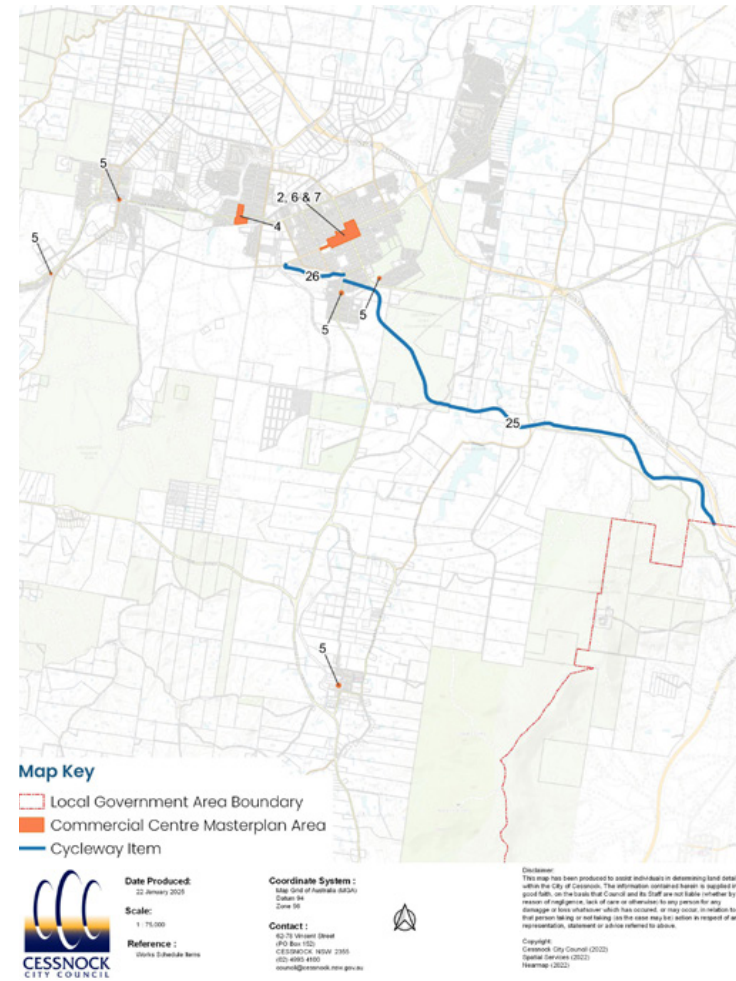
PROJECT NO.	DESCRIPTION	PROJECT COST	DEVELOPMENT CONTRIBUTION	DELIVERY THRESHOLD
1	Cessnock Commercial Masterplan (please refer to Council's website for masterplans)	\$40,000,000	\$1,000,000	2035
2	Kurri Kurri Commercial Masterplan (please refer to Council's website for masterplans)	\$10,500,000	\$1,000,000	2035
3	Branxton Commercial Masterplan (please refer to Council's website for masterplans)	\$6,000,000	\$500,000	2035
4	Weston Commercial Masterplan (please refer to Council's website for masterplans)	\$4,700,000	\$500,000	2035
5	Other Village Commercial Centres (please refer to Council's website for masterplans)	\$1,000,000	\$300,000	2035
6	Street Tree Planting	\$1,500,000	\$100,000	2035
7	Public Art	\$500,000	\$100,000	2035

Pathway upgrades and cycleways

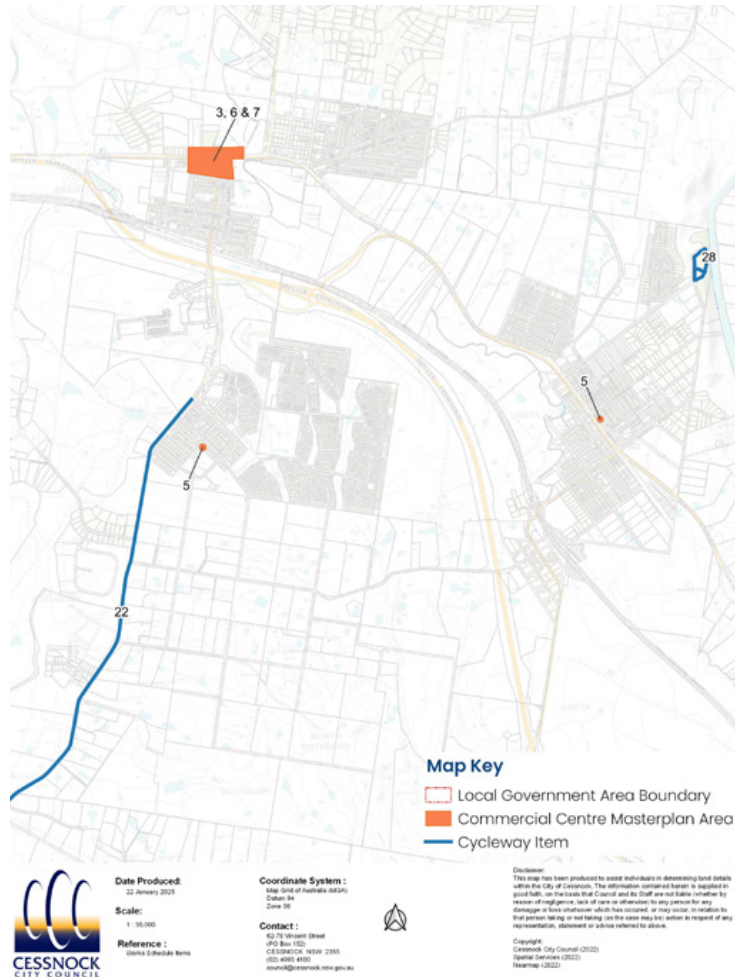
PROJECT NO.	DESCRIPTION	PROJECT COST	DEVELOPMENT CONTRIBUTION	DELIVERY THRESHOLD
8	Cessnock – Rawson St from Quarrybylong St to Brandis Street	\$403,207.60	\$120,962.28	2035
9	Cessnock – Church St	\$1,803,088.55	\$540,926.57	2035
10	Extension of McDonalds Rd cycleway to Oakey Creek Rd (0.2 km)	\$474,705.00	\$121,797.08	2035
11	New off road path – Oakey Creek Rd from McDonalds Rd to Mount View Rd (5.7 km)	\$7,218,750.00	\$2,136,652.08	2035
12	New off-road path – McDonalds Rd from Broke Rd to Wine Country Dr (6.3 km)	\$8,730,645.00	\$2,588,168.95	2035
13	New off-road path – McDonalds Rd from McDonalds Rd cycleway to Broke Rd (1 km)	\$1,791,405.00	\$515,146.83	2035
14	New off road path – Palmers Lane from McDonalds Rd to Wine Country Dr (2 km)	\$3,864,393.78	\$1,159,318.13	2035
15	New off road path – Broke Rd from McDonalds Rd to Hermitage Rd (5.6 km)	\$7,811,265.00	\$2,313,514.17	2035

PROJECT NO.	DESCRIPTION	PROJECT COST	DEVELOPMENT CONTRIBUTION	DELIVERY THRESHOLD
16	New off-road path – Broke Rd from Wine Country Dr to McDonalds Rd (3.6 km)	\$6,955,908.81	\$2,086,772.64	2035
17	New on road connection – Broke Rd from Heritage Rd to Singleton LGA boundary (1.5 km)	\$1,853,775.00	\$533,779.14	2035
18	New off-road path – Hermitage Rd from Broke Rd to Deasys Rd (1.2 km) (Cessnock LGA boundary)	\$4,650,030.00	\$1,369,129.91	2035
19	New off-road path on Wine Country Dr (Lovedale to Pokolbin) from Lovedale Rd to Broke Rd (1.3 km)	\$2,171,400.00	\$507,751.66	2035
20	New on-road connection on Wine Country Dr – Lomas Lane – Lovedale Rd cycleway (2.7 km)	\$5,231,000	\$1,569,300	2035
21	New off-road path on Wine Country Dr from Broke Rd to Old North Rd (7.6 km)	\$10,883,000	\$3,264,900	2035
22	New on-road connection on Wine Country Dr from Old North Rd to Thomas St (4.7 km)	\$9,083,000	\$2,724,900	2035
23	New off-road path – Deasys Rd from McDonalds Rd to Cessnock LGA boundary (4.8 km)	\$9,274,545.07	\$2,782,363.52	2035
24	New off-road path – Old North Road from Wine Country Dr to Hermitage Rd (8.7 km)	\$16,150,491.04	\$5,745,147.31	2035
25	New off road path Richmond Vale Rail Trail (14.4 km)	\$30,253,531.77	\$7,661,555.69	2035
26	Kookaburra Trail (1.4 km)	\$892,815.00	\$182,127.28	2035
27	Kitchener Dam Loop Trail (0.9 km)	\$577,500.00	\$135,461.69	2035
28	Hunter River Nature Walk (0.9 km)	\$577,500.00	\$92,240.13	2035

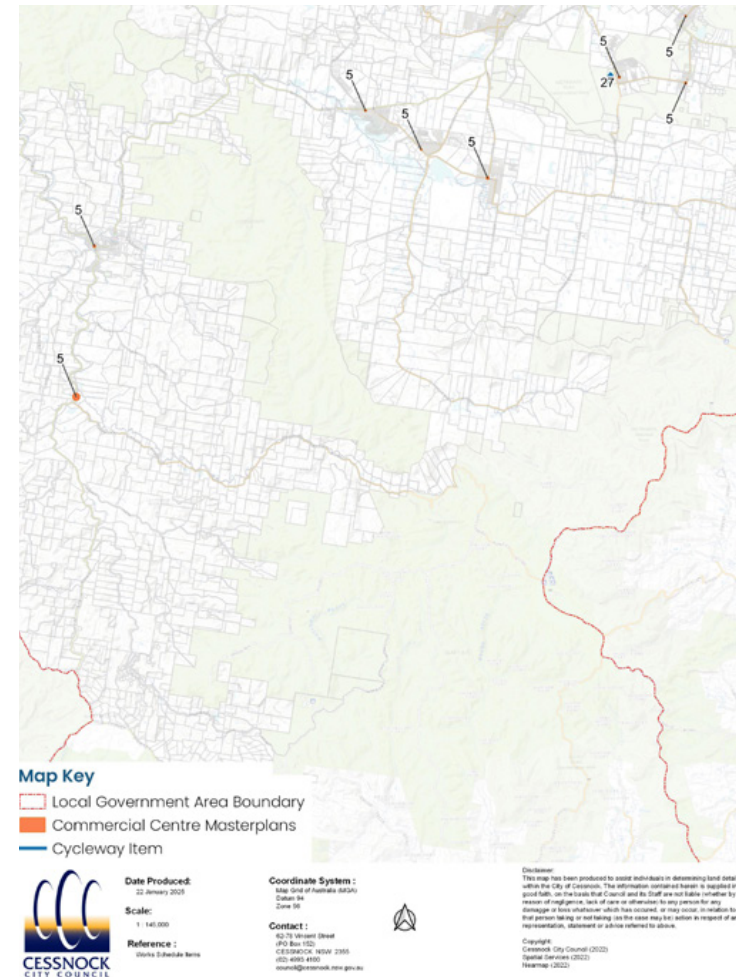
Mapping - Schedule 4

Cessnock Area
Cycleways and Commercial Centre MasterplansKurri Kurri Area
Cycleways and Commercial Centre Masterplans

Branxton-Greta Area
Cycleways and Commercial Centre Masterplans



Rural West Area
Cycleways and Commercial Centre Masterplans





Cost summary report

Schedule 5 – Development Costs less than \$1,000,000

DA/CDC No:		Date:	
Applicant's name:			
Development address:			
Total cost of works:			
Description of development:			

Residential

Total Gross Floor Area		m ²
Total Site Area		m ²
Total Development Cost	\$	
Total Construction Cost	\$	
Total GST	\$	

Tourism, Industrial and Commercial

Demolition and alterations	\$
Structure	\$
External walls, windows and doors	\$
Internal walls, screens and doors	\$
Wall finishes	\$
Floor finishes	\$
Ceiling finishes	\$
Fittings and equipment	\$
Hydraulic services	\$
Mechanical services	\$
Fire services	\$
Lift services	\$
External works	\$
External services	\$
Other related work	\$
Preliminaries and margins	\$
Consultant fees	\$
Other related development costs	\$
Sub Total	\$
Plus GST	\$
Total development costs	\$

I certify that I have:

- Inspected the plans the subject of the application for development consent/construction
- Calculated development costs in accordance with the definition of development costs in clause 208 of the Environmental Planning and Assessment Regulation 2021.
- All costs have been calculated in accordance with the Council's Building Cost Guide a copy of which is attached.
- Included GST in the calculation of development costs

Signature: _____

Name: _____

Position: _____

Qualifications: _____

Company: _____

Date: _____

Council will assess all costs for every application in line with the Average Value of Dwelling Builds in NSW – ABS Building Data released by the Australian Bureau of Statistics. If costings do not align with these publications, Council will reassess the costings and levy contributions in line with any reassessment.

Schedule 6 – Development Costs equal or greater than \$100,000,001

DA Number:		CDC No:	
CC Number:		Date:	
Applicant's name:			
Applicant's address:			
Development address:			
Cost of works:			
Description of development:			

Residential Development details

Gross Floor Area – Residential	m ²
Gross Floor Area – Garage	m ²
Gross Floor Area – other	m ²
Total Gross Floor Area	m ²
Total Site Area	m ²
Total Development Cost	\$
Total Construction Cost	\$
Total GST	\$

Estimated details

Professional fees	\$
% of Development Cost	%
% of Construction Cost	%
Demolition and/or Site Preparation	\$
Cost per square metre of site area	\$/m ²
Construction – Residential	\$
Cost per square metre of site area	\$/m ²
Fit out – Residential	\$
Cost per square metre of site area	\$/m ²

Tourism, Industrial and Commercial Development

Gross Floor Area – Commercial	m ²
Gross Floor Area – Industrial	m ²
Gross Floor Area – Retail	m ²
Gross Floor Area – Tourism	m ²
Gross Floor Area – other	m ²
Gross Floor Area – Carparking	m ²
Total Gross Floor Area	m ²
Total Site Area	m ²
Total carparking spaces	
Total Development Cost	\$
Total Construction Cost	\$
Total GST	\$

Professional fees	\$	
% of Development Cost		%
% of Construction Cost		%
Demolition and/or Site Preparation	\$	
Cost per square metre of site area	\$	/m ²
Construction – Commercial	\$	
Cost per square metre of site area	\$	/m ²
Construction – Industrial	\$	
Cost per square metre of site area	\$	/m ²
Construction – Retail	\$	
Cost per square metre of site area	\$	/m ²
Construction – Tourism	\$	
Cost per square metre of site area	\$	/m ²
Construction – other	\$	
Cost per square metre of site area	\$	/m ²
Construction – carparking	\$	
Cost per square metre of site area	\$	/m ²
Fit out – Commercial	\$	
Cost per square metre of site area	\$	/m ²
Fitout – Industrial	\$	
Cost per square metre of site area	\$	/m ²
Fitout – Retail	\$	
Cost per square metre of site area	\$	/m ²
Fitout – Tourism	\$	

Cost per square metre of site area	\$	/m ²
Fitout – other	\$	
Cost per square metre of site area	\$	/m ²

I certify that I have:

- Inspected the plans the subject of the application for development consent or construction certificate.
- Prepared an estimate of the development cost, inclusive of all elements of the build, in accordance with the Australian Cost Management Manuals from the Australian Institute of Quantity Surveyors.
- Calculated the development costs in accordance with the definition of development costs in this plan
- Included GST in the calculation of development costs.
- Measured gross floor areas in accordance with the Method of Measurement of Building Area in the AIQS Cost Management Manual Volume 1, Appendix A2

Signature: _____

Name: _____

Position: _____

Qualifications: _____

Company: _____

Date: _____

Council will assess all costs for every application in line with the Average Value of Dwelling Builds in NSW – ABS Building Data released by the Australian Bureau of Statistics. If costings do not align with these publications, Council will reassess the costings and levy contributions in line with any reassessment.



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DRAFT INFRASTRUCTURE CONTRIBUTIONS PLAN - SUBMISSIONS TABLE REPORT				
Submission No	Issue No	Issue Details	Council response	Recommendation
1	1	Discount for Duplex/Dual Occupancy to 65%.	Council's view in relation to duplex and dual occupancies is that these can be built at the same size of a principal place of residence and therefore often having the same per person rate as a principal place of residence. Council therefore advises that the rate will remain the same as stated in the contributions plan.	No change required to the plan.
	2	Contributions for modifications to existing consent where the original amount was less than the proposed \$30k cap, remain as per the consent rate for any additional allotments.	Council has reviewed this issue and advises that the savings and transitional arrangements as stated in the current plan will remain. Any additional lots will be subject to the current plan in place at the time of approval.	No change required to the plan.
	3	Traffic Items - RW 61, RW 62 and RW 68. Issues regarding proposed value for these items.	Council has increased the costs in relation to CPI and then taken into account contributions that have already been collected and conditioned under a Consent. Apportionment was then calculated for each project using the existing apportionment amounts.	No change required to the plan.
2	1	Include exemption for registered not for profit community housing providers.	Council reviewed surrounding Council plans and advise: Maitland City Council - levy contributions on a per person/bedroom basis; City of Newcastle - exemption for boarding houses, group homes, hostels, residential care facilities and student housing; however, may attract \$7.12 fee; Lake Macquarie Council - provides an 85% discount in their plans but also have certain conditions to fulfill.	AMEND THE PLAN Include boarding houses and hostels to group of affordable dwelling types that receive 50% discount under the revised plan. Amend reference to "aged care facility" to "residential care facility" in line with the Standard Instrument LEP.
3	1	Consider the cumulative costs developers must pay and avoid any additional fees or charges being placed on developers in addition to Contributions Plan costs.	By reviewing the existing work schedule and moving Kurri Kurri and Cessnock Strategic Centres to \$7.12 plan, Council has been able to reduce the per lot levy substantially for District Catchment areas. Urban Release Areas will always remain at a higher level due to the cost of the infrastructure required and the land acquisition. The new costs mentioned have occurred from a State level perspective and Council urges all sectors to lobby the State Government in relation to relation to additional cumulative costs.	No change required to the plan.
	2	Provide a breakdown as to how the residential dwelling yield has been geographically calculated.	Council subscribes to ID Forecast, this geographic data is available on Council's website https://www.cessnock.nsw.gov.au/Plan-and-build/Planning/Local-Infrastructure-Contributions-and-Planning-Agreements under "Forecasting for the future". Council can include the link to ID Forecast in the plan.	AMEND THE PLAN Provide links to Council's demographic data in the revised contribution plan.
	3	Provide the methodology and/or formula that has been used to calculate the Infrastructure Works and the Land Values and ensure these do not inappropriately inflate the contribution.	Page 39 of the CWICP provides the formula used to calculate the contributions and the Option Paper provides for the required information regarding demographics.	No change required to the plan.

	4	Discount forecast approvals by 10% and base the Plans on approvals from January 2024 to July 2034.	Council has a subscription to ID Forecast for specific forecasting data, UGMP data and has based our assumptions on this data. Reducing this data without any justification around reasonings is not justifiable. Council notes UDIA's recommendation and we will monitor and review the data at each subsequent review of the plan.	No change required to the plan.
	5	Provide the supporting analysis of the capacity of existing infrastructure to support infill development. If such analysis is not available, undertake this research before finalising the updates to the Local Infrastructure Contributions Plans.	Council has worked with all internal stakeholders and asset owners regarding the works schedule. We draw the works schedule projects from the specific information that the stakeholders and asset owners have provided to us. This amendment to the plan specifically reviewed the work schedule and looked at projects that would be able to be delivered in the life of the plan. There is minimal growth in infill areas to justify such an analysis.	No change required to the plan.
	6	Update the UGMP prior to the finalisation of the Local Infrastructure Contributions Plans.	The UGMP identifies urban release areas which are already zoned (urban investigation areas which maybe rezoned in the future). The contributions plan has already extracted the relevant information from the UGMP. All forecast growth will occur in the identified URA's in the plan. If an investigation area is rezoned then the plan will be amended accordingly.	No change required to the plan.
	7	Improve the Figure on page 11 (s7.11) with better colour differentiation.	Comment noted however colouring has been used across the board with mapping and would require a complete update.	No change required to the plan.
4	1	Amend the dwelling yield assumed under the Draft Plan from 1,485 to 1,300 lots. If a future planning proposal is supported to adopt the proposed changes, then the dwelling yield under the contributions plan could be increased to 1,365 lots.	Council believes that the lot yield can be achieved by dual occupancies, secondary dwellings. The lot yield is to remain and will be monitor and reviewed in accordance subsequent reviews of the plan.	AMEND THE PLAN: To reflect a development yield of 1435 lots in accordance with Council's adopted UGMP and the expected yield at the time of the rezoning of the land.
	2	The fourth local park, which is located on the western side of the Hunter Expressway within the proposed employment precinct be removed from the Draft Plan.	Council has removed the fourth local park from the plan.	AMEND THE PLAN: Removed fourth local park.
	3	Move CF2 – Multipurpose Centre at Loxford from under the heading 'Loxford local facilities' to under the heading of 'Regional facilities' (p.66).	The facility is not classified as a regional facility in accordance Council's Community Infrastructure Strategic Planning. After review Council notes that it should be classified as a District Facility. The facility has been apportioned in accordance with the new population for Loxford Local Catchment and Kurri Kurri District Catchment.	AMEND THE PLAN: Local multipurpose centres at Loxford and Bellbird North to be removed to Kurri Kurri District and Cessnock District accordingly.
	4	Amend OS25 – Local Park Acquisition from \$2,442,500 to \$5,045,000 and OS26 – Land acquisition for district park and district sportsground from \$923,000 to \$9,500,000 in accordance with the NSW Land Acquisition (Just Terms Compensation) Act.	Council will engage a further valuation in relation to the land acquisition.	AMEND THE PLAN: Council has obtained a further valuation and has amended the land acquisition for local parks to \$2,250,000 and the District Facilities to \$6,000,000.

	5	Extend CW20 – New off-road path on McLeod Rd (Kurri Kurri) – Northcote St to Hunter TAFE to complete a future missing link along McLeod Road to the future shared pathway network that will be provided as part of the southern precinct of The Loxford.	The inclusion of the cycleway is not supported at this stage for the following reasons: - The Cycleway is not listed in Council's adopted Cycling Strategy, which was used to inform the contribution plan review. - If a future iteration of the Cycling Strategy includes the cycleway, it may be included in the contribution plan works schedule.	No change required to the plan.
5	1	District and local catchments - We appreciate the fact that the 'Cycleways Facilities' contribution rates (identified on pages 12 to 15) are the same across all catchments, as these cycleways should be viewed as local interconnected networks that can be used by everyone, regardless of the suburb/area in which they reside.	No further comments required.	No change required to the plan.
	2	Excluded established centres - The exclusion of the Cessnock and Kurri Kurri strategic centres (and their inclusion in the s.7.12 Plan) seems to be appropriate, given that they are established areas – however, hopefully that doesn't mean that they will be overlooked when it comes to maintenance, upgrading and extension of their existing shared pathways and interconnections.	No further comments required.	No change required to the plan.
	3	Shiraz to Shore and Richmond Vale Rail Trail - Shared Pathway also happens to run around the south-western perimeter of the Kurri Kurri Strategic Centre (see Map B in s.7.12 Plan), so it is critical that it has good local shared pathway connections into the Kurri Kurri CBD (and, likewise, into the Cessnock CBD) as well as to nearby parks and local schools. No Mention of Shiraz to Shore (S2S) cycle trail – Related to the above, it appears that Contributions Plans (and the more recently exhibited Draft Community Strategic Plan, Together Cessnock 2040) are essentially constantly evolving, largely 'bottom-up' plans that attempt to draw together all of Council's local Plans and Works Schedules – and, perhaps, in the process they tend to overlook significant but regionally initiated long-term projects – such as the Shiraz to Shore (S2S) project that was initiated by Hunter JO in 2020, and for which a host of finalised documents were launched (with Council endorsement and support) in August 2024 – indeed, the published S2S Concept Plan document from Hunter JO could easily be viewed as a de facto Masterplan for the constituent Councils and included as a regional 'new off-road path' within the s.7.12 Contributions Plan. [Note: The S2S is also identified in HRP 2041, in Council's Destination Management Plan, in Hunter JO's current list of prioritised projects, in recent grant applications by Council, and in Council's and Hunter JO's funding priorities requests for the recent Federal Election – and, yet, it isn't mentioned at all in the Contributions Plans or any of the Together Cessnock 2040 documents]. We have a specific S2S/RVRT-related request later in this submission.	Council has identified that aspects of the Shiraz to Shore and Richmond Vale Rail Trail connect to Tourism and therefore that is why these have been included in the S7.12 plan as opposed to the S7.11 plan. Council has assessed the Shiraz to Shore Trail plan and extracted relevant sections from the plan that can be delivered within the life of the contributions plan.	No change required to the plan.

4	<p>Log of Knowledge Park and the Spion Kop Reserve, 'Footpaths and Cycling Infrastructure' and 'Open Space and Recreation Facilities' - also sit just outside the Kurri Kurri strategic centre – and they effectively constitute a major Trail Head for the RVRT (as per Council's approved Review of Environmental Factors from May 2023), as well as being the midpoint for the S2S/RVRT – and, yet, Log of Knowledge Park is not identified as an 'Open Space and Recreational Facility' within the 'Kurri Kurri District Facilities' list (page 60) or elsewhere in the Contributions related documents.</p>	<p>Council worked with internal stakeholders to produce the work schedule. All works included in the plan must have a nexus to development have been identified to be completed on or before 2035.</p> <p>It is not the position of the contributions plan to ensure that works for shared pathways and upgrades to open space occurs at the same time.</p>	No change required to the plan.
5	<p>Infrastructure categorisation and apportionment - While we appreciate the application of a threetiered approach to works scheduling (i.e., local, district and regional infrastructure), it does become a little difficult for members of the public to keep track of when and where a particular piece of infrastructure will be provided or upgraded. Likewise, while the distinction between 'Footpaths and Cycling Infrastructure' and 'Open Space and Recreation Facilities' (page 36) is a meaningful one, there are likely to be many locations at which 'projects' would benefit from both aspects being concurrently planned and implemented (e.g., S2S cycleway paths and connections being concurrently constructed during upgrades to, say, Margaret Johns Park or the Kurri Kurri Central Sports Precinct).</p>	<p>Council to include timing threshold explanation.</p>	<p>AMEND THE PLAN</p> <p>Thresholds have been addressed at the beginning of the works schedule.</p>
6	<p>Traffic generating development and maintenance - Imposing contributions on 'traffic generating development' (page 41) is a sensible approach, as is the inclusion of associated contributions for 'maintenance of road pavements'. Which raises a corresponding question about maintenance of cross-regional shared pathways (and active transport routes), such as the proposed Composite S2S/RVRT Shared Pathway. Should Council be starting to plan for maintenance and upgrades to these larger shared pathways as well, either in the s.7.11 or s.7.12 Plan, or both?</p>	<p>Only traffic generating development can levy for maintenance in a contributions plan. Future maintenance for infrastructure must be completed through other streams of Council revenue.</p>	No change required to the plan.
7	<p>References - (and 'Information' guiding these Plans; page 54-55) – As noted in the 'Explanatory Statement' from Council, the "Draft Cessnock City Wide s.7.11 Infrastructure Contribution Plan (CWICP) is a revised version of Council's existing s.7.11 Contribution Plan" – which was originally adopted on 20 May 2020, with an updated version adopted by Council on 20 July 2022. As a consequence, it would appear that some more recent Council Plans are not actually listed among the References – including, for example, the Hunter Regional Plan (HRP) 2041 (from December 2022; although it is mentioned in the Options Paper), the Hunter Valley Destination Management Plan 2022-2030 (from March 2023) and the Margaret Johns Park Masterplan (from May 2024). [Some of the Open Space Masterplans that are mentioned (e.g., Kurri Kurri Central Sports Precinct) also appear to fall within the excluded Cessnock and Kurri Kurri strategic centres.]</p>	<p>Council has updated the Hunter Regional plan from 2036 to 2041. Other references mentioned have not been assessed when preparing both contribution plans.</p>	<p>AMEND THE PLAN:</p> <p>Update reference to Hunter Regional Plan.</p>

	8	<p>Works Schedule and mapping – As noted earlier, Log of Knowledge Park needs to be included within the 'Kurri Kurri District Facilities' (Open Space and recreational facilities) list on page 60, and associated work undertaken to develop an updated S2S/RVRT access and facilities masterplan or, alternatively, a precinct plan for that sub-region.</p> <p>It is very useful to be able to see a list of the current 'Cycleway facilities' that have been retained in the Works Schedule list (pages 70 to 75) – numbered from CW1 to CW39 – together with the associated Mapping (pages 97 to 99). As expected, the identified 'Residential Development' Contributions towards these proposed pathways are substantially larger than the corresponding nonresidential Development Contributions for the same pathways identified in the s.7.12 Plan (pages 32 to 35). Notwithstanding, it is good to see that these same paths are effectively being acknowledge as having both local (residential area and liveability) benefits and region wide benefits (for tourism, active transport, community connections, and commercial/industrial activities) [leading to their inclusion in both Plans].</p> <p>On the other hand, some of the larger regional pathways and cycleways projects that are only identified in the s.7.12 Contributions Plan (Works – Schedule 2, pages 50 to 53) may also provide localised benefits for nearby residential communities in addition to their regional tourism and recreational benefits – and, yet, housing estate developers are not being also asked to (proportionately) contribute to these regional and cross-regional trails.</p>	Council has reviewed each and every project in the currently adopted plan and worked through various scenarios in relation to the correct balance for the plan. This outcome chosen reflects the best outcome for Council.	No change required to the plan.
	9	<p>Residential Town Centre Development – Works Schedule 1.</p>	Council advises that you will find the relevant works mentioned in the S7.12 plan in the Town Centre Masterplans works which are available on Council's website.	No change required to the plan.
	10	<p>Acknowledgement and Monitoring of the Composite S2S/RVRT Shared Pathway Development - One of the more frustrating elements of the two Draft Infrastructure Contribution Plans [and the Draft Community Strategic Plan, Together Cessnock 2040 documentation that is currently on public exhibition] is that no attempt has been made to highlight the regionally significant proposed 120km Composite S2S/RVRT Shared Pathway – and how Council plans to progressively work towards its funding and construction.</p> <p>The majority of the core pathways forming the actual S2S/RVRT within Cessnock LGA are probably mentioned, including several Paths in the Schedule 2 Projects list (No.'s 15, 16, 18, 19, 20 and 25) and within the Schedule 1 list (CW2, CW3 and CW4). However, members of the general public would not be aware that this is the case, and there are also a reasonable number of missing S2S/RVRT segments.</p> <p>This is clearly not just an issue for the Contributions Plans. Collectively, we need to be able to better monitor progress towards the construction of the S2S/RVRT – but we also need to ensure that it is developed in a consistent and integrated fashion (with comparable trail characteristics, signage, amenities, and so on, along its full length) – and Council needs to begin to engage more fully with communities and businesses along the S2S/RVRT, to ensure that the trail's regional and local benefits are fully realised.</p>	This is not the role of the contributions plans. This is a matter for Council stakeholders when preparing detailed designs for the project.	No change required to the plan.

	11	<p>Local Infrastructure Contributions Plan Options Paper - The Options Paper helped us to better appreciate the need for refinement of the s.7.11 and s.7.12 Contributions Plans, and the need to shift the infrastructure timeframe from 2031 to 2035. The flagged amendments (page 18) to the Works schedule costs (e.g., from approx. \$174m to \$114m for Open space and recreational facilities; and from \$158m to \$75m for Cycleway facilities) are concerning, but we assume that these reductions are before 'new projects' were (or will be) added back into the list. We also acknowledge that Council has received further feedback from the State Government (DPHI) and has adopted an Option (Option 1D) that is likely to be satisfactory, acceptable and achievable.</p> <p>We also seek some reassurance that the timelines for the delivery of any specific project will be based on a broad range of other factors (including success in external grant funding, development approvals and constraints, adjacent and nearby developments, regional priorities, and so on) and not simply on the rate of accumulation of developer contributions. In the case of the RVRT (Project No. 25), for example, some development approvals are already in place (from December 2021 within Newcastle LGA, and from May 2023 in Cessnock LGA), which would suggest that some construction work would need to be undertaken within the next few years in order to avoid the need to re-do the comprehensive assessment studies or seek additional development approvals).</p> <p>Please Note: There are some inconsistencies between the labelling of pathways in the Options Paper (in Table 7, on Page 5) and their subsequent labelling in the Works Schedule Tables in the s.7.12 document. Consequently, all of the comments that we have made above about specific pathways refer to the labels as used in the s.7.12 document.</p>	<p>Council to include timing threshold explanation.</p> <p>The inconsistencies between the options paper and s7.12 plan are due to the projects not discussed in the options paper.</p>	<p>AMEND THE PLAN:</p> <p>Thresholds have been addressed at the beginning of the works schedule.</p>
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		<p>Important Request: Based on the observations and comments above, we would like to encourage Council to develop and electronically publish a simple, updatable database and map showing planning and construction progress for the Composite S2S/RVRT Shared Pathway (and other major or cross-regional pathways). This would help to garner ongoing community support for these projects, as well as enabling better overall monitoring and encouraging integrated and timely development.</p> <p>Core S2S/RVRT sections versus the broader framework in HRP 2041 – For several reasons, we would also like to encourage Council to take a relatively generous approach to what gets categorised as S2S/RVRT related (in the proposed database). For example, the broad vision map for the S2S that is presented in the Hunter Regional Plan 2041 (December 2022, page 45) could be combined with the 'Core Sections' map in the S2S Concept Plan (Hunter JO, August 2024), and indeed with our own RVRT Supporters' Group Composite Map, to produce a reasonable Hybrid Map – featuring: Core Pathways (from Wine Country to the Shores of Newcastle and Lake Macquarie); Other Major S2S/RVRT Pathways; and Key Interconnectors. Most of the Project Numbered pathways and cycleways in the Works Schedule 2 s.7.12 list would be able to be included, and a large number of the Schedule 1 planned pathways (as Key Interconnectors). It would also be essential to add pathways that have already been constructed – including those from Cessnock to Nulkaba, and so on.</p> <p>The important point to also acknowledge is that the final S2S/RVRT routes and interconnectors will develop and emerge over time (and be largely determined by planning decisions and funding requests made by Cessnock City Council) – so, from a community engagement, promotional and ongoing monitoring perspectives, this [i.e., the database and associated map] would be a wise direction to take.</p>	<p>This is not the role of the contributions plans. This is a matter for Council stakeholders when preparing detailed designs for the project.</p>	<p>No change required to the plan.</p>
6	1	<p>The terms "allotments" and "dwellings" are often used interchangeably. Huntlee suggests that the terms should be consistent and clear to avoid confusion in calculating and applying contributions.</p>	<p>The contribution plan talks to any additional lot or dwelling and therefore they can be interchangeable.</p>	<p>No change required to the plan.</p>
	2	<p>The proposed Huntlee local catchment includes predominantly district scale infrastructure. The current catchment map fails to include relevant surrounding development lands which will drive demand for the district facilities. Council should reconsider the catchment mapping or recalculate the apportionment rates accordingly.</p>	<p>All infrastructure listed in the work schedule for Huntlee are a direct requirement of the development of Huntlee in accordance with Strategies and Plans ie if Huntlee was not proceed the infrastructure would not be required to be constructed. Therefore the apportionment is a direct requirement of the Huntlee development.</p>	<p>No change required to the plan.</p>
	3	<p>Open Space - the proposed costings for the district scale facilities are extraordinary in quantum and burdens a small population with a disproportionate contribution cost.</p>	<p>Council engaged a Quantitive Surveyor to prepare costings of infrastructure for Open Space facilities such as local parks, district parks, district sportsground and regional sportsgrounds. The costings in the plan reflect the QSR. Council does not propose to change these costings.</p>	<p>No change required to the plan.</p>
	4	<p>Community Facilities - The project cost for the facility is excessive and fails to correctly apportion contribution funds that are already being collected for the facility.</p>	<p>Costings for community facilities reflects how much it would cost Council to construct infrastructure in accordance with strategies and plans. Council does not propose to change these costings.</p>	<p>No change required to the plan.</p>

	5	The cycleways facilities do not meet the requirements of nexus.	All catchments in contribution plans are responsible for contributing to the regional cycleway network within the LGA. We do not propose to make any changes to same.	No change required to the plan.
	6	The roads and traffic facilities do not meet the requirements of nexus.	All catchments in contribution plans are responsible for contributing to the regional cycleway network within the LGA. We do not propose to make any changes to same.	No change required to the plan.
	7	The Huntlee development spans two local government boundaries. Future residents within the Singleton LGA boundary will invariably use infrastructure provided within the Cessnock LGA. Cessnock should account for cross-boundary contributions.	Council will continue discussions with Singleton in relation to a cross boundary plan. At this stage we do not have agreement for a cross boundary plan. When at such time as this is agreed we will need to make a further amendment to the plan. Council also notes that a submissions was made to Singleton Council in relation to their Contribution Plan on exhibition regarding cross boundary arrangements to which we have not received a response.	No change required to the plan.



CESSNOCK LGA
2025



CESSNOCK VINEYARDS DISTRICT PLACE STRATEGY



CESSNOCK CITY COUNCIL



Journey Through Time, created by local school students and artist Steven Campbell.

Acknowledgement of Country

Cessnock City Council acknowledges that within its local government area boundaries are the traditional lands of the Wonnarua people, the Awabakal people and the Darkinjung people. We acknowledge these Aboriginal peoples as the traditional custodians of the land on which our offices and operations are located, and pay our respects to Elders past and present. We also acknowledge all other Aboriginal and Torres Strait Islander people who now live within the Cessnock Local Government Area.

Contents

Introduction	6
Objectives	10
Strategic and legislative context	12
Hunter Regional Plan 2041	13
Greater Newcastle Metropolitan Plan 2036	14
Community Strategic Plan	16
Consultation	18
Vineyards District Community Survey Outcomes Report	21
Priorities	22
The Cessnock local government area	24
The Cessnock Vineyards District	28
Age structure of Cessnock Vineyards District residents	34
Economic contribution of the wine and tourism sector	36
Economic structure and regional contribution	37
Employment	38
Key activities, visitor economy, and agritourism growth	39
Trends, challenges, and future directions	40
Existing character of the Cessnock Vineyards District	44
What is local character?	46
Natural and built environment	47
Social environment	47
Economic environment	47
Local character of the Cessnock Vineyards District	47

Important Agricultural Land	48
Important Environmental Land	52
Visually sensitive land	54
Tourist Centre and major integrated tourist and accommodation nodes	56
Cessnock Airport	60
Future land use directions for the Cessnock Airport Precinct	66
Principal environmental considerations	72
Biodiversity	73
Bushfire	74
Flooding	76
Contamination	78
Heritage	79
Public open space, essential services and transport	82
Recreation and open space	84
Sewerage and water	84
Transport and connectivity	86
Balancing tourism growth and agricultural preservation: The economic, land use and environmental challenges	88
Sustaining viticulture and agricultural Identity	90
Managing growth, land use, and legacy developments	90
Economic diversification and emerging opportunities	91
Environmental and infrastructure considerations	91
A coordinated future for the Vineyards District	92
Future character of the Cessnock Vineyards District	94
Important Agricultural Land	96
Important Environmental Land	106
Visually Sensitive Land	108
Tourist Centre and Major Integrated Tourist and Accommodation Nodes	114

Cessnock Vineyards District place plan	122
Place Plan	123
Important Agricultural Land and Visually Sensitive Landscape	123
Important Environmental Land	123
Vineyards District Tourist Centre	124
Major Integrated Tourist Infrastructure and Accommodation Nodes	124
Traffic and Transport Improvements	125
Cessnock Airport Precinct	125
Land Use Principles, consistency measures and actions	128





Introduction

This Place Strategy relates to the Cessnock Local Government Area (LGA) Vineyards District and is a requirement of the Hunter Regional Plan 2041 (HRP 2041). The Strategy has been prepared to establish land use principles to guide future planning proposals and development and encourage a harmonious balance between agriculture, scenic amenity, biodiversity, and tourist and other non-agricultural development in the Cessnock Vineyards District.

This Place Strategy is informed by a range of local and state planning strategies and plans, together with community and stakeholder consultation carried out over several years. The principal strategies considered are mentioned within the Strategic and Legislative Context chapter of this document. However, various other plans are relevant to the Cessnock Vineyards District and have also been considered in the development of the Strategy, including Council's Cycling Strategy, Trails Strategy, Urban Growth Management Plan, Housing Strategy and Jobs Strategy. The strategic directions of the Hunter Valley Destination Management Plan (HVDMP) have also been considered and applied where appropriate, noting that this Place Strategy is not exclusively tourism focused and that the HVDMP is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock LGA. The Draft Vineyards District Place Strategy is not intended to duplicate the HVDMP or its actions. Instead, it offers guidance on how agricultural, tourism, and other non-agricultural developments can generally coexist within the Cessnock Vineyards District.

Cessnock is situated in the Lower Hunter area of NSW, which ranks as the sixth largest urban region in Australia. The Cessnock Vineyards District encompasses a 13,260 hectare area of land to the north west of

the Cessnock township, predominantly zoned RU4 Primary Production Small Lots. The Vineyards District contains Cessnock Airport, zoned SP2 Infrastructure, and an area of land, presently zoned SP3 Tourist, containing integrated tourist development. The Cessnock Vineyards District also contains an area of land to the west of McDonalds Road zoned RE1 Public Recreation, comprising Pokolbin Park.

The Cessnock Vineyards District is the major component of the broader Hunter Valley Wine Region, which is the nation's oldest, continuous wine growing area and which is internationally recognised for producing premium wines. The Hunter Valley Wine Region includes land at Broke Fordwich and Belford in the Singleton LGA and land in the Upper Hunter Valley. The Hunter Valley Wine Region is especially renowned for growing premium Semillon, Chardonnay, Verdelho, Shiraz and Cabernet Sauvignon grapes for dry table wine production. Hunter Shiraz and Semillon wines have world class standing.

Agriculture occurring within the Cessnock Vineyards District is presently supported by a diverse range of tourist development, including cellar door premises, wineries, tourist and visitor accommodation, restaurants and a variety of cultural and recreational facilities, functions and events. The relationship between viticulture and tourist development is highly interdependent and is often described as being 'symbiotic'. The landscape of the Cessnock Vineyards District, together with its heritage, product offering and proximity to major centres and ports, makes it a unique and popular choice for domestic and international tourists.

While the viticulture land use has primacy in the Cessnock Vineyards District, this Place



Strategy acknowledges the importance of wine tourism as the major economic driver in the Cessnock Vineyards District. Wine tourism contributes significantly to the Gross Regional Product of the Cessnock LGA. Over time, key nodes within the Vineyards District have developed as major hubs for tourism, infrastructure, and related non-agricultural uses, creating opportunities to diversify the local economy and enhance the visitor experience.

To support sustainable tourism growth, the Strategy encourages larger-scale, non-agricultural development to be directed towards these established nodes. This approach helps to protect the Vineyards District's productive agricultural areas by minimising land use conflict, managing biosecurity risks, and preserving the scenic and environmental qualities that define the rural landscape. When appropriately managed, tourism and other non-agricultural activities complement the core agricultural objectives of the

RU4 Primary Production Small Lots Zone without compromising the area's rural and viticultural character.

Outside the major tourist nodes, smaller-scale tourist developments play an important role in supporting the long-term viability of agriculture. These lower-intensity uses provide valuable supplementary income for landowners, helping to sustain primary production while offering visitors authentic opportunities to experience the rural character, scenic amenity, and locally produced food, wine, and goods of the Vineyards District. Land outside the major tourist nodes allows for this type of sensitively scaled development, provided it is well planned and remains compatible with the area's rural values. Careful management is essential to ensure these developments do not compromise the productive potential of agricultural land, but instead contribute to a resilient and diverse economy.



Objectives

This Place Strategy addresses the requirements of the HRP 2041 to investigate and inform changes to the local policy framework for the Cessnock Vineyards District. Most importantly, this Place Strategy establishes future land use principles to encourage a harmonious balance between agricultural and non-agricultural development within the Cessnock Vineyards District, and provide guidance to developers, members of the community and Council regarding what constitutes a compatible development outcome in the future.

The objectives of this Place Strategy are to:

- Reflect the various principles, priorities and actions of local and state planning strategies relevant to the Cessnock Vineyards District;
- Provide direction for possible land use planning amendments;
- Ensure tourist and other non-agricultural proposals avoid land use conflict with agriculture occurring on land in the Cessnock Vineyards District;
- Protect and manage environmentally sensitive areas, including native vegetation, waterways, and vegetation/wildlife corridors, to maintain biodiversity and ecological integrity within the Cessnock Vineyards District.
- Place limitations on residential subdivision and other development, which is not compatible with the vineyards' rural landscape and scenic amenity;
- Ensure development in areas, including native vegetation, waterways, and vegetation/wildlife corridors, to maintain biodiversity and ecological integrity within the sympathetic to the rural amenity and local character of the area.
- Identify walking and cycling networks from the major tourist nodes to activities and landscape features within the broader vineyards area and beyond.
- Support appropriately located, non-agricultural development with suitable infrastructure and accommodate it within the landscape setting.
- Ensure the siting, bulk, scale and built form of non-agricultural development is suitable for the setting.
- Ensure development on land within visually sensitive areas is sympathetic to landscape values and view corridors from the vineyards.

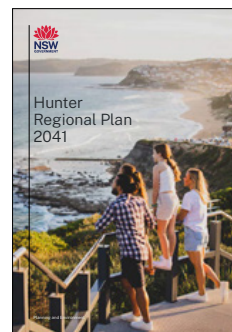


Strategic and legislative context

Hunter Regional Plan 2041

The Hunter Regional Plan 2041 (HRP 2041) is a 20-year land use plan for the Hunter. The HRP 2041 was prepared by the Department of Planning and Environment (now the Department of Planning, Housing and Infrastructure) and draws from each Hunter council's local strategic planning statement (LSPS). The HRP 2041 sets the strategic land use framework for continued economic growth and diversification in the Hunter and aims to unlock sustainable growth opportunities and investments, as well as housing choice and lifestyle opportunities for the community.

The HRP 2041 recognises the Cessnock Vineyards District as a 'Regionally Significant Growth Area', primarily to acknowledge the ongoing pressure in the area for non-agricultural development, the tension between agriculture and tourist development, and the need for stronger mechanisms to manage that pressure and tension to bring about a harmonious balance between working vineyards, tourist and other non-agricultural development.



The HRP 2041 identifies the following Place Strategy outcomes for the Cessnock Vineyards District:

1. Strategic agricultural land

- Ensure non-agricultural development avoids land use conflict with existing and future agricultural uses.
- Locate residential subdivision and other development incompatible with the vineyards' rural landscape and scenic amenity in centres.

2. Tourism node investigation area

- Identify a tourism node and consolidate larger scale tourism developments in this location.
- Development is sympathetic to the rural amenity and the local character of the area.
- Connect walking and cycling networks from the tourism node to tourism activities and landscape features.

3. Visually significant areas

- Support non-agricultural development with suitable infrastructure and accommodate it in the landscape setting.
- Ensure the siting, bulk, scale and built form of non-agricultural development is suitable for the setting.
- Ensure development on land adjoining scenic areas is sympathetic to landscape values and view corridors from the vineyards.

Greater Newcastle Metropolitan Plan 2036

The Greater Newcastle Metropolitan Plan 2036 (GNMP 2036) sets out strategies and actions that will drive sustainable growth across Cessnock City, Lake Macquarie City, Maitland City, Newcastle City and Port Stephens, which together make up Greater Newcastle. The plan also helps to achieve the vision for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart. The GNMP 2036 recognises the Cessnock Vineyards District as an iconic tourism destination within the metro frame, where careful management is required to ensure a balance between rural landscape, tourism and viticulture.

Cessnock Local Strategic Planning Statement 2036

The Cessnock Local Strategic Planning Statement (LSPS) sets the strategic planning direction for the Cessnock LGA to 2036. The Cessnock LSPS implements relevant actions from the HRP 2041 and GNMP 2036 as well as Council's own priorities as set out in the Cessnock Community Strategic Plan 2027 (CSP) and other Council adopted plans and strategies.

The LSPS provides the following local planning priorities relevant to the Cessnock Vineyards District and this Place Strategy:

- Rural land is protected from incompatible development.
- Wine tourism is supported and enhanced.
- A variety of niche tourism opportunities are encouraged.
- Land with environmental value is protected and enhanced.
- Biodiversity corridors are enhanced and protected.
- Developments minimise environmental impacts and respond to site environmental characteristics.
- The scenic and rural landscape of our Vineyards District is preserved.
- Heritage-based tourism is facilitated and promoted.
- Our region is internationally acclaimed for its events, festivals and hosting functions.



Community Strategic Plan

The Cessnock Community Strategic Plan 2036 (CSP) identifies the community's main priorities and expectations for the future and ways to achieve these goals. The document outlines a range of high level strategic directions to improve social, environmental and economic prosperity within the Cessnock LGA.

Cessnock Local Environmental Plan 2011

The Cessnock Local Environmental Plan (LEP) 2011 delivers the statutory framework for the Cessnock LGA, including land use objectives, permissibility, zoning and minimum lot sizes within the Vineyards District.

Cessnock Development Control Plan 2010

The Cessnock Development Control Plan (DCP) 2010 delivers specific controls to guide built form outcomes, including within the Cessnock Vineyards District.

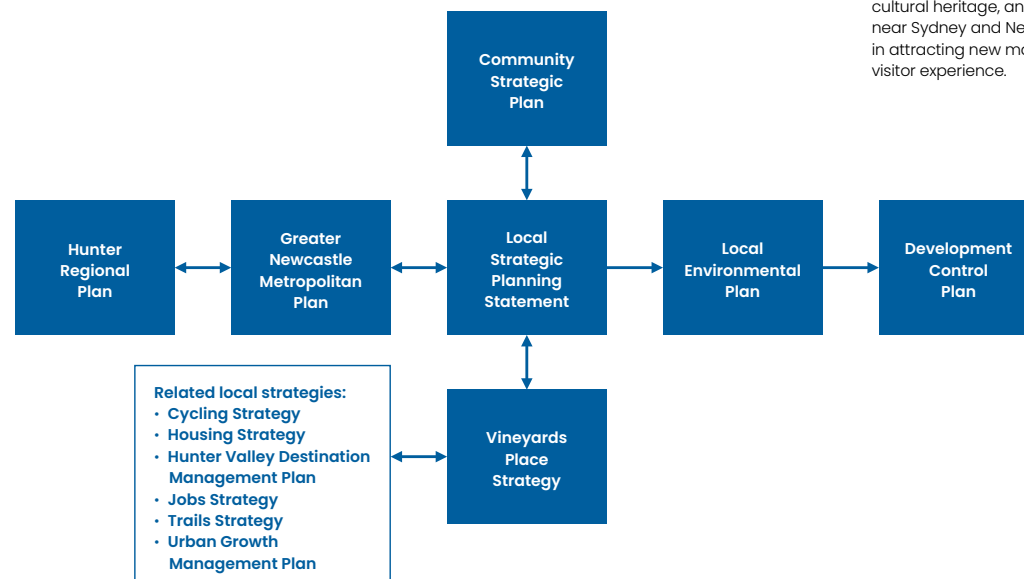


Figure 1: Strategic framework

Hunter Valley Destination Management Plan 2022-30

The Hunter Valley Destination Management Plan (HVDMP) sets a vision and strategic framework to guide the sustainable growth of the visitor economy within the Cessnock and Singleton local government areas. Developed in consultation with industry stakeholders, government, and community members, and informed by global tourism trends, the HVDMP aims to grow the Hunter Valley's visitor economy from \$641 million in 2020 to \$958 million by 2030. This aligns with the NSW Visitor Economy Strategy 2030 and addresses the region's recovery following the bushfires, floods, and the COVID-19 pandemic. The HVDMP recognises the Hunter Valley's core strengths, being internationally renowned wine and food, rich Aboriginal cultural heritage, and strategic location near Sydney and Newcastle, as key assets in attracting new markets and enriching the visitor experience.

To capitalise on these strengths and ensure benefits for the broader community, the HVDMP sets ambitious but achievable goals: increasing visitor spend by 25%, lengthening stays to meet the NSW average, boosting mid-week visitation by 20%, expanding accommodation capacity by 10%, and doubling both international visitation and bookable experiences. Priority actions will showcase food, wine, and events, diversify tourism offerings across culture, wellness, nature, and heritage, and position the Hunter Valley as a vibrant, resilient, and diverse destination. Ultimately, the plan provides a roadmap for coordinated action across Cessnock and Singleton councils, industry bodies, and government to build a thriving visitor economy that supports jobs, enhances liveability, and delivers exceptional experiences.





Consultation

In April 2019, a Vineyards District Community Reference Group (CRG) was established by Cessnock City Council to provide local knowledge and advice regarding possible changes to the local planning framework relating to the Cessnock Vineyards District. The CRG includes representation from Hunter Valley Wine and Tourism Association, Parish of Pokolbin, Around Hermitage, Lovedale Chamber of Commerce, NSW Department of Planning, Housing and Industry, NSW Department of Primary Industries, Property Council of Australia, Singleton Council, landowners, vignerons, property developers, wine tourism professionals and town planning consultants. The CRG achieves a broad representation of views relating to the Cessnock Vineyards District. Together with the various studies and community consultation carried out in relation to the Cessnock Vineyards District, the CRG has provided local knowledge and advice that was in part relied upon to prepare this Place Strategy. However, it is acknowledged that it is not always possible to achieve consensus among groups containing members from such varied backgrounds.

For a period of six weeks in August and September of 2019, Council conducted a community survey regarding the Cessnock Vineyards District. The survey focused on two principal questions:

- What things presently add value to the character and amenity of the Vineyards District?
- What things should there be more or less of in the Vineyards District?

In answering these questions, respondents were able to select from a predetermined list of features relevant to the Vineyards District. Respondents were also provided an opportunity to identify additional features. A total of 454 people responded to the survey questions. The features most highly valued by respondents were grape vines, cellar doors and scenic views. The least valued features were residential housing estates, short-term rental accommodation and shops.

Vineyards District Community Survey Outcomes Report

Age Demographics

The 454 people who responded to the survey are broken down into the following age ranges.

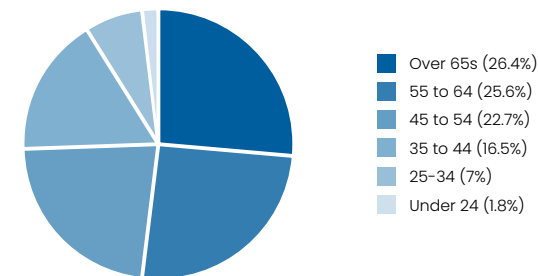


Figure 2: Age demographics of survey respondents.

Relationship with the Cessnock Vineyards District

Respondents were able to select one or more options to describe their relationship with the Cessnock Vineyards District when answering this question.

Almost half the respondents noted that they own land and/or live in the Cessnock Vineyards District. 'Other' responses included people who live outside the Cessnock Vineyards District, real estate agents, tour operators, former residents, government agencies and other agriculturalists

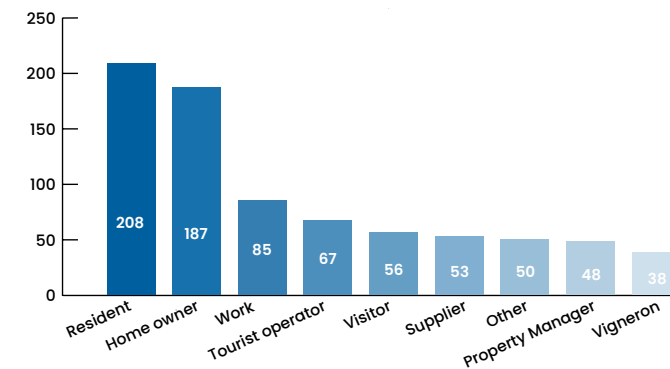


Figure 3: Relationship of survey respondents to Cessnock Vineyards District.

Priorities

Respondants were asked to rate a variety of landscape or built features in the Vineyards District by importance and need, ranging from 'not at all important' to 'extremely important' and 'need less of this' to 'we need more of this'. Responses were given a numerical value between 1 and 5 for importance and 1 and 3 for need.

The graph below plots the average score of total responses on the importance of the landscape or visual element on the x axis, and the average score of need on the y axis. For example, 'tree-lined rural roads' and 'events and festivals' shared similar total average scores for importance, however on average a higher number of respondents indicated that the Vineyards District needed more 'tree-lined rural roads'.

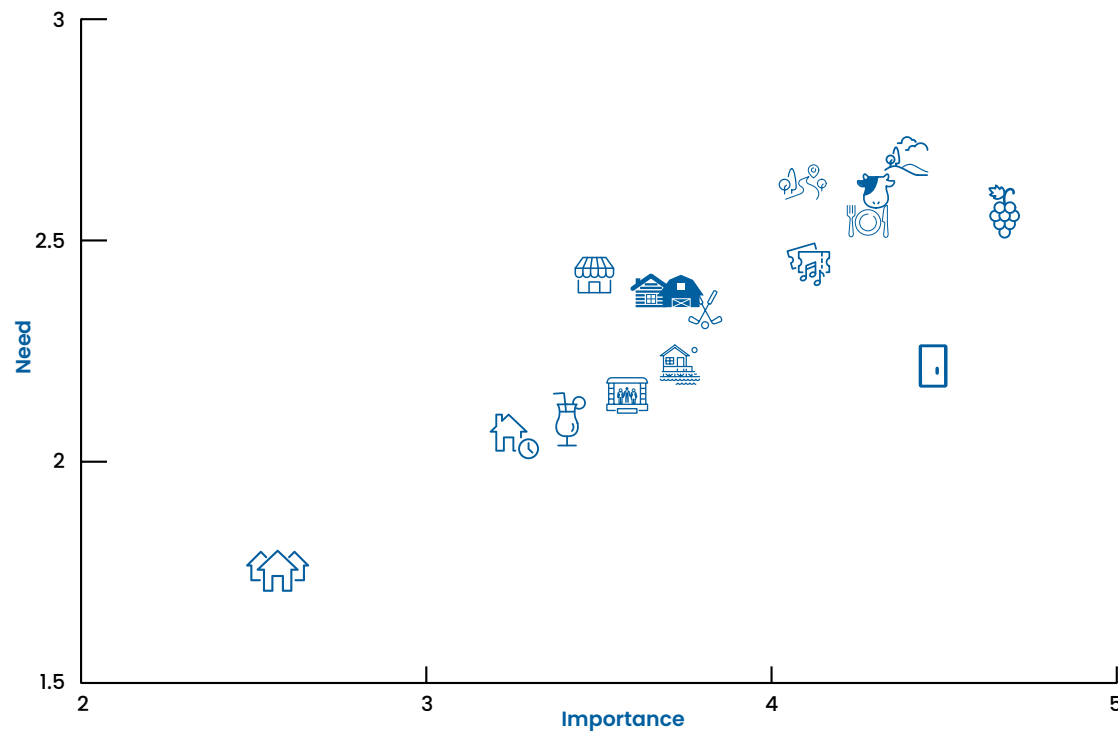


Figure 4: Importance vs Need of various landscape and built elements in the Cessnock Vineyards District.





The Cessnock Local Government Area

Situated in the Lower Hunter Region, the Cessnock LGA is located across the traditional lands of the Wonnarua people, the Awabakal people and the Darkinjung People. The LGA covers approximately 1,950 square kilometres.

European settlement in the Cessnock LGA commenced in the 1820s with the establishment of pastoral lands, the coal mining industry, the viticulture industry and more recently a thriving tourism industry. While mining was the principal industrial base and source of employment in the Cessnock LGA for the first half of the twentieth century, changes in the mining industry, including deepening coal seams and automation has led to the closure of the vast majority of mines in the area.

The character, heritage and distribution of towns and villages throughout the LGA is a legacy of the LGA's coal mining past. The decline of mining in the Cessnock LGA is in contrast to the success of the Hunter Region's viticulture industry. The Hunter Valley is Australia's oldest wine region and is internationally acclaimed, particularly for the shiraz and semillon varieties. The presence of established viticulture clusters around Cessnock, Denman, and Broke-Fordwich, as represented by the Viticulture Critical Industry Cluster, presents an opportunity for further growth in the viticulture sector.

With over 150 wineries, the Hunter region is home to more cellar doors than any other wine region in Australia. The viticultural industry gives rise to a thriving tourism industry that includes restaurants, accommodation, events, galleries and specialty shops. The Hunter Tourism Region attracts approximately 2.3 million visitors annually, with a significant portion visiting the Hunter Valley Wine Country, particularly Pokolbin, known for its wine tourism. The area also hosts various entertainment events and attractions, attracting non-wine visitors as well.

The Cessnock LGA is presently home to approximately 70,000 people, concentrated in an urban belt between Cessnock and Kurri Kurri. The balance of the population resides within the village and rural areas of the LGA. The Cessnock LGA is currently witnessing substantial growth, with urban development rapidly expanding within a growth corridor between Cessnock, Kurri Kurri and Maitland, at Bellbird, and between Branxton, Greta and Rutherford. The LGA population is forecast to grow to 85,000 by 2031 and 107,000 by 2041.

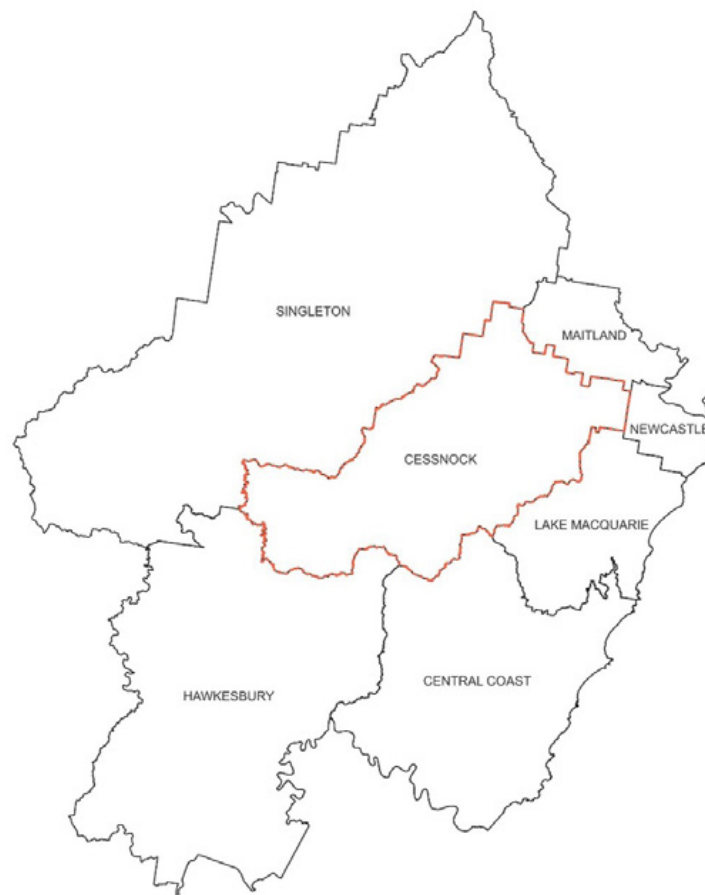


Figure 5: Cessnock LGA in Context





The Cessnock Vineyards District

The Cessnock Vineyards District (see Figure 7) encompasses a 13,260 hectare area of land in the vicinity of Pokolbin, Lovedale, Nulkaba, and Mount View, zoned predominantly RU4 Primary Production Small Lots. The Vineyards District is characterised by the gently undulating hills surrounding central and northern Pokolbin, transitioning to the more elevated and rugged terrain of the Broken Back Range. Narrow, tree-lined rural roads, sparse and unobtrusive rural and tourist development, along with regular and unobstructed views across the viticultural landscape, all contribute to the widely regarded character and amenity of the Vineyards District.

Viticulture and other forms of primary production are fundamental to the identity of the Cessnock Vineyards District. The presence of over 150 wineries across the Hunter Valley Region, many located in the Cessnock LGA, distinguishes the Vineyards District from other rural land within the LGA. The combined activities of grape cultivation, winemaking, cellar doors, accommodation, food services and entertainment venues, contribute significantly to total regional sales and to the local economy. These interconnected industries form a dense web of economic interdependence, with winemaking and wine tourism being the principal economic drivers in the Vineyards District.

The iconic imagery of vines against the backdrop of the Broken Back Range reinforces the Cessnock Vineyards District's strong regional branding. The vast majority of the Vineyards District is identified as Viticulture Strategic Agricultural Land, with approximately 80% of the viticulture in the LGA, occurring within the Pokolbin Sub-region (RMCG, 2017). The Pokolbin region's resilience and success are closely tied to its established reputation as a premium wine producer, direct cellar door sales model, and robust wine tourism offerings, all of which continue to draw domestic and international visitors. Tourism associated with the wine industry significantly enhances its economic impact, contributing to the region's Gross Regional Product.

The history of European land use has resulted in a layered and enduring pattern of development that is primarily centered on viticulture, wine production, and the scenic qualities of the region. This is evident in the structured network of narrow carriageways, the ordered rows of vines and pastures, and the gently undulating terrain that has been extensively cleared for agriculture. These physical and cultural landscapes contribute strongly to the district's visual identity and rural heritage.

The wine and tourism sector is a major source of employment in the Cessnock LGA. This includes jobs in grape growing, winemaking, food services, accommodation, tours, retail, freight and logistics, real estate,



marketing, and arts and entertainment. Much of this employment is concentrated in Pokolbin and surrounding areas. The sector's performance also directly influences ancillary industries through indirect economic flow-on effects, reinforcing its importance to the broader local economy.

Not all property owners within the Vineyards District are engaged in viticulture, and there is a diverse range of land use aspirations. Many landowners have established small-scale tourism operations such as cafés, restaurants, boutique accommodation, and agritourism ventures. Others engage in alternative forms of agriculture or simply value the rural lifestyle and scenic amenity of the area. Low-scale, tourism focused land uses contribute to the sustainability of the viticulture sector by offering additional revenue streams and enhancing the visitor

experience. The relationship between viticulture and tourism is widely considered symbiotic and contributes to the unique mix of agriculture and built form that characterises the Vineyards District. Emerging industries within the Vineyards District reflect evolving consumer preferences and regional development goals. Agritourism is expanding, offering immersive, place-based experiences that link local produce and wine to the visitor experience. Creative industries, including arts, music, and boutique events, are diversifying tourism offerings, while wellness tourism, such as spas and health retreats, is gaining traction as a complementary sector. The growing prevalence of short-term rental accommodation further supports tourism activity and aligns with the objectives of the Hunter Valley Destination Management Plan, which emphasises economic diversification,

regional branding, and sustainable development.

While the wine and tourism sector remains strong, the District is experiencing increasing development pressures from non-agricultural land uses, including tourism operations that are not always aligned with viticultural objectives, as well as growing demand for rural lifestyle allotments. These pressures extend across the RU4 zone and, if not appropriately managed, have the potential to gradually erode the integrity of the viticultural landscape. Given the Vineyards District is relatively small compared to other wine regions in Australia, it is particularly important that planning controls guide the scale, form, and location of future non-agricultural development. Managing this growth carefully will ensure that new uses are compatible with the Vineyards District's rural and scenic

qualities and that viticulture remains the dominant land use.

Planning policies and land use controls should continue to emphasise viticulture as the foundation of the Vineyards District's identity and economic value. As set out in the Hunter Valley Destination Management Plan, promoting the Hunter Valley tourism experience, including local wine and food, remains essential to sustaining the region's appeal. However, future development should harmonise with existing rural land uses, protecting the visual landscape and rural character that underpin the Cessnock Vineyards District's tourism appeal and long-term sustainability.

Reference

RMCG, (2017, June), *Vineyards District Study*

Age structure of Cessnock Vineyards District residents

Compared to the Cessnock LGA, there is a lower proportion of people in the younger age groups (under 15) and a higher proportion of people in the older age groups (65+) that live within the Cessnock Vineyards District. Overall, 12.5% of the population was aged between 0 and 15, and 28.7% were aged 65 years and over, compared with 20.2% and 17.0% respectively for Cessnock City.

The major differences between the age structure of Cessnock Vineyards District, when compared to the Cessnock LGA are:

- A larger percentage of persons aged 65 to 69 (11.1% compared to 5.5%)
- A larger percentage of persons aged 70 to 74 (9.4% compared to 4.8%)

- A larger percentage of persons aged 60 to 64 (10.6% compared to 6.2%)

- A smaller percentage of persons aged 30 to 34 (3.2% compared to 7.1%)

The population of the Cessnock Vineyards District is expected to grow from approximately 1,600 people in 2021 to 3,100 by 2041.

The expected population growth within the Cessnock Vineyards District is expected to give rise to an additional 400 dwellings. The majority of these new dwellings will occur within the Major Integrated Tourist Development nodes.

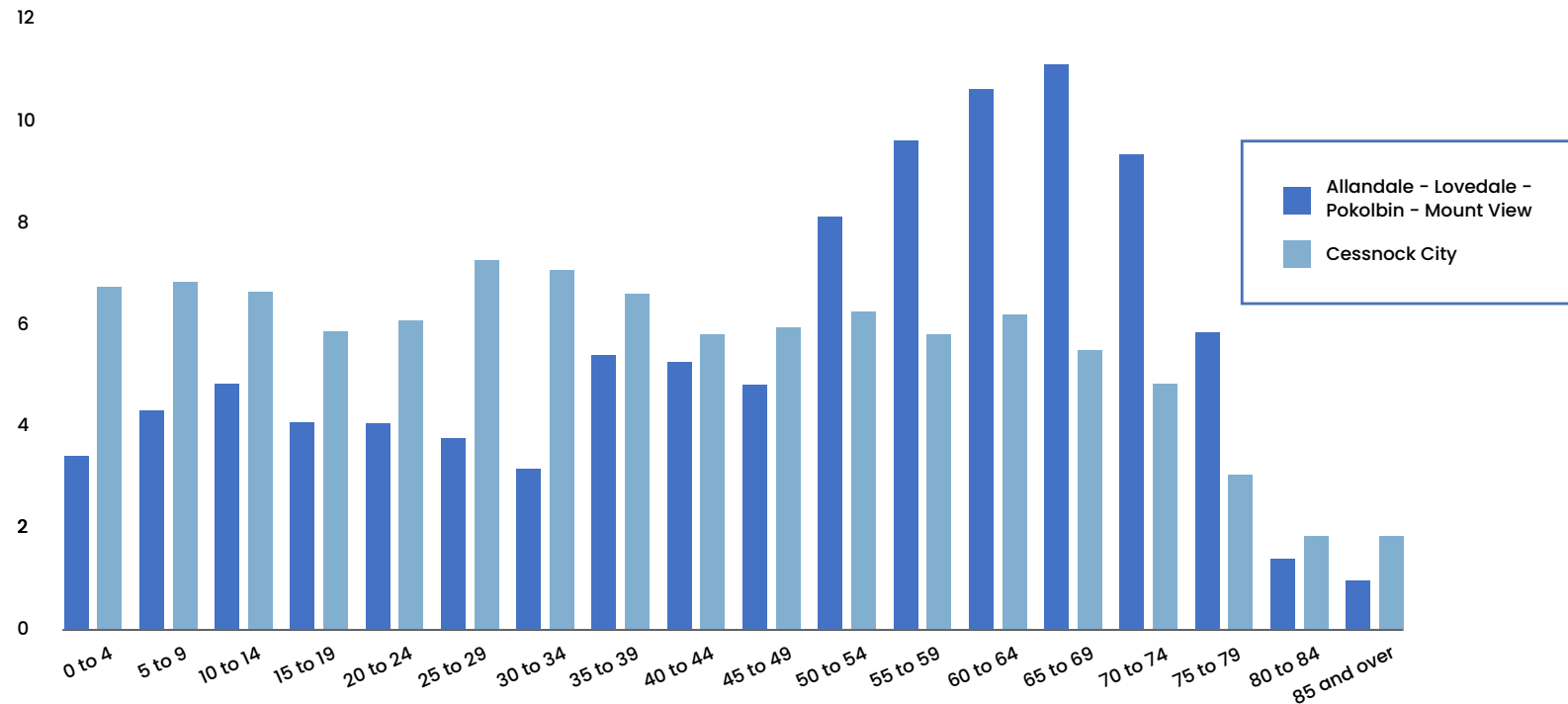


Figure 6: Age Structure of Cessnock Vineyards District residents



Economic contribution of the wine and tourism sector

Economic structure and regional contribution

The Cessnock Vineyards District is an important part of the Hunter Valley economy, with its structure deeply embedded in the wine and tourism industry and its associated sectors. The Vineyards District local economy is largely built on three interconnected industries: grape growing and winemaking, food and events, and accommodation. These industries are mutually dependent (symbiotic) and have strong linkages to supporting sectors such as retail, transport, logistics, professional services, and the broader supply chain. This interconnectivity means that the impact of wine and tourism on the local economy extends far beyond direct employment and output, but has significant indirect flow-on effects within the local and regional economy.

Grape growing makes a substantial contribution to the Hunter Valley economy. The tonnage of grapes crushed in the Hunter Region has fluctuated significantly in recent years, reflecting varying seasonal conditions and environmental challenges. From a low of just 2,158 tonnes in 2020, a year marked by drought, bushfires, and poor fruit set, production has rebounded to 5,635 tonnes in 2025. Correspondingly, the estimated wholesale value of grapes

crushed in the Hunter Region rose from \$3 million in 2020 to \$10.3 million in 2025 (Wine Australia, n.d.). While annual yields have varied, the overall trajectory signals a reasonably resilient and adaptive industry, with growth supported by improved market conditions, and demand for regionally branded wines.

With over 150 wineries operating in the Hunter Valley Region, the winemaking sector generates approximately \$256.8 million in total sales. Wine tourism in the Region further enhances the economic impact, contributing \$360 million in domestic visitor expenditure and an additional \$9.7 million from international visitors. When accounting for both direct and indirect effects, the wine tourism sector in the Hunter Valley supports an estimated \$631 million in annual regional output (business turnover), \$336 million in value-added activity, and \$122 million in household income. Therefore, the contribution of the wine and tourism sector to the region's Gross Regional Product is significant, and particularly so for Cessnock, given that the majority of wine tourism occurs within the Cessnock LGA (Gillespie Economics, 2020, as cited in Edge Land Planning, 2022).

Employment

The wine and tourism sector is a major source of employment in the Cessnock Local Government Area, with 2,563 people employed in the wine and tourism cluster, centred around Pokolbin. The food and tourism sector accounts for 37.8 percent of these jobs, followed by the wine sector at 32.4 percent and accommodation at 29 percent. It is important to note that these figures do not fully capture the additional employment generated in related services such as retail, freight, building maintenance, personal services, and arts and entertainment. The wine and tourism sector accounts for 17.5 percent of all jobs across the Cessnock LGA and, when considering the components embedded in other employment categories, such as accommodation and food services, retail, and manufacturing, this figure grows significantly. When broken down, the data shows that the Vineyards District accounts for the vast majority of tourism-related

employment in the Cessnock LGA, including 93.1% of all accommodation jobs, 86% of wine sector jobs, and 38.7% of food and tourism jobs (ABS, 2021, as cited in Edge Land Planning, 2022).

The principal economic drivers within the Cessnock Vineyards District are overwhelmingly winemaking and wine tourism. The combined activities of wineries, cellar doors, accommodation providers, specialty food outlets, tour operators, and entertainment venues create a dense web of economic interdependence. The performance of the wine and tourism sector has a direct influence on the prosperity of other industries, from freight and wholesale to marketing, retail, and real estate. Agriculture, accommodation, food services, and manufacturing (wine production) dominate employment in the Vineyards District and drive both economic output and regional identity.



Key activities, visitor economy, and agritourism growth

Within the Cessnock Vineyard's District, each sector contributes uniquely. Grape growing, while yielding relatively low wholesale returns in some years, plays an essential foundational role. The true value of viticulture lies in the transformation of grapes into high-value wine products and the sale of this product to tourists and visitors to the area, together with the experiential offerings built around vineyards. Wine production itself is a major revenue stream, generating \$256.8 million annually and anchoring the region's manufacturing base (Gillespie Economics, 2020, as cited in Edge Land Planning, 2022). Tourism is the largest economic contributor, with over \$369 million in visitor spending each year, supporting a wide variety of jobs and services (Gillespie Economics, 2020, as cited in Edge Land Planning, 2022). Hospitality services, including restaurants, catering, food shops, and cafés, are closely tied to tourism and employ the largest share of workers in the sector. Events, weddings and concerts, are known to drive seasonal peaks in visitation, boosting occupancy rates and spending. Agritourism, which includes experiences such as vineyard tours, farm-to-table dining, and wine education, is a growing segment aligned with broader

visitor trends (Cessnock City Council and Singleton Council, 2022).

Hospitality and tourism businesses across the Vineyards District face an ongoing workforce challenge. Although training is provided at TAFE Kurri Kurri, businesses frequently report difficulties in finding and retaining skilled staff. This workforce shortage is a constraint on growth and service quality, particularly in high-demand seasons. Addressing these challenges will require greater coordination between education providers, industry, and government to build a robust regional workforce.

Visitor numbers are generally higher on weekends and during special events, with a noticeable decline mid-week. While most visitors stay only for short periods, they make a significant contribution to the regional economy through spending on accommodation, dining, and local purchases (RMC, 2017). \$122 million in annual household income is attributable to the Hunter's wine and tourism sector. The sector enhances the region's economic resilience, and supports a wide distribution of community livelihoods (Edge Land Planning, 2022).

Trends, challenges, and future directions

Emerging industries in the Vineyards District are reflective of changing consumer preferences and broader regional development goals. Agritourism continues to expand, offering authentic, place-based experiences that tie local produce and wine to immersive activities. Creative industries such as arts, music, and boutique event venues are diversifying the visitor offer. Wellness tourism, including spas, retreats, and health-focused accommodation, is also emerging as a complementary growth area. Short-term rental accommodation is also becoming more popular within the Cessnock Vineyards District, offering unique experiences that allow visitors to retreat from their usual surroundings. These tourism operations align with the objectives of the Hunter Valley Destination Management Plan, aimed at economic diversification, regional branding, and sustainable growth (Cessnock City Council and Singleton Council, 2022).

Viticulture trends show a contraction in planted area in the Hunter, with vineyard coverage declining from 4,500 hectares in 2007 to 2,320 hectares in 2015. This decline reflects broader challenges in the Australian wine industry, including low grape prices, weak export performance, and high production costs. In the Hunter, small vineyard sizes, labour-intensive practices (like hand pruning and picking), high land costs, and low yields have made viticulture particularly expensive, making it difficult for many growers to remain viable (RMCG, 2017).

While the overall area under vine remains below historic levels, recent data suggests a modest recovery. From 2015, renewed investment and a shift toward premium and boutique wine production have driven cautious expansion, with planted area rising to 2,499 hectares in 2018 and 2,609 hectares in 2020 (Wine Australia, n.d.). Despite ongoing challenges, such as weather variability, changing consumer demand

and supply chain issues, the region is showing signs of stabilisation, with a focus on wine quality over quantity.

Wine production is undertaken by a diverse mix of over 150 wineries, ranging from small, family-run estates to large-scale producers (Cessnock City Council and Singleton Council, 2022). Economic returns have remained strong through direct-to-consumer sales, especially via cellar doors, wine clubs, and online platforms. While the use of grapes sourced from outside the Hunter region in wines marketed under the 'Hunter' label is acknowledged, data on the extent of this practice remains limited. Nevertheless, this raises questions around branding integrity and regional authenticity. Available figures indicate that the share of the annual grape crush comprising Hunter-grown grapes has fluctuated between 54 and 61 percent from 2019 to 2024, before increasing sharply to 70 percent in 2025 (Wine Australia, n.d.). This trend highlights both the ongoing reliance on external grape sources and a recent shift toward greater use of locally grown fruit.

Demographic trends among vignerons show an aging cohort, with many vineyard owners and operators aged over 55 (i.d, n.d.). This demographic profile has implications for industry sustainability, as younger generations are not consistently taking over family operations. Challenges related to land values, capital access, and the seasonal nature of viticulture make succession planning difficult. Without targeted support, the sector risks losing traditional knowledge and continuity.



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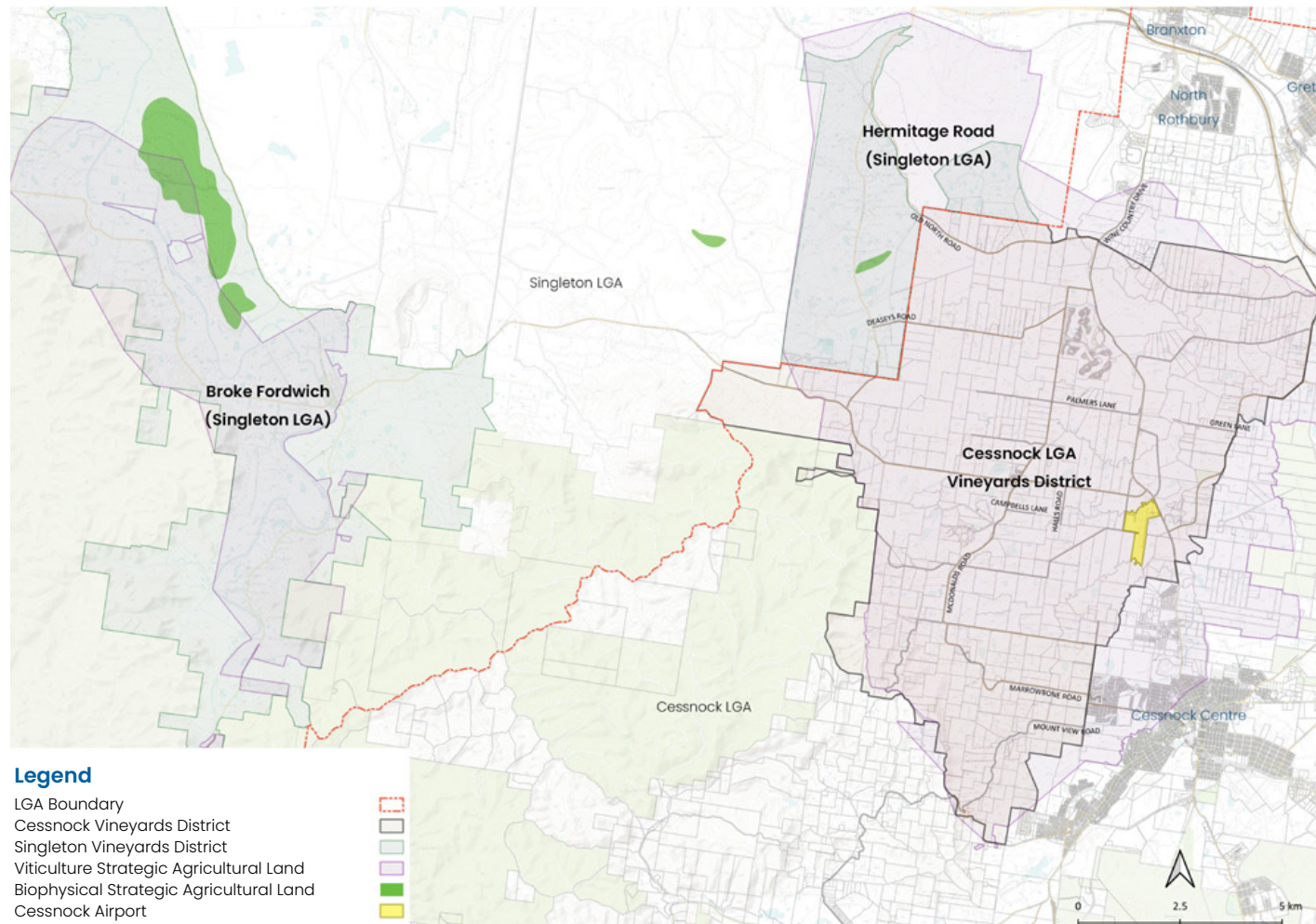


Figure 7: Cessnock and Singleton vineyards districts and Strategic Agricultural and Biophysical Land in context



Existing character of the Cessnock Vineyards District

What is local character?

Local character is what makes a place or area distinctive or unique. Local character is the combination of multiple factors, which relate to an area's history, built form, public and private spaces, community values, and how they connect to a place.

Local character is influenced by social, economic, and environmental factors.

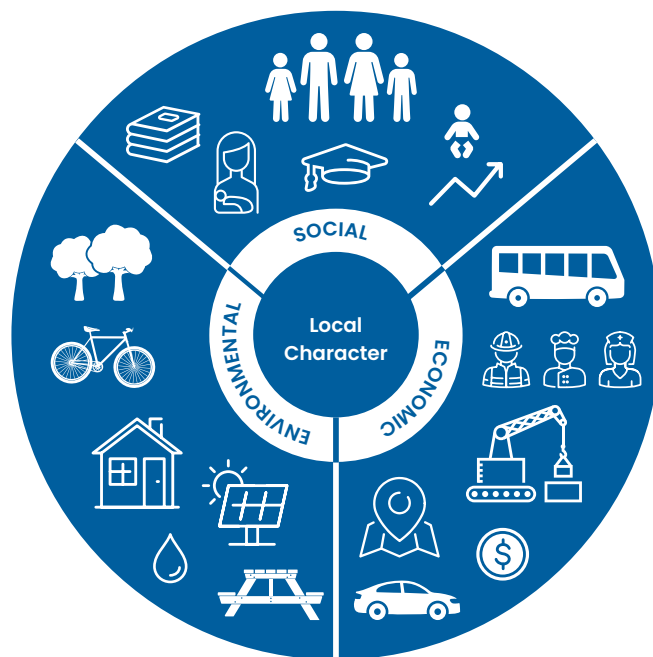


Figure 8: Wheel of Local Character (modified from DPIE Local Character and Place Guideline, 2019)

Natural and built environment

The interaction of the natural and built environment also informs the character of a place. The built environment refers to the type of development in an area, including land uses, subdivision pattern, building setbacks, streetscapes/types, architectural styles, density and building height.

The natural environment includes bushland, open spaces (including public parks), watercourses, topography (including landforms and views), vegetation cover and the opportunities it provides for recreation and refuge. The natural environment is also critical component of connection to country for traditional landowners.

Social environment

The social environment relates to the local population, being the people who live, work and/or visit a place. The existing and predicted, or forecasted, demography (e.g. age, gender, dwelling types, family and household composition, education, employment etc.) can influence how a place feels and functions, and can help determine what is needed to support the existing and growing community.

Economic environment

The economic environment relates to how an area forms part of a local or broader economic framework. A place can be defined by the type of businesses it supports, what types of employment is available for its residents, retail activity and the local road network to move people, goods and services.

Local character of the Cessnock Vineyards District

The Cessnock Vineyards District has a unique combination of land uses, native vegetation, topography and waterways, which together create a landscape setting which is the main reason for people visiting the vineyards. It is the combination of these elements that make up the local character. The topography of the Cessnock Vineyards District is one of low-rolling hills in the north and east, increasing to steep land of the Broken Back Range in the west to Mount View in the south. It is the interplay of the low hills set amongst the backdrop of the Broken Back Range which gives the area such a distinctive landscape setting.

For the purpose of this Place Strategy, the local character of the Cessnock Vineyards District is embodied by the following major aspects of the natural and built environment:

1. Important Agricultural Land;
2. Important environmental land;
3. Visually sensitive land; and
4. The Tourist Centre and nodes.

Important Agricultural Land

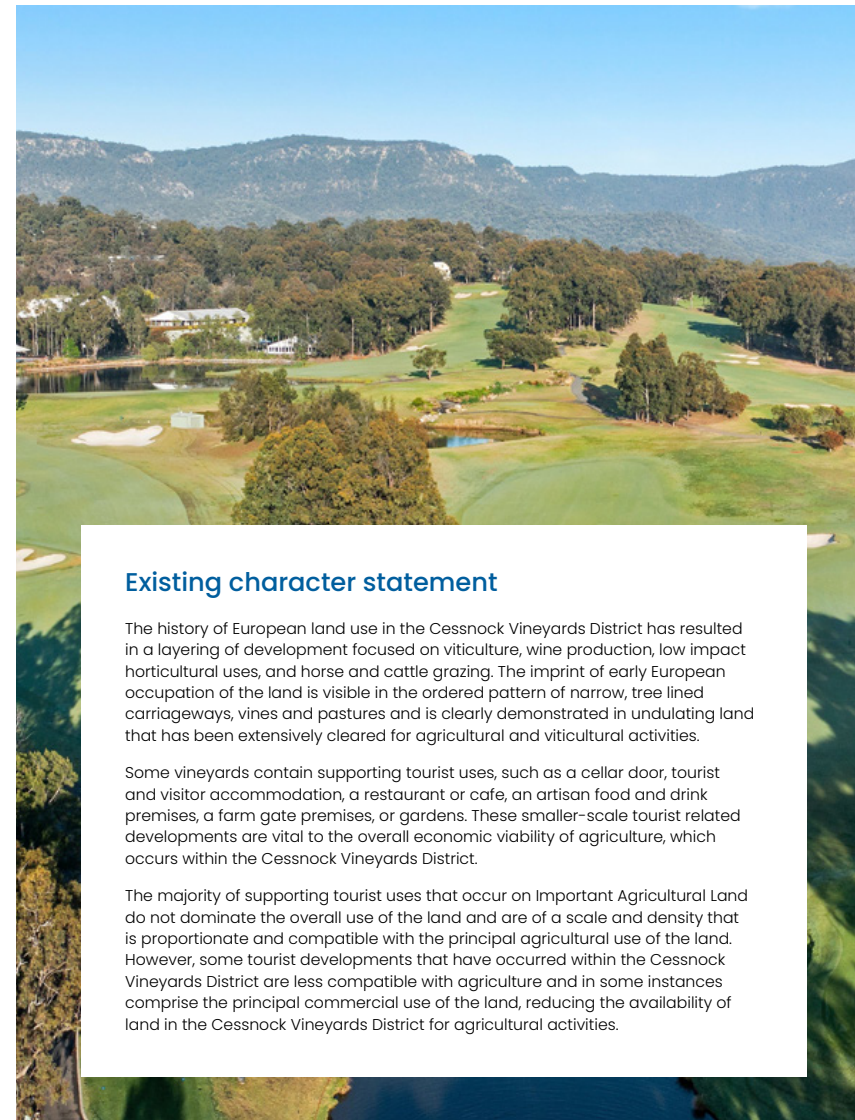
The Cessnock Vineyards District Important Agricultural Land is identified by the RU4 Primary Production Small Lot Zone (see Figure 9). The RU4 Zone encourages agricultural land uses, while enabling complementary tourist and other non-agricultural uses, which are compatible with the area's viticultural and rural character.

Objectives of the RU4 Primary Production Small Lots Zone:

- Enable sustainable primary industry and other compatible land uses.
- Encourage and promote diversity and employment opportunities in relation to primary industry enterprises, particularly those that require smaller lots or that are more intensive in nature.
- Minimise conflict between land uses within this zone and land uses within adjoining zones.
- Maintain prime viticultural land and enhance the economic and ecological sustainability of the Vineyards District.
- Encourage appropriate tourist development (including tourist-related retail) that is consistent with the rural and viticultural character of the Vineyards District.
- Enable the continued rural use of land that is complementary to the viticultural character of the land.

The vast majority of the Cessnock Vineyards District is identified as Strategic Agricultural Land in state planning legislation, and is dominated by vineyards and other low impact horticultural uses, and horse and cattle grazing. The established vineyards are a mixture of production vineyards and vineyards with cellar doors and restaurants located on them. Some vineyards have supporting tourist uses, such as accommodation, artisan food and drink premises, farm gate premises, or gardens, and are typically of a scale that is compatible with the principal agricultural use of the land.

Smaller scale tourist developments are vital to the overall economic viability of agriculture that occurs on Important Agricultural Land in the Cessnock Vineyards District. These less intense tourist related developments provide additional revenue for property owners and opportunities for tourists to experience the unique character and amenity of the Vineyards District and locally produced food, wine and goods, outside the major tourist nodes. However, some tourist and other non-agricultural developments that have occurred within the Cessnock Vineyards District are less compatible with primary production and, in some instances, comprise the principal commercial use of the land. These more intense developments on land outside the established Tourist Centre and integrated tourist and accommodation nodes reduce the availability of land for genuine agricultural activities, and have the potential to impact the long-term viability of viticulture on Important Agricultural Land.



Existing character statement

The history of European land use in the Cessnock Vineyards District has resulted in a layering of development focused on viticulture, wine production, low impact horticultural uses, and horse and cattle grazing. The imprint of early European occupation of the land is visible in the ordered pattern of narrow, tree lined carriageways, vines and pastures and is clearly demonstrated in undulating land that has been extensively cleared for agricultural and viticultural activities.

Some vineyards contain supporting tourist uses, such as a cellar door, tourist and visitor accommodation, a restaurant or cafe, an artisan food and drink premises, a farm gate premises, or gardens. These smaller-scale tourist related developments are vital to the overall economic viability of agriculture, which occurs within the Cessnock Vineyards District.

The majority of supporting tourist uses that occur on Important Agricultural Land do not dominate the overall use of the land and are of a scale and density that is proportionate and compatible with the principal agricultural use of the land. However, some tourist developments that have occurred within the Cessnock Vineyards District are less compatible with agriculture and in some instances comprise the principal commercial use of the land, reducing the availability of land in the Cessnock Vineyards District for agricultural activities.

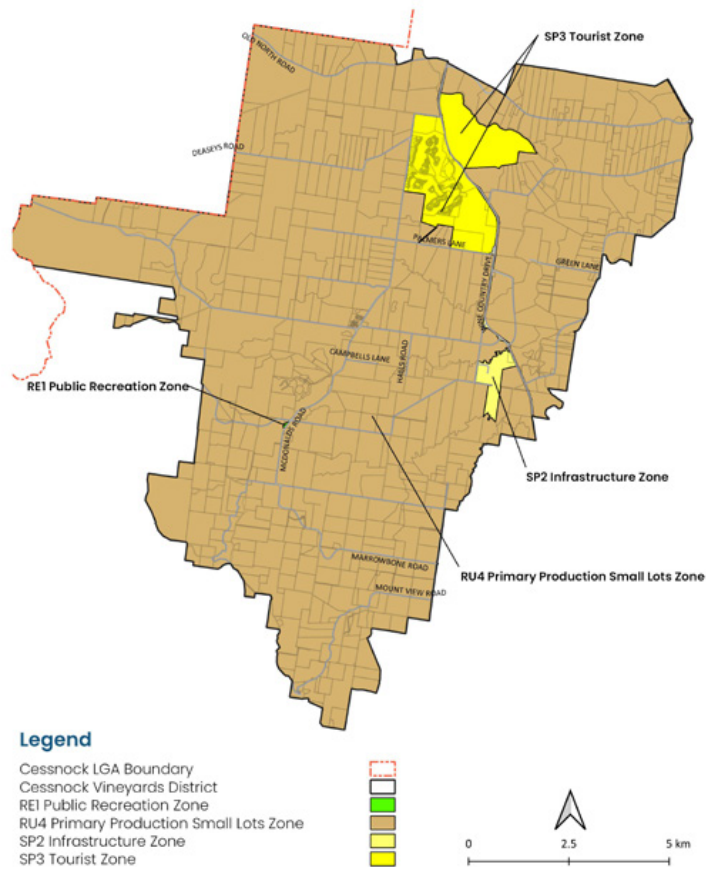


Figure 9: Existing land use zones



Important Environmental Land

The Cessnock Vineyards District lies within the highly diverse Cessnock-Kurri vegetation region, home to nearly 800 native plant species across 37 vegetation communities. Notably, areas such as Lovedale and Around Hermitage provide potential habitat for the threatened Swift Parrot and Regent Honeyeater, both under significant pressure from urban, industrial, and infrastructure development in the Lower Hunter.

Despite the broader region's ecological richness, native vegetation within the Vineyards District is fragmented and has been significantly impacted by decades of agricultural use. A number of creek lines in vineyard and farming areas have been cleared and overrun by fast-growing species like *Casuarina glauca*, resulting in dense, single-species stands.

Remnant patches of native vegetation still support local biodiversity and contribute to the district's environmental character. However, these pockets are mostly isolated from each other and from larger ecological assets like Werakata National Park and Pokolbin State Forest. Vegetated waterways and corridors throughout the district vary in ecological health, function, and visual appeal, but remain important for sustaining biodiversity.

The areas containing important biodiversity are shown in Figure 10, and were identified using a combination of data sources, including the corridor connectivity analysis and watercourse/streambank layers from the Environmental Lands Study for the Cessnock LGA, prepared by the Department of Climate Change, Energy, the Environment and Water (DCCEEW).

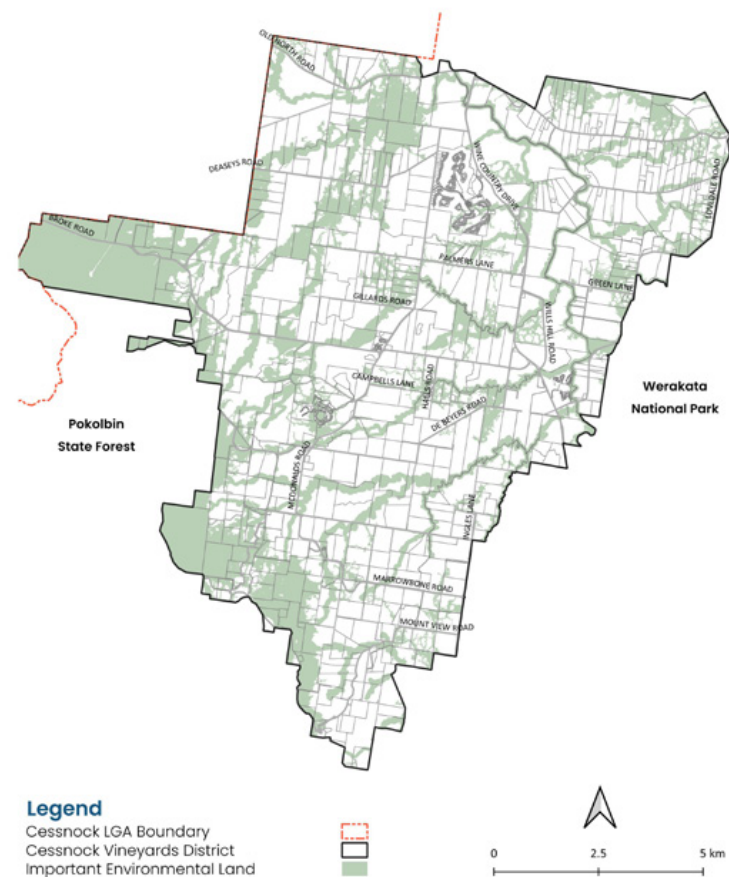
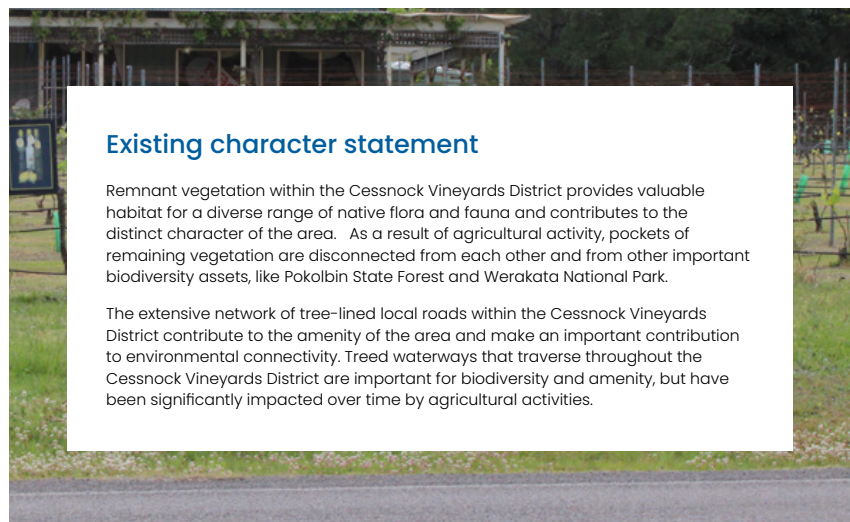


Figure 10: Important environmental land

Visually Sensitive Land

The density of operational vineyards makes the Cessnock Vineyards District quite distinct to other rural land in the Hunter region. Views into and across the viticultural landscape to the dramatic backdrop of the Broken Back Range is iconic and is immediately identifiable as the Cessnock Vineyards District. The visually sensitive land of the Vineyards District is composed of the topography, the agricultural land, the native vegetation, the dramatic and iconic ranges, and the mix of historic and modern buildings and structures.

Visually, the built form in the Vineyards District is a mixture ranging from small dwelling houses, small and large wineries and cellar doors, to more densely occupied development, such as that which occurs within the Tourist Centre and within the established major tourist, infrastructure and accommodation nodes. Overwhelmingly, the built form is set into the landscape and, on the whole, does not dominate it.

Buildings of the early to late 19th century and early 20th century, which are usually associated with mixed farming, remain and are important reminders of early settlement and vineyards. These buildings are of increasing interest to visitors and the community alike and are also important landmark structures throughout the Cessnock Vineyards District.



Existing character statement

Views into and across the viticultural landscape to the dramatic backdrop of the Broken Back Range is iconic and immediately identifiable as the Cessnock Vineyards District. Buildings are predominantly set into the landscape and, on the whole, do not dominate it. On Important Agricultural Land, substantial building setbacks soften the visual impact of development and provide opportunities for vegetative screening.

Development within the Cessnock Vineyards District is a mixture ranging from small dwelling houses, small and large wineries and cellar doors to more densely occupied development such as that which occurs in the Tourist Centre and major tourist nodes. Some existing larger resorts do dominate the landscape and it could be said tend to detract from it.

Tourist Centre and Major Integrated Tourist and Accommodation Nodes

Several areas within the Cessnock Vineyards District contain a scale and density of development that constitutes a major tourist, infrastructure or accommodation node. The extent of non-agricultural development within these major nodes has largely rendered them unusable for any commercial scale, intensive plant agriculture.

Presently, there are four major tourist nodes in the Cessnock Vineyards District, as described below. These major tourist nodes can be characterised as being predominantly an integrated tourist node, an accommodation node, or a tourist retail node.

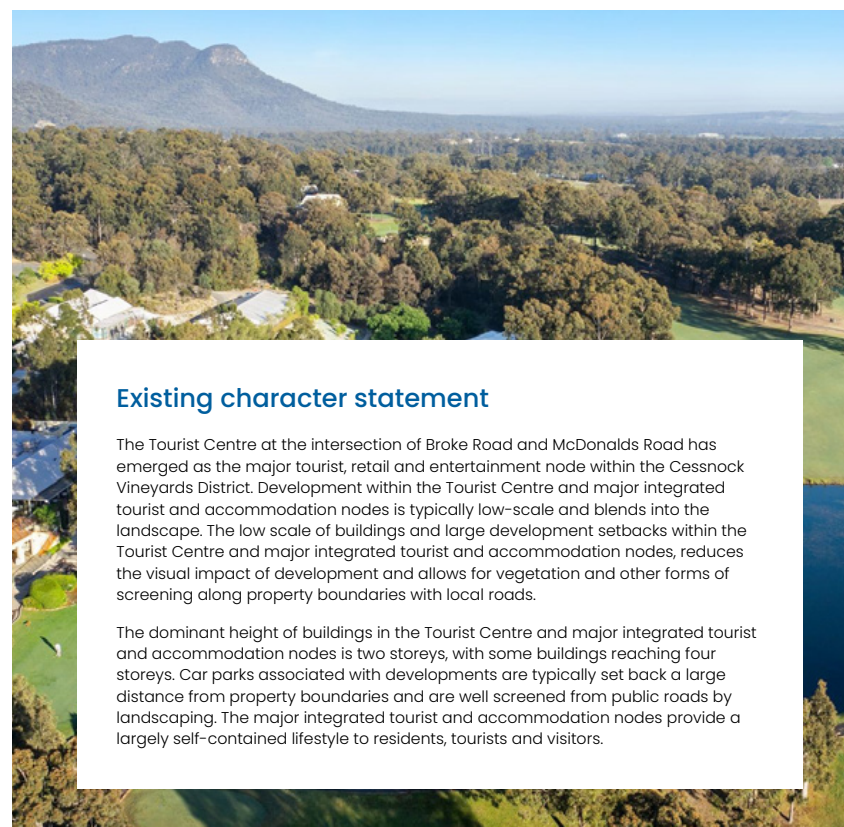
- The Vintage development comprises a major integrated tourist node in the north of the Cessnock Vineyards District. This node contains a combination of tourist accommodation, associated facilities, and small lot housing, planned around a substantial recreation development. The Vintage has served the broader Vineyards District as a focal point for tourism infrastructure and small-lot residential development. This node has played a critical role in concentrating non-agricultural land uses within well-serviced precincts, thereby alleviating development pressure elsewhere in the District. By enabling appropriately scaled small-lot housing and tourism-related activities in defined areas, they contribute to preserving the rural character and agricultural viability of the surrounding landscape. The Vintage Development is subject to site-specific development controls in the Cessnock Development Control Plan 2010, and certain additional permitted uses may be carried out in accordance with the *Cessnock Local Environmental Plan 2011*.

- Rydges Resort and Cypress Lakes Resort are considered major accommodation nodes within the context of the Cessnock Vineyards District. These major accommodation nodes provide a self-contained lifestyle to residents, tourists and visitors and have limited additional development capacity. Development within these major accommodation nodes is subject to development controls that apply more broadly to the Cessnock Vineyards District. Certain additional permitted uses may be carried out within Rydges Resort and Cypress Lakes Resort in accordance with the *Cessnock Local Environmental Plan 2011*.
- Land at the intersection of Broke and McDonalds roads has evolved as a major Tourist Centre in its own right. As opposed to the other major nodes within the Cessnock Vineyards District, which are singular developments, the Tourist Centre has emerged as a result of multiple, complex, private developments in relatively close proximity to one another. The Tourist Centre is serviced by reticulated water, is located at the crossroads of two of the principal north-south and east west local road corridors, and is located at the heart of the Cessnock Vineyards District. Uses occurring in the Tourist Centre are predominantly tourist retail oriented, but other uses include accommodation, restaurants, cafés, a pub and wineries. From time-to-time, several properties within the Tourist Centre host major functions or major events. Development within the Tourist Centre is subject to controls that apply more broadly to the Cessnock Vineyards District. Some sites within the Tourist Centre are permitted to carry out additional permitted uses in accordance with the *Cessnock Local Environmental Plan 2011*.

Lovedale Farm is an emerging major integrated tourist node in the north of the Cessnock Vineyards District. Lovedale Farm is anticipated to contain a combination of tourist accommodation, associated facilities and small lot housing set about a substantial recreation development. Lovedale Farm is to be carried out in

accordance with the Concept Master Plan for the site. Certain additional permitted uses may be carried out within Lovedale Farm in accordance with the *Cessnock Local Environmental Plan 2011*.

The location of the Tourist Centre and major integrated tourist, accommodation and infrastructure nodes is shown in Figure 11.



Existing character statement

The Tourist Centre at the intersection of Broke Road and McDonalds Road has emerged as the major tourist, retail and entertainment node within the Cessnock Vineyards District. Development within the Tourist Centre and major integrated tourist and accommodation nodes is typically low-scale and blends into the landscape. The low scale of buildings and large development setbacks within the Tourist Centre and major integrated tourist and accommodation nodes, reduces the visual impact of development and allows for vegetation and other forms of screening along property boundaries with local roads.

The dominant height of buildings in the Tourist Centre and major integrated tourist and accommodation nodes is two storeys, with some buildings reaching four storeys. Car parks associated with developments are typically set back a large distance from property boundaries and are well screened from public roads by landscaping. The major integrated tourist and accommodation nodes provide a largely self-contained lifestyle to residents, tourists and visitors.

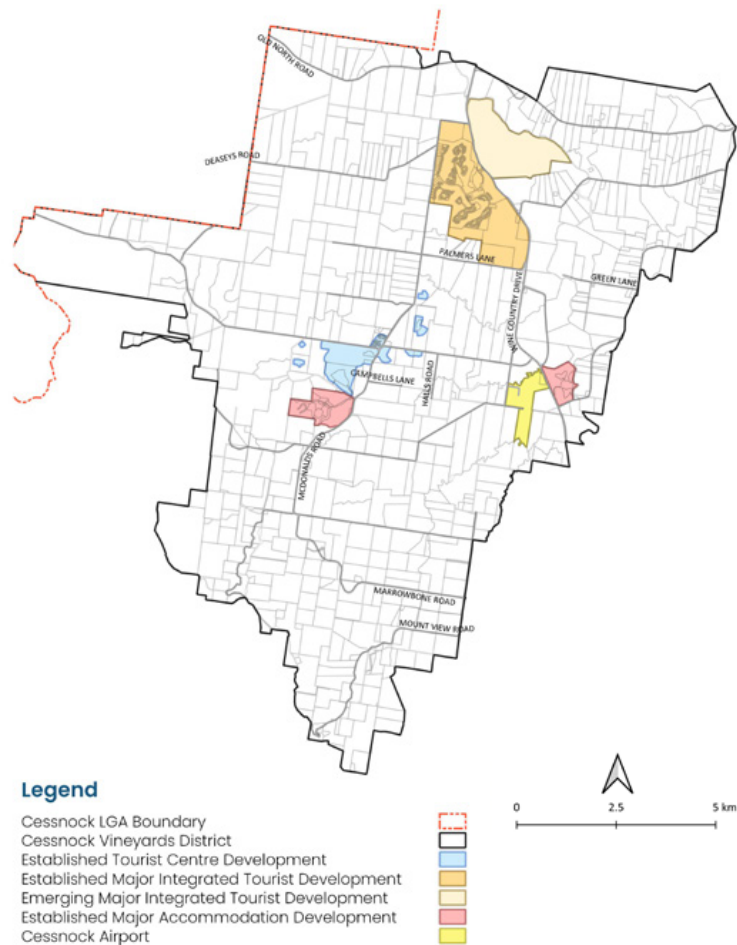


Figure 11: Existing Tourist Centre development and major tourist nodes







Cessnock Airport

Cessnock Airport is a registered aerodrome owned and operated by Cessnock City Council. As a significant community asset, it plays a vital role as a transport infrastructure node within the Local Government Area, contributing to regional connectivity and economic activity. Originally constructed on Commonwealth-controlled land and formally known as Pokolbin Aerodrome, the site was referred to as RAAF Base Pokolbin during the Second World War. At that time, it featured two runways, one running north-south and the other east-west—with a connecting grass strip. The Airport was renamed in 1948 to Cessnock Airport, and in 1992, the Airport was gifted to Cessnock City Council by the Commonwealth Government.

Cessnock Airport supports a wide range of aviation uses, including flying schools, adventure and scenic flights, charter services, airport and medical transfers, recreational flying, and aircraft maintenance. The Airport also houses the Cessnock Visitor Information Centre. In the 2024/2025 financial year, the

Airport recorded its highest-ever levels of passenger activity for scheduled charter and helicopter operations. A total of 2,587 passengers were carried on standard charter services, including Little Wings and Angel Flight. Helicopter operations accounted for 2,490 passengers. While private flight activity is not routinely recorded for passenger numbers, Council recorded 1,430 flight arrivals in this category. Using a conservative estimate of 1.5 persons per aircraft, this equates to approximately 2,145 individuals. In total, an estimated 7,222 passengers and pilots passed through the Airport during the year, excluding student pilot training flights. In the same period, Cessnock Airport recorded 59,764 aircraft movements, a notable increase in activity compared to previous years.

Cessnock Airport is available 24/7 and features a sealed runway aligned in a 17/35 direction, measuring 1,097 metres in length and 23-metre-wide sealed centre section. Required Navigation Performance (RNP) instrument approach procedures are available for both Runway 17 and Runway

35. The runway has a strength rating of PCRI34/F/C/X/T and is equipped with pilot-activated lighting, including Precision Approach Path Indicator (PAPI) lighting and a VHF aviation weather information service.

A full-length parallel taxiway, TWY A, 8.5 metres wide, runs along the western side of the runway and connects via four runway intersections. TWY C is also accessed from TWY A which provides access to the southern hangars. The primary operations apron is located on the eastern side and is equipped with floodlighting, as well as taxiway and apron edge lighting. The eastern apron measures 100 metres in width and 83 metres in depth, and includes three dedicated Code B aircraft parking bays and two Code B helicopter landing pads. Helicopter and fixed wing bush fire operations are conducted from the Western Side of the Airport, utilising the Western apron and natural grass surfaces.

Jet A-1 and Avgas refueling bowsers are also located on the eastern apron. Additional parking is available on both sealed and natural surface aprons on the eastern and western sides of the Airport.

Access to the Airport is available from both the eastern and western sides. The main

eastern access is shared with the Visitor Information Centre off Wine Country Drive, while western access is provided via De Beyers Road, off Broke Road. Both sides of the Airport are now serviced by water, sewerage, and power, following the \$8.8 million Cessnock Airport Upgrade Project completed in 2023. Prior to this upgrade, the western precinct relied on water tanks and on-site sewerage management systems. The Airport currently accommodates 26 buildings, including two terminal structures, with a variety of hangar styles.

In 2020, Cessnock City Council adopted a Strategic Plan for the Airport to guide its development as an aerodrome business hub contributing to regional economic growth. The Airport's central location within the Vineyards District and its existing diverse user base give it a strong competitive advantage. To ensure sustainable growth, Planning Directions have been developed for the Cessnock Airport Precinct as part of this Vineyards District Strategy. These Directions aim to safeguard and prioritise aviation operations, support compatible commercial and light industrial uses, and prevent conflicts with aviation activities. A key objective is to encourage development that aligns with the long-term viability of the

Airport and its future expansion potential.

Land surrounding the Airport is subject to planning and noise exposure constraints. Development within the 20 to 25 ANEF (Australian Noise Exposure Forecast) contour must meet the requirements of Australian Standard 2021–2000 for aircraft noise intrusion, including interior noise level compliance. Where the ANEF contour reaches 20 or more, development such as educational establishments, childcare centres, hospitals, residential accommodation, places of worship, libraries, and similar uses must be carefully assessed against the Australian Standard. For areas with an ANEF of 25 or higher, restrictions extend to hotels, motels, hostels, office premises, business premises, and retail uses. Residential encroachment must be strictly controlled on land immediately adjoining the Airport Precinct, and subdivision for residential purposes will not be permitted within the precinct to prevent land use conflict.

The Hunter Regional Plan 2041 recognises the strategic importance of local airports in supporting tourism and broader economic development across the region. While these outcomes are encouraged, land use proposals within one kilometre of the Airport boundary must be carefully assessed to ensure alignment with the Airport's long-term strategic directions and to avoid potential conflicts with its current or future operations. This includes the need to protect airspace and the RNAV 17/35 flight paths, in consultation with CASA and Airservices Australia, with appropriate building height restrictions applied as necessary.

A Master Plan will be prepared for the Cessnock Airport Precinct, which is broadly considered to be the existing Airport land and properties adjoining the Airport to the south (see Figure 12). Land to the north-west of the existing Airport, which has important



environmental and scenic amenity values, has been excluded from the indicative precinct area, noting that the precise extent of the Airport Precinct will be defined through the master planning process and will include both the existing core operational area and adjoining influence areas critical for strategic growth.

The Master Plan will guide land use, infrastructure investment, zoning, and development sequencing while incorporating aviation safeguarding measures and supporting compatible economic uses. It will reflect the Airport's role as a gateway to Wine Country, with particular consideration given to its interface with Wine Country Drive. In the future, key transport infrastructure, such as the Lovedale Link, will improve access to the Airport and reinforce its regional gateway function. Connectivity to surrounding centres, such as Huntlee and Cessnock, and the Vineyards District will also be enhanced through improved active and public transport links.

The Master Plan is to explore opportunities to levy new development to fairly contribute to the upgrade, maintenance and profitability of Cessnock Airport. It will establish an equitable framework for the provision and funding of supporting infrastructure, ensuring that development contributions are proportionate to the benefits derived and that infrastructure delivery aligns with the logical staging of development. Opportunities for public-private partnerships in infrastructure provision will also be explored. The Master Plan will ensure that neither Council nor the community is placed at economic loss due to new development within the Airport Precinct, and that all new development contributes appropriately to shared infrastructure and Airport operations through an equitable and profitable charging system.

Future land use directions for the Cessnock Airport Precinct

1. Prioritise Aviation Operations

Aviation-related uses must have primacy within the Airport Precinct. All land use planning must protect and support the ongoing operation and potential expansion of aviation activities, including general aviation, emergency services, and events.

2. Protect Airspace and Flight Path Operations

Collaborate with CASA and Airservices Australia to establish and enforce height restrictions aligned with mapped RNAV 17 and 35 flight paths. Ensure all developments maintain safe and obstruction-free airspace for current and future Airport operations.

3. Enable Strategic Expansion of Airport Infrastructure

The Master Plan for the Airport should specifically include analysis and investigation of proposed runway lengthening and other infrastructure enhancements to ensure long-term operational efficiency and capacity. No development shall inhibit the potential to intensify or expand aviation infrastructure within the 'operational area' to be defined by the Master Plan.

4. No Residential Subdivision

Prohibit subdivision of the Airport Precinct for residential purposes to avoid residential encroachment on Airport operations and preserve the long-term operational integrity of the Airport Precinct.

5. Encourage Security in Land Tenure for Airport Business Development

The Master Plan for the Airport Precinct should explore opportunities to provide greater security in land tenure for aviation-compatible uses (e.g. hangars, aviation workshops), generating revenue for Council and enhancing precinct efficiency.

6. Diversify Economic and Employment Uses

The Master Plan for the Airport should explore and enhance the implied nexus between the Airport, the Visitor Centre, heritage vineyards, and key tourism accommodation nodes in the immediate area, leveraging their collective appeal and the Airport's role as a gateway. Aviation education and training institutions should continue to be encouraged and facilitated as a key economic driver within the Airport Precinct. In addition, complementary additional permitted uses, such as aviation-related light industries, specialised retail, tourism, accommodation, and wine tourism should be explored as a component of the master planning exercise, subject to their alignment with the overall directions for the Airport Precinct.

7. Enhance Regional Connectivity and Transport Access

Improve active transport and public transport connections between the Airport Precinct, Huntlee, Anvil Creek, Cessnock town centre, and the Vineyards District. Leverage strategic infrastructure such as the Lovedale Link to boost airport accessibility and its role as a regional gateway, recognising the strategic connection of Lovedale and Wine Country Drive and the implications of future enhanced links from the south and their effects on the precinct.

8. Maintain and Expand Visitor Centre Uses

Retain the Council's Visitor Centre and expand its functions to support food and drink, retail, accommodation, and tourism services that promote the Vineyards District and generate revenue for Council.

9. Establish Gateway Identity and Rural Interface Design

The land between the Airport and Wine Country Drive is identified as a key nodal point, providing an anchoring activity that unifies the Airport, Visitor Centre, and other attractions. This strategic positioning will draw visitors and fully leverage existing infrastructure and Council's investment. In master planning this key nodal point, rural interface areas should be developed in a way that mitigates impact on the rural character, while maintaining aviation compliance and scenic amenity.

10. Protect and Value Key Heritage and Landscape Assets

Ensure the Master Plan recognises the importance, value, and retention of the adjoining heritage vineyard and other significant landscape features within and adjacent to the Airport Precinct, ensuring their integration into future planning.

11. Provide Certainty and Enable Development Pathways

Establish clear and consistent planning pathways for development within the Airport Precinct and its surrounding strategic influence area. This will support future compliance, reduce planning risks, and provide greater certainty for investment. This will include applying appropriate zoning, setting development standards, and defining assessment criteria that are proportionate to the scale and type of proposed land uses.

12. Equitable Contribution and Infrastructure Provision

Establish with the Master Plan an equitable framework for the provision and funding of supporting infrastructure, ensuring that development contributions are proportionate to the benefits derived and that infrastructure delivery aligns with the logical staging of development. Opportunities for public-private partnerships in infrastructure provision should be explored.

The following strategic actions have been identified to enhance economic opportunities for the Cessnock Airport Precinct and manage development on adjoining land to minimise conflict and potential encroachment on Airport operations.

Action 1: Prepare a Master Plan for the Cessnock Airport Precinct

Council will prepare a Master Plan for the Cessnock Airport Precinct that aligns with the Planning Directions outlined in this Strategy. The Plan will recognise the Airport's strategic role as a regional gateway to Wine Country and will guide future development to support this function.

Development between the Airport and Wine Country Drive should be sensitively sited and scaled to maintain the area's rural character and protect important view corridors to the Broken Back Mountain Range. This area also presents an opportunity to establish a strategic activity node that unifies and strengthens connections between key assets, including the Airport, the Visitor Information Centre, major tourism accommodation, heritage vineyards, and surrounding land uses. Leveraging these assets in a coordinated way will support tourism, stimulate economic activity, and enhance the region's identity as a premium visitor destination.

The Master Plan will explore opportunities to levy development to fairly contribute to the upgrade, maintenance, and long-term financial sustainability of Cessnock Airport. An equitable framework will be established for the provision and funding of supporting infrastructure, ensuring contributions are proportionate to the benefits derived, with infrastructure delivery aligned to the logical staging of development. The Plan will seek to ensure that development delivers a net economic benefit to Council, the Airport, and the broader Cessnock community, and will consider opportunities for public-private partnerships in infrastructure provision.

Future upgrades, including the Lovedale Link

and improved active and public transport connections, will enhance access to the Airport and strengthen links with nearby centres such as Huntlee, the Cessnock Centre, and the broader Vineyards District.

Action 2: Review local planning provisions to support future Airport growth and investment potential

To support the future growth and investment potential of Cessnock Airport, a review of the Cessnock Local Environmental Plan 2011 and the Cessnock Development Control Plan 2010 should be undertaken. The review should focus on facilitating additional, aviation-compatible uses that align with the Planning Directions for the Cessnock Airport Precinct, outlined in this Strategy. Ideally, the review should be supported by an economic or land use feasibility analysis.

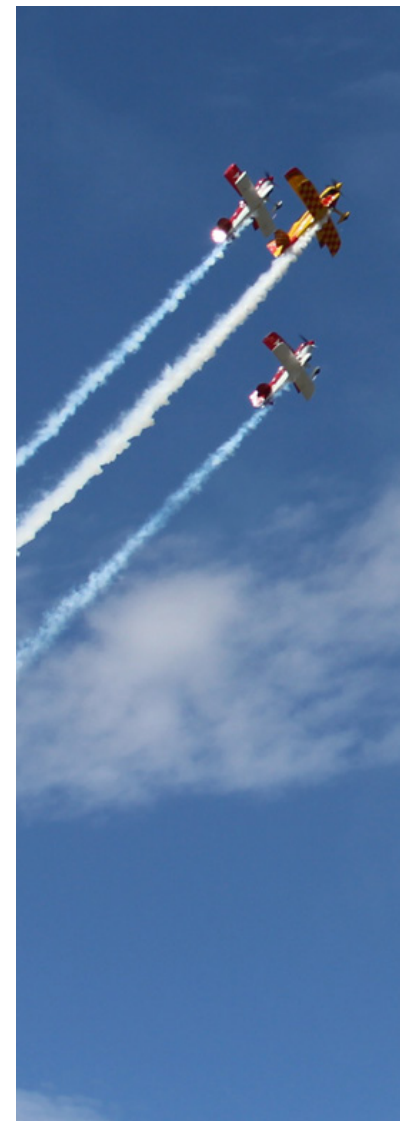
The review should enable the inclusion of complementary uses within the Airport Precinct, such as light industrial, specialised retail, tourism, accommodation, and wine tourism, provided they align with the vision for the Airport Precinct and are subject to master planning. These uses should be carefully considered to ensure they enhance economic activity while not compromising the core aviation functions of the Airport.

The review should also establish clear planning pathways for development within the Airport Precinct and its strategic influence area. This includes setting appropriate zoning, land use and development standards that allow for an appropriate scale of development. These measures will minimise planning risk, provide investment certainty, and encourage development that supports both aviation and broader regional economic growth.

Action 3: Establish a development buffer to the Cessnock Airport Precinct

The HRP2041 recognises the strategic importance of local airports in supporting tourism and regional economic development. To protect this function and ensure the continued viability of Cessnock Airport, land use proposals within one kilometre of the Airport boundary must be carefully assessed. This is to ensure that any new development does not conflict with current Airport operations or limit future expansion opportunities. In particular, proposals that do not principally support aviation activities, such as permanent residential development or incompatible commercial uses, will not be supported.

A Development Control Plan for the Cessnock Vineyards District should be prepared, preserving land immediately adjoining the existing Airport boundary for potential Airport expansion in line with the Airport Planning Directions and forthcoming masterplan. To this end, development within the Airport Precinct will be strictly regulated to safeguard the Airport's future operations. In addition, planning proposals and development within one kilometre of the Airport boundary must be carefully assessed to ensure they do not impede current or future Airport related uses, minimise noise impacts, and avoid potential encroachment. This will help to maintain the Airport's functionality while preventing conflict between aviation activities and incompatible land uses.



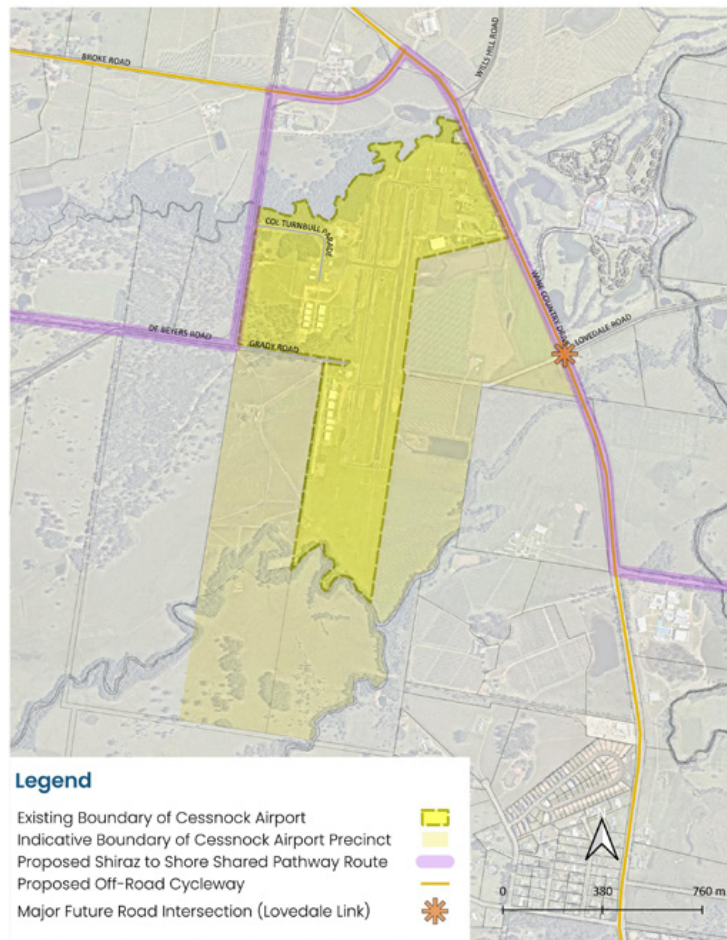


Figure 12: Cessnock Airport





PRINCIPAL ENVIRONMENTAL CONSIDERATIONS

Principal environmental considerations

The principal environmental considerations relevant to the Cessnock Vineyards District are discussed below. However, a more comprehensive assessment of environmental constraints will need to be investigated should a planning proposal be received by Council in relation to land in the Cessnock Vineyards District.

Biodiversity

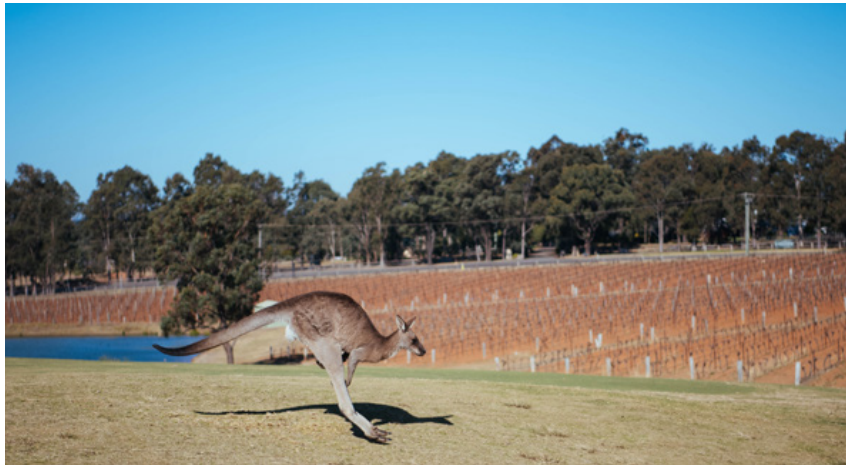
The Cessnock Vineyards District is situated within the ecologically significant Cessnock-Kurri vegetation region, which supports nearly 800 native plant species across 37 distinct vegetation communities. This landscape forms part of a broader network of high conservation value in the Lower Hunter and contributes to regional ecological diversity and resilience. Local areas such as Lovedale and Around Hermitage are particularly important as they offer potentially recoverable habitat for the critically endangered Swift Parrot and Regent Honeyeater; two species that have experienced substantial population decline due to urban expansion, infrastructure development, and habitat fragmentation. These species rely on the preservation and restoration of native vegetation to survive, making their presence a key consideration in future land use planning.

While the broader region retains ecological diversity, the native vegetation within the Vineyards District itself has been significantly altered by decades of agricultural use. Much of the landscape is now fragmented, with remnant patches of native vegetation scattered across the district, often disconnected from each other and from key biodiversity areas like Werakata National Park and Pokolbin State Forest. Creek lines in intensively farmed areas have been heavily cleared, with fast-growing, low-diversity vegetation such as *Casuarina glauca* establishing dense stands that reduce habitat quality. Despite these impacts, the

remaining vegetation provides vital refuge for native flora and fauna and plays a role in preserving the district's environmental character. Tree-lined rural roads, vegetated waterways, and existing landscape corridors contribute to environmental connectivity and present valuable opportunities for targeted rehabilitation and biodiversity enhancement.

Future planning within the Vineyards District should give due consideration to the protection of land with high environmental value. While development pressures will continue, it is important that planning proposals seek to balance growth with the preservation of biodiversity and natural systems. The use of environmental conservation zones may assist in achieving this balance, and should be considered where appropriate, in line with the HRP2041, State Environmental Planning Policies (SEPPs) and relevant Ministerial Directions. These tools can help ensure that ecological values are maintained alongside evolving land use.

In addition, planning and land use change in the Vineyards District must align with the NSW Water Quality Objectives (WQOs), which set benchmarks for the environmental values and long-term health of NSW's surface waters. Future planning proposals should support improvements in catchment health and contribute to achieving these objectives over time, with particular attention to key watercourses such as Black Creek and its tributaries.



Bushfire

The majority of land within the Cessnock Vineyards District is categorised as bushfire prone. While the predominant bushfire risk is associated with Category 3 Vegetation (grassland), pockets of heavily treed areas comprising Category 1 Vegetation pose the greatest risk to life and property. Areas of planted vineyards and cleared areas containing tourist development typically present no bushfire risk at all. All new development on bushfire prone land is required to address the NSW Rural Fire Service guidelines, Planning for Bushfire Protection.

The capacity of land in the Cessnock Vineyards District and of existing public services and infrastructure to support development on bushfire prone land is an important planning consideration. Some examples of inappropriate development on bushfire prone land are developments that:

- Require substantial public infrastructure upgrades; or
- Are likely to result in substantial environmental and/or scenic impacts due to land clearing for associated infrastructure or asset protection zones.
- Will place additional, substantial pressure on emergency services; or

Development for tourist and other non-agricultural forms of development should not occur on land designated bushfire Vegetation Category 1, and must be carefully planned if proposed on land containing Category 2 or 3 Vegetation or on land within a Bushfire Prone Land Buffer.

Proposals will be required to demonstrate that bush fire risk is capable of being addressed without the need for land clearing or public infrastructure upgrades or augmentation. Future proposals will also need to demonstrate that the land is capable of supporting the scale and density of the land uses without impacts to scenic amenity or additional pressure on emergency services in the event of a natural disaster.

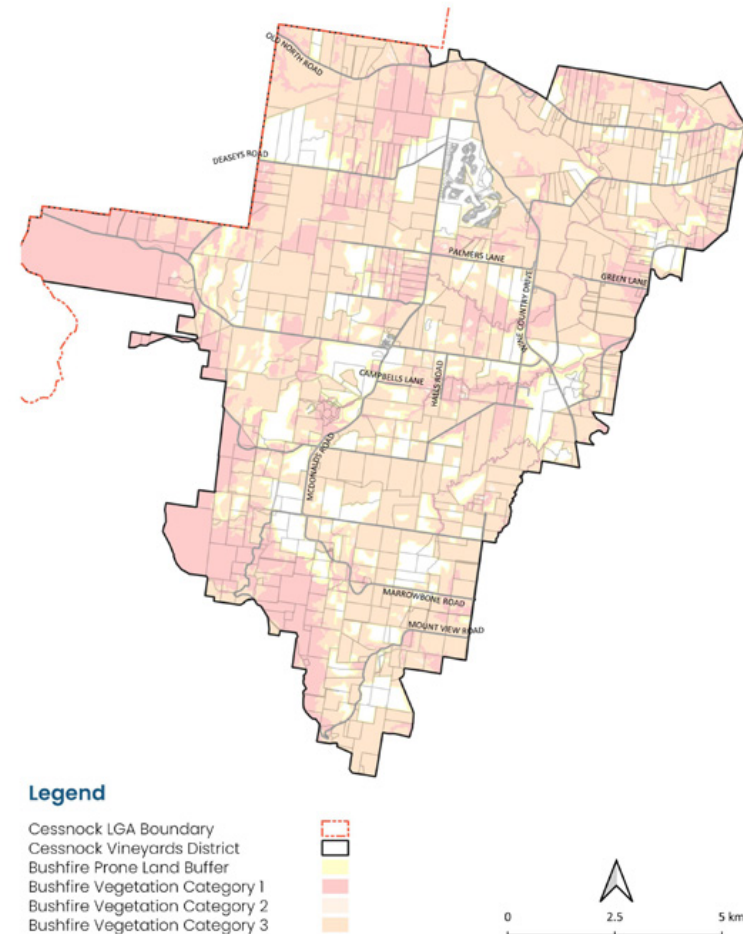


Figure 13: Bushfire prone land

Flooding

Substantial areas within the Cessnock Vineyards District are subject to flooding during significant events, such as the 1 in 100-year flood or greater. Development in these areas is tightly regulated under the *Cessnock Local Environmental Plan 2011* and the Cessnock Development Control Plan 2010.

The *Cessnock Local Environmental Plan 2011* establishes that development consent must not be granted to development on land within the Flood Planning Area unless the consent authority is satisfied the development:

- Is compatible with the flood function and behaviour on the land, and
- Will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and
- Will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and
- Incorporates appropriate measures to manage risk to life in the event of a flood, and
- Will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.

Additional special provisions in the *Cessnock Local Environmental Plan 2011* apply to sensitive and hazardous development proposed between the Flood Planning Level and the Probable Maximum Flood. To prevent additional risk to life and property, future proposals that seek to intensify the use of land within the flood planning area for non-agricultural purposes will not be supported.

The *Cessnock Local Environmental Plan 2011* also includes Special Flood Considerations, specifying that development consent must not be granted unless the consent authority is satisfied that the proposal will not adversely affect flood behaviour, people's safety or their ability to evacuate. The Special Flood Considerations apply to all development within flood-prone land that may pose a particular risk to life or require evacuation, regardless of location or type.

This broader application of the Special Flood Considerations is particularly important for the Vineyards District, where future residential and employment development may place vulnerable populations at risk, even outside the mapped FPA. Risks arise not only from inundation but also from flood-affected access routes, limited evacuation options, and the potential disruption of critical infrastructure and emergency services. Vulnerable groups, including the elderly, children, and those with limited mobility, are especially at risk where flood warning times are short or non-existent. Notably, the Vineyards District lacks formal flood warning gauges, and rapid flooding within the Black Creek catchment may leave little time for effective emergency response or evacuation.

Given these risks, all development proposals, whether sensitive, hazardous, or otherwise, must consider flood risk and the direct and indirect risks to life and evacuation. Intensification of land use in flood-affected or flood-access-dependent areas will not be supported unless it can be demonstrated that people's safety and their ability to evacuate, and environmental protections meet the strict standards of the *Cessnock Local Environmental Plan 2011*. This approach will ensure that flood risk management within the Vineyards District is both comprehensive and consistent with state and local planning objectives.

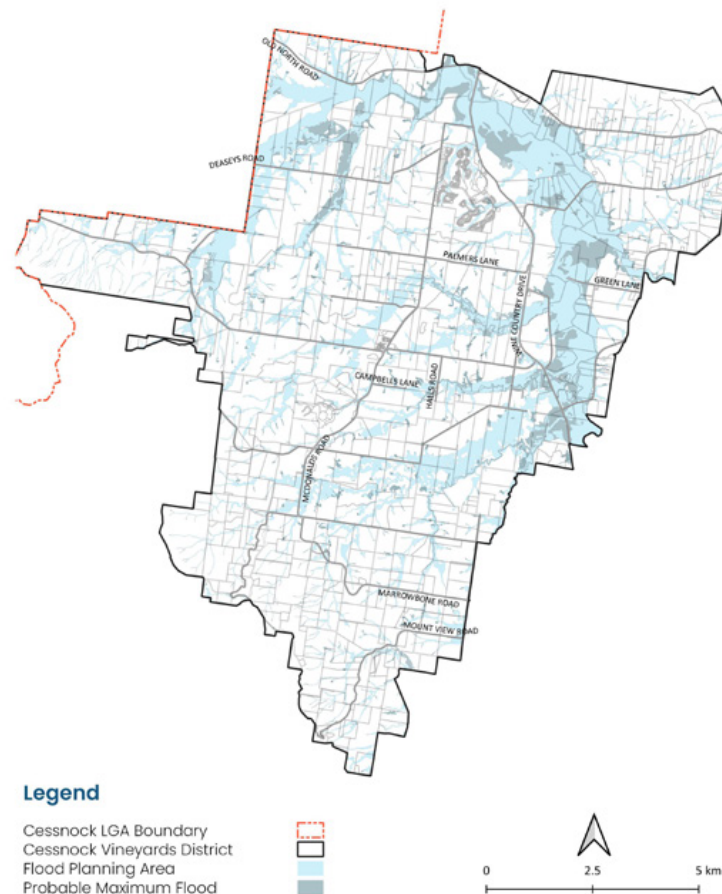


Figure 14: Flood prone land

Contamination

Several potential sources of contamination have been identified within the Cessnock Vineyards District with risk ratings of low to moderate. The sources and risks are not considered to be a substantial constraint to future development within the area. The following potential sources of contamination have been identified:

- Fill that may have been imported to the site, including fill of unknown origin, for the development of historic and existing structures, dam construction and earthen contour banks.
- Contemporary and/or historic application of pesticides, herbicides and fungicides to vineyards and/or gardens.
- Aboveground fuel storage tanks and associated pipework / infrastructure. It was established that ASTs are present at the several site allotments for refueling of maintenance vehicles.
- Opportunistic dumping of fill and/or anthropogenic materials on roadsides and/or site allotments.
- Importation of fill and possible coal tar for existing public and private surfaced roads.
- Demolition of former site structures.
- Reuse and irrigation of treated effluent water.

Further investigations will be required where there is a proposed change of land use or activity, such as a new development, and should be undertaken in accordance with NEPC (2013) and the requirements of State Environmental Planning Policy (Resilience and Hazards) 2021.



Heritage

The Cessnock Vineyards District is a diverse yet cohesive cultural landscape that is predominantly characterised and defined by viticultural uses. The region is of historical, cultural, natural and biodiversity importance and significance not only to the Hunter region, but New South Wales and Australia.

Many of the vineyards have been in continuous production since the inception of NSW's wine industry, making the heritage vineyards and cultural landscapes of particular rarity. By the end of the 19th century, viticultural pursuits had migrated from the flood-prone plains of the Hunter River westwards towards the foothills of the Broken Back Range. The entire region was one of few locations in the world that escaped the phylloxera (vine louse) epidemic in the late 1800s, making the Cessnock Vineyards District of exceptional historical and biodiversity importance.

This importance and significance is recognised through the numerous individual heritage listings of vineyards and

interconnecting elements, which reflect the early historical development and viticultural use of the area. However, there are several significant vines and structures within the Cessnock Vineyards District, which are not adequately recognised in the existing legislative framework. Further work will be undertaken to identify the extent of these potential items and, where appropriate, those items will be acknowledged in Council's Local Environmental Plan.

The region is also recognised as having Indigenous cultural importance and significance, demonstrated in the density and frequency of recorded sites and places of Aboriginal cultural significance. In order to elevate and champion cultural tourism, greater emphasis is required on supporting and improving awareness of Aboriginal cultural heritage and tourism potential within the Vineyards District. This will involve collaboration across stakeholders to support the development of cultural tourism and stronger networks between tourism and indigenous communities.

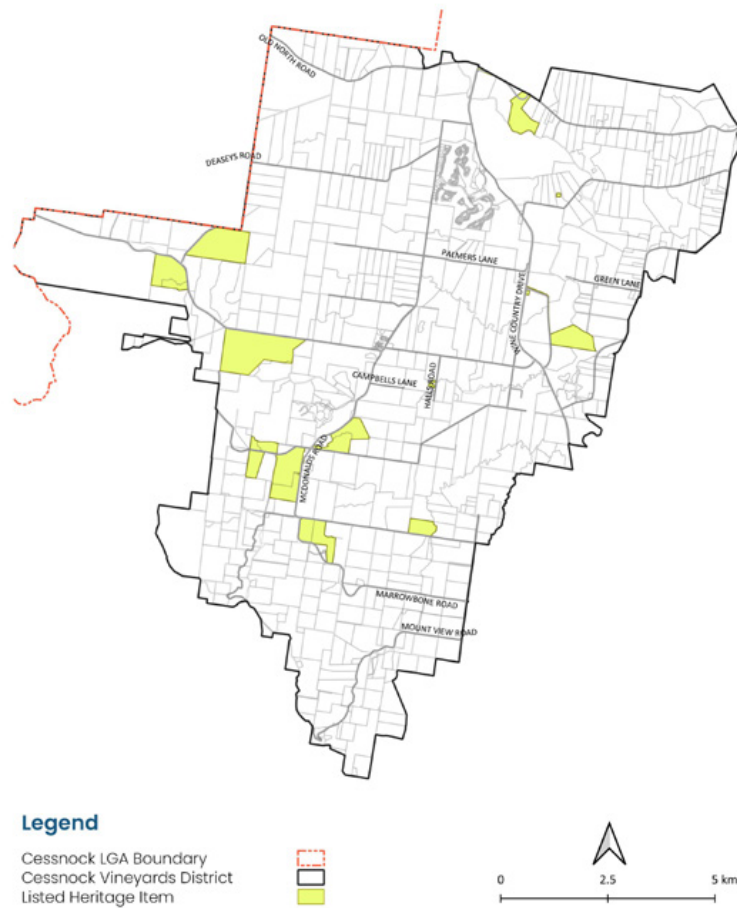


Figure 15: Listed heritage





Public open space, essential services and transport

Recreation and open space

The vast majority of publicly accessible open space in the Cessnock Vineyards District is associated with privately-operated tourist developments, such as cellar door premises, wineries, tourist and visitor accommodation, taverns, restaurants and cafés. Pokolbin Park and land surrounding Pokolbin Community Hall, off McDonalds Road, are the only open spaces that are owned by Council in the Vineyards District. Council will not be seeking to expand the number of public parks within the Vineyards District, but instead will focus on improving walking and cycling connectivity within the Vineyards District and in particular connections to and from the Tourist Centre and other major tourist, infrastructure and accommodation nodes.

Sewerage and water

The major tourist, infrastructure and accommodation nodes in the Cessnock Vineyards District are well serviced by public water infrastructure, and in some cases public sewer infrastructure. Land outside the major tourist, infrastructure and accommodation nodes is predominantly unserved.

A trunk sewer main extends from the Cessnock centre along Wine Country Drive to the major integrated tourist node north of Palmers Lane, containing The Vintage and proposed LITD. The water network carries on to Branxton (and beyond), and along Broke Road, from Wine Country Drive to the Broke and McDonalds Road Tourist Centre and Cypress Lakes Resort off McDonalds Road.

The public sewer and water network is not anticipated to be expanded or upgraded in the

short or medium term. This means the scale and density of new development will need to consider the capacity of the existing network infrastructure. Alternatively new development will need to consider private onsite systems, where they are compatible with the agricultural character of the land, the scenic amenity, and where they do not introduce new land use conflicts.

The lack of public sewer and water infrastructure within the broader Vineyards District is a barrier to more intense forms of development. However, when viewed through a positive lens, this constraint reduces the potential for overdevelopment. Future proposals are required to maximise the use of existing infrastructure and should not require major upgrades or augmentation.

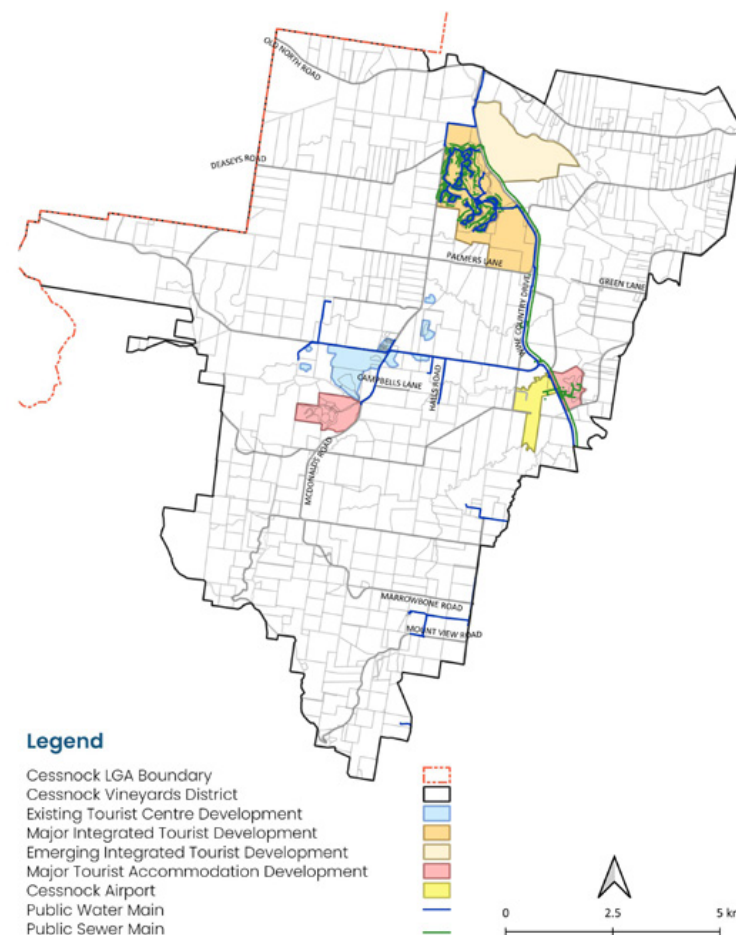


Figure 16: Water and sewerage



Transport and connectivity

The Cessnock Vineyards District is well serviced by local and regional roads, although the condition of roads varies. Wine Country Drive is the principal north-south transport corridor within the Cessnock Vineyards District and connects the wine region to the Cessnock, Huntlee and Branxton centres, and to the broader region via the Hunter Expressway. Wine Country Drive is also an important scenic corridor, offering middling and long-distance views across the agricultural and environmental landscapes of the Vineyards District.

McDonalds Road and Broke Road are important local corridors connecting the Central Pokolbin, Mount View and Hermitage Road districts. Deasys Road and Broke Road are critical east-west transport corridors connecting the wine regions within the Cessnock and Singleton local government areas. Lovedale Road traverses the eastern boundary of the Vineyards District and in the future will be an important component of the City's Northern CBD Bypass (Lovedale Link).

The network of tree-lined local roads

contributes significantly to the character and amenity of the Cessnock Vineyards District. In the future, efforts to improve the quality and safety of the road infrastructure will need to be balanced with the need to preserve the scenic and ecological benefits the corridors provide.

Currently, the Cessnock Vineyards District is poorly serviced by active transport opportunities. The delivery of a network of shared off- and on-road pathways is critical and will improve access and connectivity within the Vineyards District, while presenting opportunities to explore and appreciate the unique character and heritage of the area.

Council is proposing to extend the existing cycleway (active transport) network along Wine Country Drive to create a continuous, safe and accessible link between Cessnock and Branxton. This proposed extension will enhance the north-south connectivity for cyclists and pedestrians and provide a direct link to the future Shiraz to Shore Cycleway—a major regional active

transport project that will traverse the Cessnock Vineyards District via Broke Road. This strategic extension not only promotes sustainable and recreational transport options but also encourages greater visitation to and from the Vineyards District and strengthens connections between the established and future urban areas of Cessnock. It also provides an important active transport alternative that complements the region's tourism appeal and natural landscape.

In parallel, the proposed Lovedale Link Road project represents a key piece of future transport infrastructure for the region. The link will provide a new connection from Bellbird—starting at Abbotsford Street, through Mount View Road and Oakley Creek Road—and continue north, linking the Ingles Lane/O'Connor's Road intersection with the Lovedale Road/Wine Country Drive intersection. This infrastructure will support the upgrade of Lovedale Road to arterial road standard and include necessary upgrades at the Hunter Expressway interchange. The Lovedale Link Road

has been identified as a critical route to enable more efficient east-west vehicle movements, allowing traffic from Bellbird and areas west of Cessnock to access the Hunter Expressway without travelling through the urban centre. This will reduce congestion on Wollombi Road and Wine Country Drive, particularly during peak tourist and holiday periods.

Future proposals within the Vineyards District will be required to maximise the use of existing infrastructure and avoid the need for significant new augmentation. Furthermore, these proposals must enhance the walking and cycling network, particularly connections to and from the Tourist Centre and other major tourist infrastructure and accommodation nodes.

Together, the investment in both active and vehicular transport infrastructure will significantly enhance the functionality, accessibility, and sustainability of the Cessnock Vineyards District while preserving the region's visual, ecological and cultural values.



Balancing tourism growth and agricultural preservation: The Economic, land use and environmental challenges

Sustaining viticulture and agricultural identity

The Cessnock Vineyards District is one of Australia's most iconic wine regions, defined by its longstanding tradition of winemaking, rural charm, and scenic vistas of the Broken Back Range. Its vineyards, heritage estates, and scenic landscapes underpin both its economy and visual identity. However, viticulture in the region faces significant structural pressures.

A key demographic concern is the aging profile of vineyard owners and operators, many of whom are over 55. With limited generational succession occurring, the industry faces the loss of traditional knowledge and continuity. Succession is hampered by high land values, capital barriers, and the seasonal and labour-intensive nature of grape growing, all of which deter younger generations from taking over family businesses. Without targeted support mechanisms, such as economic incentives, business transition services, and training programs, the sustainability of viticulture is at risk.

Additionally, rising production costs are impacting the viability of vineyards. Factors such as small planted vineyard sizes, high labour requirements for hand pruning and picking, escalating land costs, and relatively low yields make wine grape growing in the

Hunter Valley one of the more expensive agricultural pursuits in the region. These economic pressures contribute to the removal of vines in favour of tourism-related land uses or lifestyle properties, threatening the visual landscape and core agricultural identity of the Vineyards District.

Preserving viticulture is essential not only for the economy, but also to maintain the authenticity and appeal of the district's tourism brand. Supporting vineyard continuity, particularly through flexible planning tools and strategic investment, must remain a priority.

Managing growth, land use, and legacy developments

The Vineyards District's success depends on maintaining a careful balance between tourism growth and the preservation of rural amenity. The district's key tourism nodes, home to major events, wineries, and hospitality experiences, are critical to accommodating high visitor numbers while limiting pressures on more sensitive rural areas. Continued investment in these hubs, and the renewal of ageing infrastructure within them, is essential for their competitiveness. However, this must be matched with support for small-scale, dispersed tourism that complements the rural setting without eroding its character.

Planning challenges are compounded by historic development approvals that have "physically commenced," granting them an indefinite lifespan despite being potentially misaligned with contemporary land use objectives. These legacy approvals may disrupt the landscape character and viticultural viability of the Vineyards District as they are activated many years after approval was originally granted. There is no planning mechanism to prevent legacy developments once they are deemed to have physically commenced.

Within this context, the RU4 Primary Production Small Lots Zone provides a sufficiently flexible planning framework to support low-impact tourist development in the Vineyards District. Permissible uses include cellar doors, restaurants, accommodation and agritourism, being activities that align well with the District's agricultural and experiential tourism focus. Permitting additional, smaller scale and boutique tourism opportunities in the Vineyards District, such as artisan food and drink premises, should be explored. Calls to further expand residential uses, such as dual occupancies, risk setting precedents for subdivision and fragmentation of agricultural land. This would directly undermine viticulture and increase pressure on Council for services and infrastructure in rural areas. Notably, secondary dwellings are already permitted with consent in the Vineyards District, providing an avenue for generational succession without enabling land fragmentation.

Economic diversification and emerging opportunities

As visitor preferences shift, the Vineyards District is seeing the rise of new and complementary industries that support economic diversification. Agritourism is expanding rapidly, offering immersive, place-based experiences that combine

food, wine, and rural activities. This evolution aligns with the objectives of the Hunter Valley Destination Management Plan, which seeks to position the region as a diverse and sustainable tourism destination.

Creative industries, ranging from art galleries and live music to boutique event spaces, are becoming more prominent, adding vibrancy and cultural depth to the visitor experience. Wellness tourism, including spas, retreats, and health-focused accommodation, is also growing, appealing to a new generation of health-conscious travellers.

These emerging industries offer opportunities for landholders to diversify income and adapt to changing market conditions. However, they also require careful planning to ensure they complement, rather than compete with, viticulture and the rural landscape.

Hospitality and tourism businesses across the Vineyards District face an ongoing workforce challenge. Although training is provided at TAFE Kurri Kurri, businesses frequently report difficulties in finding and retaining skilled staff. This workforce shortage is a constraint on growth and service quality, particularly in high-demand seasons. Addressing these challenges will require greater coordination between education providers, industry, and government to build a robust regional workforce.

Environmental and infrastructure considerations

Environmental assets remain central to the identity and sustainability of the Vineyards District. Preserving tree-lined rural roads, remnant vegetation, and native corridors enhances both biodiversity and scenic quality, while contributing to the region's brand. Environmental protection must remain a parallel priority alongside

economic development, particularly in relation to vineyard continuity, tourism expansion, and infrastructure upgrades.

Transport connectivity remains limited, with few public transport options connecting the Vineyards District to surrounding centres. This creates reliance on private vehicles and restricts workforce mobility. While major public transport investments are unlikely in the short to medium term, future planning should focus on improving road networks, signage, and transport linkages between key tourism and viticultural sites.

A coordinated servicing strategy is required to support sustainable growth within the Vineyards District Tourist Centre, which is anticipated to accommodate a higher concentration of visitor infrastructure. Inadequate or inconsistent wastewater treatment systems, combined with limited servicing capacity, pose risks to environmental quality and constrain future development potential. A focused approach to servicing, especially wastewater management, is essential to maintain the functionality, attractiveness, and environmental integrity of the region's core tourism precincts.

A coordinated future for the Vineyards District

The Cessnock Vineyards District stands at a pivotal point. The interplay between tourism growth, the preservation of viticulture, environmental stewardship, and economic diversification will define its future character. A coordinated, place-based strategy is essential—one that supports vineyard succession and viability, revitalises aging tourism infrastructure and embraces emerging industries that reflect contemporary visitor trends. By doing so, the Vineyards District can ensure it remains a productive, authentic, and celebrated wine region for generations to come.





Future character of the Cessnock Vineyards District

Important Agricultural Land

The Cessnock Vineyards District Important Agricultural Land is described in Figure 17. Viticulture and other low impact horticultural uses, as well as horse and cattle grazing, will continue to dominate Important Agricultural Land. Non-agricultural development on Important Agricultural Land will be required to demonstrate compatibility with agriculture occurring on the property and on adjoining land. Such development must be carefully designed and sited, and maintained at a scale that is proportionate to the size and environmental characteristics of the property.

While tourist and other non-agricultural development will continue to offer valuable opportunities to reinforce and diversify the region's product offerings and income streams, these uses will be held to a high standard to ensure they remain compatible with the core agricultural objectives of the RU4 Primary Production Small Lots Zone. These developments must also be consistent with the rural and viticultural character and amenity of the area. It is essential that tourist and non-agricultural developments do not dominate the use of Important Agricultural Land or diminish future opportunities to expand viticulture or the operations of Cessnock Airport.

To support the ongoing implementation, monitoring and adaptability of the strategy

and associated development controls, Council should retain a local stakeholder reference group. This group, comprising representatives from the viticulture industry, rural landholders, tourism operators, environmental interests, and planning professionals, would provide an ongoing platform for feedback, collaboration, and transparency. The reference group could play a vital advisory role in key decision-making processes, such as the periodic review and refinement of the Important Agricultural Land mapping. Engaging local stakeholders in this way ensures that the strategy remains responsive to emerging issues, industry needs, and community expectations.

The group's continued involvement would enhance Council's ability to monitor the effectiveness of land use policies over time, identify unintended consequences or areas for improvement, and adapt regulatory responses accordingly. This inclusive governance approach will help ensure that future development aligns with the district's long-term vision for sustainable agriculture, compatible rural diversification, and protection of the area's unique landscape and economic assets.

Future development on Important Agricultural Land is to be consistent with the future desired character statement on page 97.

Future desired character

The principal objective of the Cessnock Vineyards District Important Agricultural Land is to encourage viticulture, wine production, low impact horticultural uses, and horse and cattle grazing. Development that has the potential to conflict with these uses is to be minimised on Important Agricultural Land.

Non-agricultural development on Important Agricultural Land should avoid areas of the property used for viticulture or horticulture, or that contain mature trees. New development should not reduce opportunities for primary production to be carried out within the property in the future.

Agriculture on Important Agricultural Land may be supported by complementary tourist related development and other non-agricultural development that:

- Does not conflict with agriculture occurring on the property, or on adjoining land;
- Is proportionate to the size and environmental characteristics of the property;
- Does not significantly reduce opportunities to carry out agriculture within the property in the future;
- Incorporates adequate design and operational measures to address natural hazards and any potential land use conflict with agriculture; and
- Is consistent with, and proportionate to, the scale of agriculture or rural residential development occurring within the property;
- Does not require any major infrastructure upgrades or augmentation.

Tourist Related Development does not dominate the use of Important Agricultural Land, but supports the agricultural and/or rural residential development already occurring within the property. Tourist Related Development provides additional revenue for rural property owners, while enabling opportunities for tourists and visitors to experience the unique character and amenity of the Vineyards District and locally produced food, wine and goods. Tourist Related Development is carried out in a manner that protects and strengthens the agricultural uses occurring on the land, and is carefully designed, sited and clustered to minimise land use conflict.

Development in the vicinity of Cessnock Airport should not reduce opportunities for the expansion or intensification of the facility for airport related infrastructure or hours of operation in the future.



To ensure consistency with the future desired character of Important Agricultural Land, new planning proposals relating to Important Agricultural Land will be required to address the following planning principles:

- Proposals relating to Important Agricultural Land affirm the primacy of viticulture and strengthen the integrity of the area for agricultural activities.
- Proposals do not increase opportunities for residential intensification, such as residential subdivision.
- Land containing important biodiversity, heritage or agricultural value is protected from development.
- Proposals do not increase the potential for land use conflict with viticulture, horticulture or agricultural produce industries.
- Proposals do not reduce opportunities for the expansion or intensification of Cessnock Airport for airport infrastructure or hours of operation.
- Proposals encourage improved walking and cycling connectivity from the Tourist Centre to key destinations and important landscape features in the area.
- Proposals maximise the use of existing infrastructure and do not require major infrastructure upgrades or augmentation.
- Proposals avoid land significantly impacted by natural hazards.

The following actions have been identified to ensure Important Agricultural Land is appropriately managed in accordance with the future desired character statement.

Action 4: Review land use zones to align with the Cessnock Vineyards District's desired future character statements

The review should focus on aligning the zoning and land use clauses with the desired future character statements for the Cessnock Vineyards District. It should assess whether the current land uses permitted in the RU4 Primary Production Small Lots Zone align with the objectives of the zone. A key consideration will be whether Clause 7.6 of the Cessnock Local Environmental Plan 2011, particularly as it applies to properties under 10 hectares in the Cessnock Vineyards District, is overly restrictive on tourist development. By removing or amending this clause, owners of smaller properties may be able to diversify their income streams through smaller-scale tourist development. This could open up tourism opportunities while maintaining the integrity of viticulture. Ideally, the review should be supported by an economic study and the specialist viticulture and rural land studies carried out by Council to inform its Local Strategic Planning Statement and more recent rural land planning work.

A significant initiative in this review is to rezone the Major Integrated Tourist nodes from SP3 Tourist to a more appropriate zone that better reflects those unique and 'special activities' that occur within those nodes. This change will also allow the SP3 Tourist Zone to be utilised for the Vineyards District Tourist Centre, which is intended to be a focus for larger-scale tourist and non-agricultural development. The review should also explore permissible land use within the SP3 Zone, encouraging higher-intensity tourism activities and creating a distinct area for tourist retail. Additionally, changes to the RU4 Zone should seek to preserve the scenic rural landscape while allowing for smaller-scale tourist development that complements viticulture, ensuring the ongoing primacy

of viticulture within the broader Vineyards District.

Action 5: Retain a Vineyards District Reference Group

Retaining a Vineyards District Reference Group to ensure the effective implementation of this Place Strategy and refinement of the associated development controls should be considered. This Group could support ongoing monitoring, responsiveness to emerging issues, and refinement of key planning principles and controls. This includes the review of the Important Agricultural Land Map (Figure 17) and Visually Sensitive Land Map (Figure 19), which is to be refined to better identify the most productive land for viticulture and horticulture in the Vineyards District. Until that review occurs, all land within the Cessnock Vineyards District that lies outside the proposed Tourist Centre, recreation land, and major integrated tourist, infrastructure and accommodation nodes will be considered Important Agricultural Land for the purpose of this Place Strategy. Development within this land will continue to be guided by the future desired character statement and planning principles relating to Important Agricultural Land.

Action 6: Investigate an appropriate land use zone to preserve areas of Important Agricultural Land

Consideration will be given as to whether Important Agricultural Land in the Cessnock Vineyards District (as refined by a future rural lands study) should be afforded additional protection within the Cessnock Local Environmental Plan 2011. This may include the establishment of an alternative primary production land use zone, such as the RU1 Primary Production Zone, or the introduction of additional development standards.

Further detailed investigations are likely to be required to justify the creation of any alternative rural zone for Important Agricultural Land. These investigations should include, but not be limited to, consideration of appropriate lot size controls (see Action 10), permitted land uses, and zone objectives, to ensure that any proposed zone supports the continuation of sustainable agricultural practices and aligns with broader community needs.

The interrelated issue of vineyard land being converted to large residential lifestyle holdings and tourist development is acknowledged as a potential concern that warrants further discussion in conjunction with this action. This discussion will include the potential role of zoning in preserving Important Agricultural Land and minimising its conversion for non-agricultural development.

Action 7: Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of Important Agricultural Land

Land use conflicts are emerging in the Cessnock Vineyards District as a result of increasing development pressure, particularly from non-agricultural uses that can impact the productivity, character, and viability of Important Agricultural Land. Incompatible development, such as tourism uses that are disproportionate to the size of the property or available infrastructure, or buildings that are visually intrusive, can erode the rural and viticultural character of the area and compromise its long-term agricultural potential.

To address these issues, a Development Control Plan should be prepared for the Cessnock Vineyards District that reflects the future desired character of Important Agricultural Land. The DCP should establish

development setback requirements to minimise land use conflict, controls to manage the scale of non-agricultural development relative to property size, and guidelines to ensure built form is sympathetic to the rural landscape. The DCP should also support the objectives of the RU4 Primary Production Small Lots Zone and ensure that infrastructure capacity is sufficient to accommodate any tourism-related development without compromising agricultural operations. A review of the development standards for events and festivals is also required to ensure the planning framework actively supports these activities.

Action 8: Investigate the extent of historically significant vines, structures and landscapes, and mechanisms to protect these items and areas

In conjunction with relevant stakeholders, for example the Hunter Valley Wine and Tourism Association, further investigation will be carried out to identify the extent of historically significant vines, structures and landscapes within the Cessnock Vineyards District, as many of these historical features are not adequately recognised in the existing legislative framework and afforded appropriate protection. Where relevant, a Statement of Heritage Significance will be prepared for these potential items or conservation areas for possible inclusion in Council's Local Environmental Plan.

Action 9: Improve awareness of Aboriginal cultural heritage

In order to elevate and champion Aboriginal heritage in the Cessnock Vineyards District, opportunities for cultural tourism will be explored in collaboration with indigenous communities and relevant property owners.

Action 10: Review minimum lot sizes in the Cessnock Vineyards District to ensure productive viticulture

Maintaining the 40-hectare minimum lot size in the Cessnock Vineyards District is essential to prevent further fragmentation of agricultural land for rural lifestyle purposes and protect the long-term viability of viticulture. The area already contains many small lots due to past planning decisions, with several carrying existing dwelling entitlements. Allowing potential for further dwellings on undersized lots would heighten land use conflicts, particularly between residential and agricultural uses. Moreover, there is no current need for additional rural residential land, given the scale of approved developments such as The Vintage, Lovedale Farm and Huntlee, which will deliver substantial housing and accommodation without further compromising agricultural land.

Subject to a review of Important Agricultural Land in the Vineyards District, it may be necessary to retain, or where appropriate, increase the minimum lot size to protect land critical to viticulture. Rising land values due to land fragmentation and increasing pressure for non-agricultural development pose long-term risks to the wine industry and to the rural character and amenity of the land. Identifying and safeguarding key viticultural land will help ensure the ongoing sustainability of the region's wine

sector and landscape. Ideally, the review should be supported by an the specialist viticulture and rural land studies carried out by Council to inform its Local Strategic Planning Statement and more recent rural land planning work.

In relation to the proposed Vineyards Tourist Centre, any future rezoning and subdivision should consider the implementation of a minimum lot size. A 10-hectare minimum was previously supported by Council as part of an earlier Council-led Planning Proposal for the Vineyards District. The Planning Proposal sought to mitigate land fragmentation and minimise the potential for overdevelopment within the proposed Centre.

A minimum lot size may also be appropriate for the Cessnock Airport Precinct, and this should be investigated as part of future master planning for that site to ensure orderly development and avoid unintended land use conflicts.

Action 11: Review local policy relating to dwelling entitlements

Residential development adjacent to and within the Cessnock Vineyards District has the potential to cause land use conflict and disrupt vineyard operations. Residential development also has the potential to impact the scenic qualities of the landscape. A review of Council's dwelling entitlement policy will be carried out as a component of a broader LGA wide dwelling entitlement review.



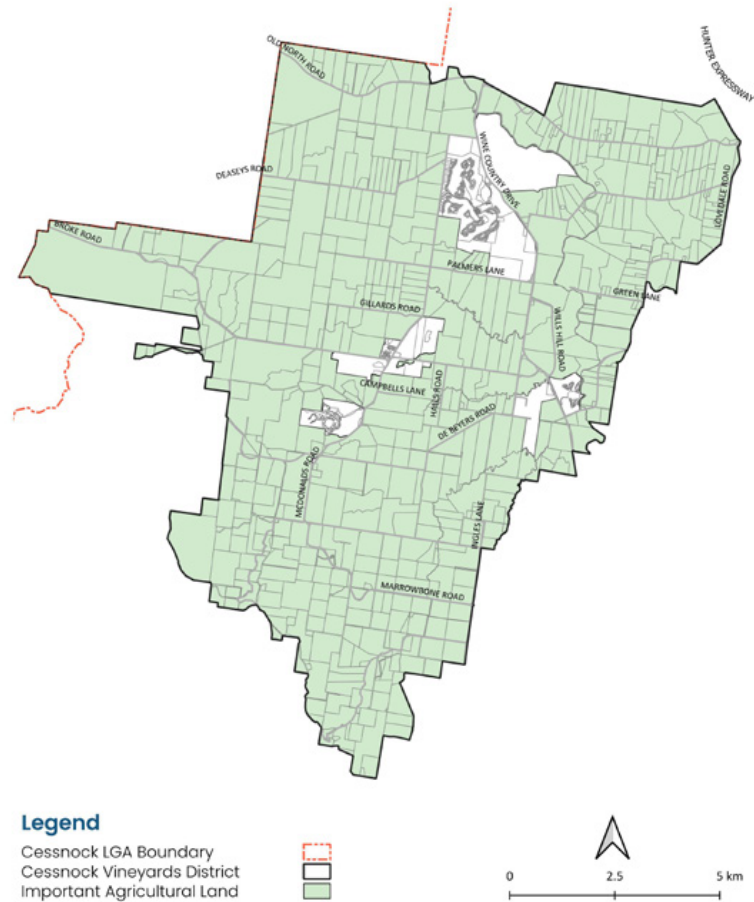


Figure 17: Important agricultural land



Important Environmental Land

The Cessnock Vineyards District Important Environmental Land is described in Figure 18. The Important Environmental Land focuses on enhancing vegetation connectivity by utilising existing remnant vegetation and incentivising improvements and widening of native vegetation and wildlife corridors.

The Important Environmental Land map included in this Place Strategy (See Figure 18) was developed using multiple data sources, including corridor connectivity analysis and watercourse/streambank layers from the Environmental Lands Study for the Cessnock LGA, prepared by the Department of Climate Change, Energy, the Environment and Water (DCCCEEW).

Important Environmental Land will continue to contribute to the amenity and distinctiveness of the Cessnock Vineyards District while providing positive environmental outcomes. Pockets of native vegetation within the Cessnock Vineyards District will be reconnected to one another and to important regional environmental assets, such as Werakata National Park and Pokolbin State Forest. The health, function, and aesthetic qualities of vegetated waterways within the Vineyards District will be enhanced alongside new development occurring in the area.

Future development on Important Environmental Land is to be consistent with the future desired character statement.

To ensure consistency with the future desired character of Important Environmental Land and to secure positive environmental outcomes, new planning proposals relating to properties containing Important Environmental Land will be required to address the following planning principles.

- Proposals do not increase opportunities for residential intensification, such as residential subdivision.
- Land containing important biodiversity, heritage, or agricultural value is protected and enhanced.

The following actions have been identified to ensure Important Environmental Land is appropriately managed in accordance with the future desired character statement.

Future desired character

Native tree removal is avoided on properties containing Important Environmental Land. There is to be no net loss of native vegetation as a result of new development. Buildings and structures, roads, driveways, fences, dams, infrastructure, drainage and asset protection zones are located outside of areas containing native habitat or priority and connecting vegetation/wildlife corridors.

Development sites are carefully chosen to minimise impacts on areas containing existing native flora and fauna and appropriate buffer distances are adopted to protect these areas.

Additional plantings of native and endemic species on areas of private land not suitable for agriculture is encouraged and increases primary habitat and the integrity of primary and connecting vegetation/wildlife corridors. Additional planting also connects fragmented vegetation communities throughout the Vineyards District.

Attention is given to improving biodiversity along watercourses and rehabilitating and enhancing vegetation/wildlife corridors between the Pokolbin State Forest and Werakata National Park. Particular attention is given to improving biodiversity within the Black Creek riparian area and its tributaries.

Where possible, site landscaping is adopted that enhances Important Environmental Land within the property. Larger scale development has a higher potential for environmental impacts and therefore, the scope of required site landscaping within the property will be proportionate to the scale of the development and may include requirements to rehabilitate and maintain degraded areas of native vegetation within the property.

Action 12: Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of Important Environmental Land

Unmanaged development within the Cessnock Vineyards District presents a threat to the integrity of Important Environmental Land, including native vegetation, wildlife habitat, and ecological corridors, leading to biodiversity loss, habitat fragmentation, and long-term environmental degradation.

To protect these sensitive areas, development on Important Environmental Land will be strictly controlled. New developments must avoid impacting these areas and provide appropriate buffers. Where clearing cannot be avoided, there must be no net loss of native vegetation within the site. Any required replanting must be carried out to reinforce and improve the quality of Important Environmental Land on the property.

A Development Control Plan (DCP) will be prepared for the Cessnock Vineyards District to guide future development in line with the desired character of Important Environmental Land. The DCP will include measures to prevent impacts on native flora and fauna, reduce environmental harm, and protect or enhance ecological linkages. It will also ensure no net loss of vegetation and encourage landowners to rehabilitate degraded areas through appropriate incentives. These planning controls will help preserve the Vineyards District's environmental values while enabling sustainable land use.

Action 13: Investigate a suitable land use zone to acknowledge areas of Important Environmental Land

The application of a conservation land use zone to areas of Important Environmental Land will be considered as part of Council's LGA wide Environmental Zoning Framework project. In determining the appropriate land use zone for these areas, it will be necessary to establish the environmental values of the land through the use of reliable data and thorough analysis, ensuring a robust strategic basis for identifying where such zones should apply.

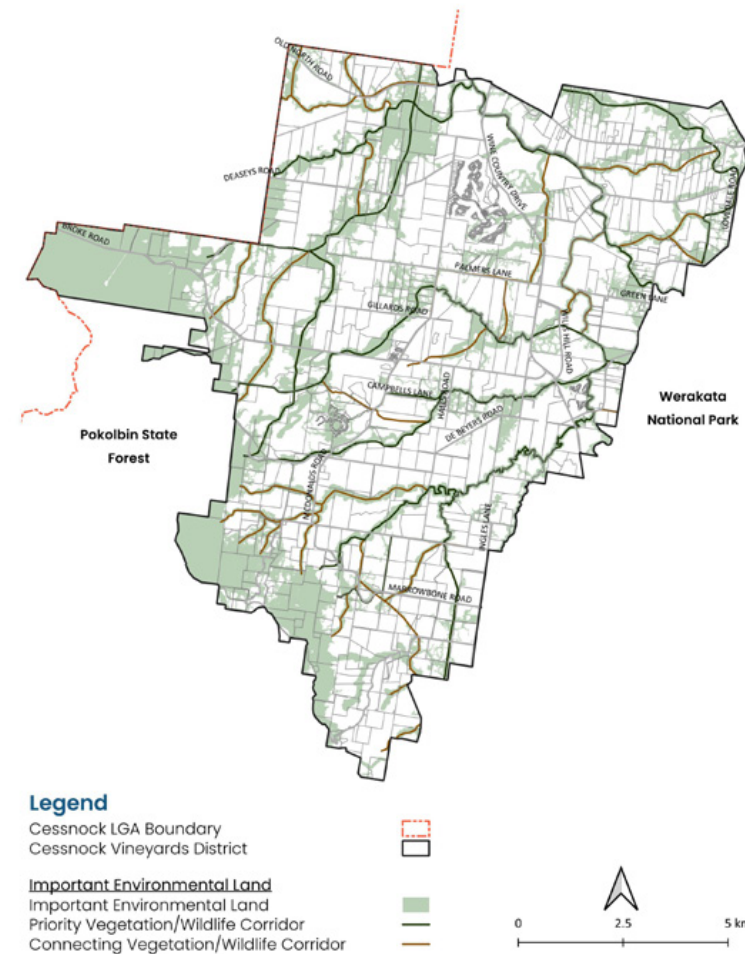
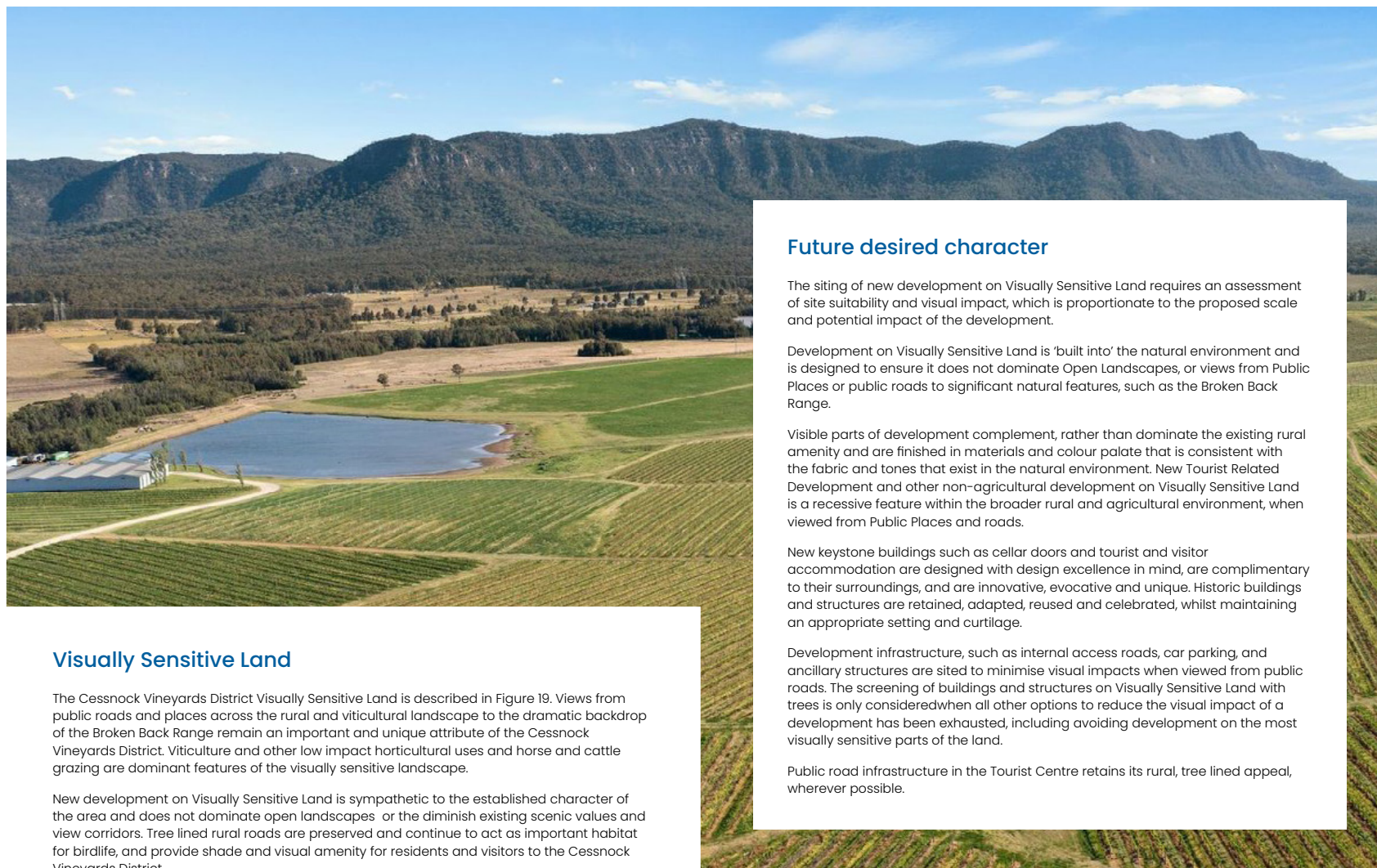


Figure 18: Biodiversity corridors for rehabilitation



Visually Sensitive Land

The Cessnock Vineyards District Visually Sensitive Land is described in Figure 19. Views from public roads and places across the rural and viticultural landscape to the dramatic backdrop of the Broken Back Range remain an important and unique attribute of the Cessnock Vineyards District. Viticulture and other low impact horticultural uses and horse and cattle grazing are dominant features of the visually sensitive landscape.

New development on Visually Sensitive Land is sympathetic to the established character of the area and does not dominate open landscapes or the diminish existing scenic values and view corridors. Tree lined rural roads are preserved and continue to act as important habitat for birdlife, and provide shade and visual amenity for residents and visitors to the Cessnock Vineyards District.

Future development on Visually Sensitive Land is to be consistent with the future desired character statement on page 109.

Future desired character

The siting of new development on Visually Sensitive Land requires an assessment of site suitability and visual impact, which is proportionate to the proposed scale and potential impact of the development.

Development on Visually Sensitive Land is 'built into' the natural environment and is designed to ensure it does not dominate Open Landscapes, or views from Public Places or public roads to significant natural features, such as the Broken Back Range.

Visible parts of development complement, rather than dominate the existing rural amenity and are finished in materials and colour palate that is consistent with the fabric and tones that exist in the natural environment. New Tourist Related Development and other non-agricultural development on Visually Sensitive Land is a recessive feature within the broader rural and agricultural environment, when viewed from Public Places and roads.

New keystone buildings such as cellar doors and tourist and visitor accommodation are designed with design excellence in mind, are complimentary to their surroundings, and are innovative, evocative and unique. Historic buildings and structures are retained, adapted, reused and celebrated, whilst maintaining an appropriate setting and curtilage.

Development infrastructure, such as internal access roads, car parking, and ancillary structures are sited to minimise visual impacts when viewed from public roads. The screening of buildings and structures on Visually Sensitive Land with trees is only considered when all other options to reduce the visual impact of a development has been exhausted, including avoiding development on the most visually sensitive parts of the land.

Public road infrastructure in the Tourist Centre retains its rural, tree lined appeal, wherever possible.

¹ An open landscape means land that is predominantly cleared of trees and on which development is highly visible when viewed from a public place or road.

To ensure consistency with the future desired character of Visually Sensitive Land, new planning proposals relating to Visually Sensitive Land will be required to address the following planning principles:

- Proposals do not increase opportunities for residential intensification, such as residential subdivision.
- Proposals are sympathetic to the established viticultural character of the area and will not give rise to land uses that have the potential to dominate open landscapes or diminish existing scenic values and view corridors.
- Proposals encourage improved walking and cycling connectivity from the Tourist Centre to key destinations and important landscape features in the area.

The following actions have been identified to ensure Important Environmental Land is appropriately managed in accordance with the future character statement.

Action 14: Review the Visually Sensitive Land Map

The Visually Sensitive Land Map (see Figure 19) will be reviewed to ensure it accurately identifies land with high visual significance. To support this, a study should be undertaken with input from the Vineyards Reference Group to help Council identify and confirm areas of visually sensitive land within the Cessnock Vineyards District. The Stakeholder Reference Group will play an important advisory role in this process, with ongoing engagement to ensure the mapping remains responsive to emerging issues, industry needs, and community expectations, while supporting the district's long-term vision for sustainable agriculture, compatible tourism development, and protection of the area's unique landscape and land-based economic assets.

Action 15: Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of Visually Sensitive Land

Increasing development pressure in the Cessnock Vineyards District has the potential to erode the area's distinctive rural and viticultural character, particularly where development is visually prominent or poorly integrated with the landscape. Visually Sensitive Land, which is highly visible from public roads and spaces, is especially at risk of being dominated by large structures, inappropriate building materials, or intrusive fencing and entry features.

To address these risks, a Development Control Plan should be prepared to ensure new development respects and enhances the visual character of the Vineyards District. The DCP should include controls to manage building height, scale, materials, and finishes so that development does not detract from the rural setting. It should require buildings and structures on Visually Sensitive Land to blend into the natural landscape, promote landscaping that delivers visual and environmental benefits, and ensure fencing and entry structures are unobtrusive. In tourist centres and nodes, built form should reflect the future local character of the area and achieve high architectural quality, contributing positively to the area's identity.



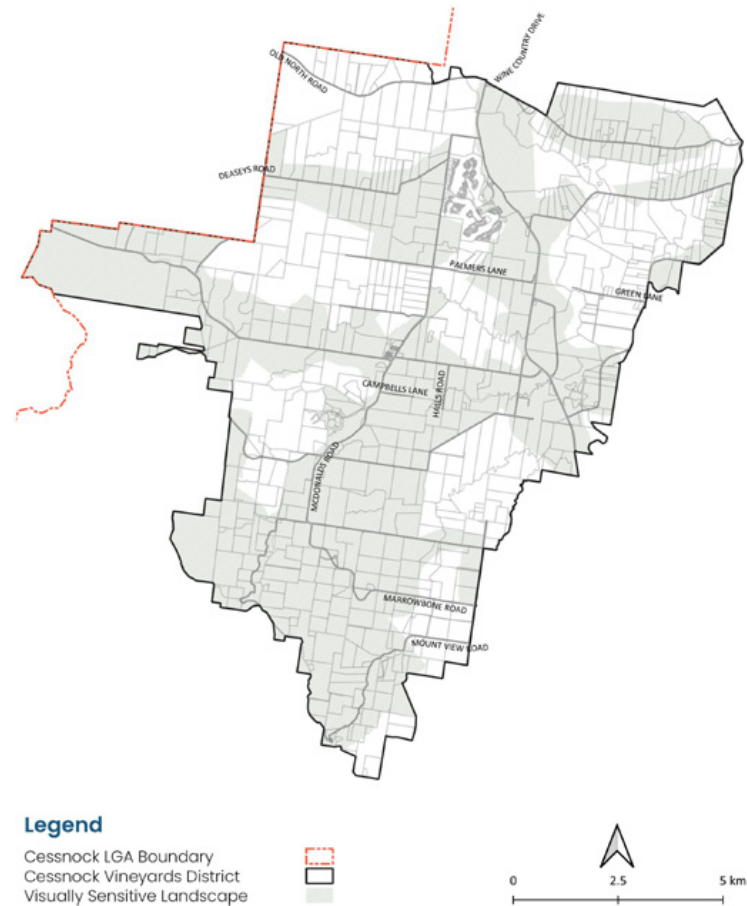


Figure 19: Visually sensitive landscape





Tourist Centre and Major Integrated Tourist and Accommodation Nodes

Tourist Centre and Major Integrated Tourist and Accommodation Nodes

The number and density of tourist developments in the area at the intersection of Broke Road and McDonalds Road warrant the area being categorised as a major tourist node and managed accordingly in the local planning framework. The indicative extent of the proposed Tourist Centre is identified in Figure 20 and broadly covers the existing tourist-related development at the intersection of Broke Road and McDonalds Road, while allowing some land for future expansion and growth of the centre. The extent of the Tourist Centre has been determined following a multi-faceted analysis, including an assessment of future economic demand for larger scale tourist and visitor accommodation development within the Cessnock Vineyards District, together with an analysis of environmental

constraints, the location of established vineyards, and the potential for land use conflict between larger scale tourist development and existing agriculture.

In the future, the Tourist Centre will be the focus for additional 'larger scale' tourist and non-agricultural development in the Vineyards District. In this context, larger scale development is considered any development that requires land to be rezoned to establish permissibility. A proposal to rezone land at the intersection of Broke and McDonalds roads to an appropriate zone for the purpose of tourist development may be supported in accordance with the principles of this Place Strategy. The final extent of the Tourist Centre will need to be detailed and justified within a planning proposal for the Tourist Centre.

To guide and coordinate future

development and ensure consistency with the strategic intent of the Place Strategy, a Master Plan should be prepared for the Tourist Centre as part of any landowner-led rezoning proposal. The Master Plan should define the spatial layout, land use distribution, infrastructure needs, access and movement networks, public realm improvements, and landscape integration. A site-specific Development Control Plan, incorporating design guidelines for buildings and structures, should also be developed to ensure that the built form responds sensitively to the rural landscape setting, maintains visual harmony with established development, and reinforces the area's distinctive character.

In addition, a planning proposal to rezone land to an appropriate zone, e.g. Zone SP3 Tourist, will need to be supported by detailed technical studies to address site-specific constraints and considerations. These include, but are not limited to:

- Natural hazards, such as bushfire, flooding and stormwater management;

- Prevalence and protection of native vegetation and biodiversity values;
- Traffic and access impacts associated with increased tourist visitation;
- Servicing strategy, including wastewater treatment and servicing capacity;
- Potential contamination from previous land uses;
- Management of noise and lighting impacts; and
- Scenic amenity and protection of significant views and rural vistas.

Fragmentation of land for residential development is not compatible with the intent of the Vineyards Tourist Centre to provide facilities and accommodation for tourists and visitors. Any new residential subdivision is to occur outside the Cessnock Vineyards District and in accordance with Council's Urban Growth Management Plan and Housing Strategy, or within one of the established major integrated tourist nodes



described in Figure 20.

Development controls will be prepared for new development within the Tourist Centre to ensure it is sympathetic with the established pattern and scale of development, including being set into the landscape and not dominating it.

The existing major integrated tourist and accommodation nodes are expected to operate largely as they have been, and possibly intensify in accordance with the development standards that underpin them. To preserve the rural amenity and the agricultural potential of the land surrounding the major nodes, there will be no further opportunity for the expansion of the major nodes onto adjoining land.

The existing major integrated tourist and accommodation nodes, including 'The Vintage' and the 'Lovedale Farm'

developments, should continue to serve the broader Vineyards District as the focus for major integrated tourist developments. These nodes have played a critical role in concentrating tourism infrastructure and small-lot residential development in designated, well-served areas, thereby alleviating development pressure across the remainder of the Vineyards District. By providing opportunities for small-lot housing and associated tourism-related land uses within defined precincts, they help to preserve the rural character and agricultural integrity of the surrounding landscape.

Looking ahead, planned urban release areas such as Huntlee and Anvil Creek—anticipated to accommodate several thousand small housing lots—will further assist in reducing demand for small lot residential development within the

Vineyards District. These future growth areas, which are part of the larger Anambah to Branxton Urban Investigation Area, are expected to absorb a substantial portion of the region's population and housing demand, thereby supporting a more strategic and sustainable settlement pattern.

The ongoing role of The Vintage and Lovedale Farm as major integrated tourist nodes is essential. These areas should continue to provide outward-facing services and amenities that attract visitation and tourism, while maintaining strong visual, functional, and economic connections to the broader Vineyards District. It is important that development within these nodes continues to demonstrate a clear nexus to the region's agricultural base, reinforcing the identity and appeal of the Hunter Valley as a

premium wine and food destination.

Walking and cycling infrastructure will be improved between the Tourist Centre and major nodes, local centres and other important tourist sites within the Vineyards District, while maintaining the agricultural and environmental amenity of the Important Agricultural Land. In order to deliver the proposed improvements to the walking and cycling network in the Cessnock Vineyards District, items of infrastructure will need to be included in the Works Schedule that accompanies Council's s.712 Levy Contribution Plan. The total cost of the infrastructure is significant and may warrant consideration of a plan levy rate above 1%.

Future development within the Tourist Centre and major accommodation nodes is to be consistent with the future desired character statement on page 118.

Future desired character

The Vineyards District Tourist Centre and major tourist accommodation nodes are the primary focus for larger scale Tourist Related Development in the area. The number and density of development within these areas, warrant them being classified as major tourist nodes and managed accordingly.

New development within the Vineyards District Tourist Centre and major tourist accommodation nodes compliments the established pattern, scale and typology of development that already exists those areas. Where opportunities are available for more intense Tourist Related Development, these opportunities are to be balanced with a requirement to achieve design excellence and minimisation of development and environmental impacts, such as traffic and roadside tree removal.

Fragmentation of land for permanent residential development is not consistent with the objective of the Tourist Centre to provide a range of larger-scale facilities, services, and accommodation for the benefit of tourists and visitors to the Cessnock Vineyards District. Instead, the focus is on enhancing the visitor experience and reinforcing the tourism economy, while maintaining clear boundaries between the Centre and surrounding agricultural or rural areas.

Development within the Tourist Centre and major tourist accommodation nodes does not detract from the landscape, but enhances it. Visible parts of development complement, rather than intrude on the roadside environment and are finished in materials and colour palate that is consistent with the fabric and tones that exist in the natural environment.

Development infrastructure, such as internal access roads, car parking, lighting and ancillary structures are sited and landscaped to minimise visual impacts when viewed from public roads. Development infrastructure is sensitively screened, wherever possible.

The ongoing role of The Vintage and Lovedale Farm as major integrated tourist nodes is essential. These areas should continue to provide outward-facing services and amenities that attract visitation and tourism, while maintaining strong visual, functional, and economic connections to the broader Vineyards District. Development within these nodes should continue to demonstrate a clear nexus to the region's agricultural base, reinforcing the identity and appeal of the Hunter Valley as a premium wine and food destination.

Public road infrastructure in the Tourist Centre retains its rural, tree-lined appeal, contributing to the scenic and immersive nature of the visitor journey through the Vineyards District.

To ensure consistency with the Tourist Centre and major integrated tourist and accommodation nodes future desired character, new planning proposals will be required to address the following planning principles.

- The Tourist Centre and existing major tourist, accommodation and infrastructure nodes are the focus for larger scale tourist and non-agricultural development.
- Proposals do not increase opportunities for residential intensification, such as residential subdivision.
- Proposals encourage improved walking and cycling connectivity from the Tourist Centre to key destinations and important landscape features in the area.
- Proposals maximise the use of existing infrastructure and do not require major infrastructure upgrades or augmentation.
- Proposals avoid land significantly impacted by natural hazards.

The following actions have been identified to ensure the Tourist Centre and major tourist accommodation nodes are appropriately managed in accordance with the future character statement.



Action 16: Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of the Tourist Centre and major accommodation nodes

A Development Control Plan should be prepared to guide future development in the Vineyards District Tourist Centre. New development should complement the established pattern, scale, and typology of existing uses, and where opportunities for more intensive tourist development arise, they must be balanced with requirements for design excellence and minimal environmental and infrastructure impacts, including traffic and roadside tree removal. The focus for the Vineyards Tourist Centre should remain on enhancing the visitor experience and reinforcing the tourism economy, while maintaining distinct boundaries between the Centre and surrounding rural and agricultural areas. Development should also protect the rural, tree-lined character of key roads such as Broke Road and McDonalds Road, which contribute to the district's scenic qualities. If the Tourist Centre is rezoned to SP3 in the future, the DCP will need to be updated to respond to the objectives of the zone and any new permissible land uses.

Action 17: Review Council's Section 7.11 and Section 7.12 development contributions plans to identify opportunities to fund future active transport links within the Cessnock Vineyards District

To support the wine and tourism sector prosper in the Cessnock Vineyards District, a renewed focus on improving active and road transport infrastructure is required. This includes bridging gaps in the cycleway network, between the major tourist, infrastructure and accommodation nodes, along key transport routes and from the Tourist Centre to other tourist activities and landscape features in the area and beyond. In order to deliver the proposed improvements to the walking and cycling network in the Cessnock Vineyards District, items of infrastructure will need to be included in the Works Schedule that accompanies Council's existing s.7.12 Levy Contribution Plan. The total cost of the infrastructure is significant and may warrant consideration of a plan levy rate above 1%.

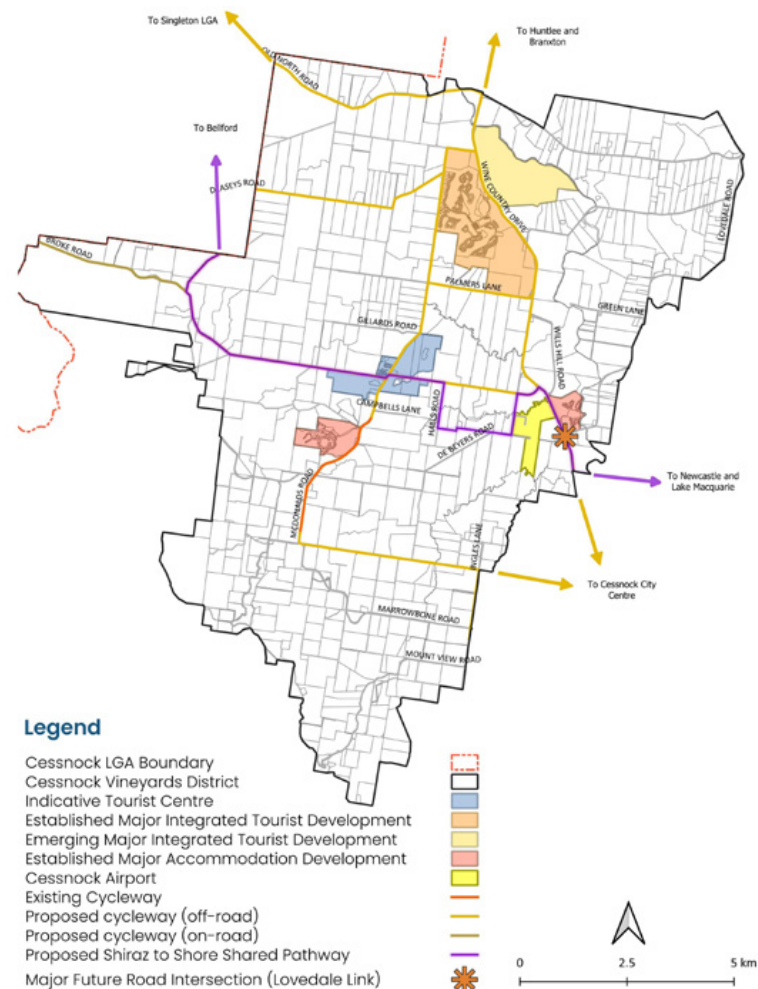
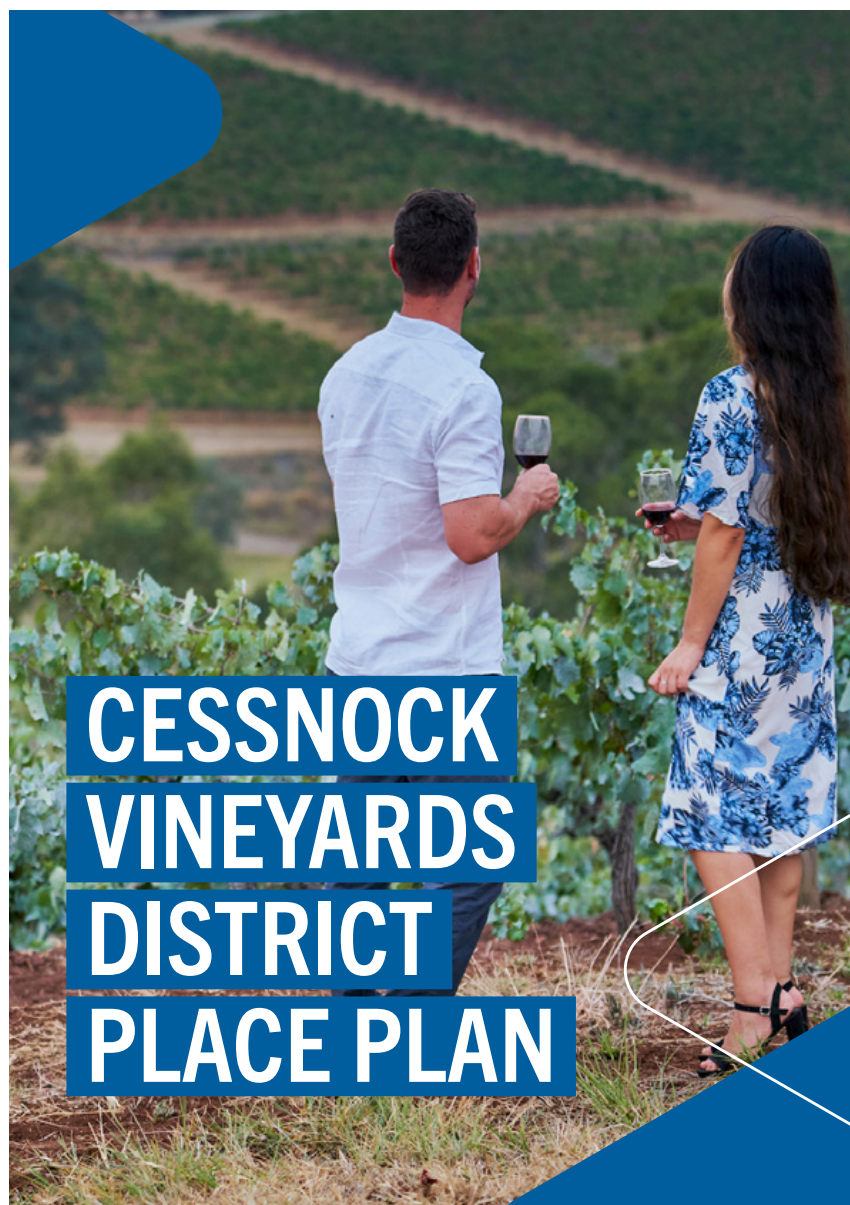


Figure 20: Tourist Centre and major tourist nodes



Cessnock Vineyards District place plan

Place Plan

The Vineyards District Place Plan is a high-level summary of the strategic directions and planning principles that will guide future land use and development across the Vineyards District. Consistent with the Hunter Regional Plan 2041, the Place Plan supports the continued evolution of the area as a leading wine and tourism destination while protecting its rural character, scenic landscape, and agricultural productivity. The Vineyards District Place Plan comprises the following key elements:

Important Agricultural Land and Visually Significant Landscape

The Place Plan acknowledges the significance of Important Agricultural Land in the Cessnock Vineyards District, where viticulture, low-impact horticulture, and horse and cattle grazing are expected to remain the dominant land uses. While tourism and other non-agricultural development can provide valuable economic and product diversification opportunities, such development must be compatible with agricultural uses on the subject land and surrounding properties. Proposals must be appropriately scaled, designed, and sited in response to the environmental and rural characteristics of the land.

The District's visually sensitive landscapes, including scenic views toward the Broken Back Range, are a defining feature of the area and must be protected. Development

on Visually Sensitive Land must be sympathetic to the established rural character and must not dominate the landscape or interrupt key view corridors. Tree-lined rural roads should be preserved for their habitat value, contribution to scenic quality, and role in defining the area's unique rural and viticultural identity. Development must not compromise the ongoing or future use of Important Agricultural Land, including potential expansion of viticulture or operations associated with Cessnock Airport.

Important Environmental Land

The Place Plan recognises the value of environmental lands within the Cessnock-Kurri Kurri vegetation region, which supports threatened species and contributes to regional ecological connectivity. Planning proposals must consider the application of Environmental Conservation zones in accordance with the Hunter Regional Plan 2041, relevant State Environmental Planning Policies (SEPPs), and Ministerial Directions to protect biodiversity, native vegetation, and ecological processes.

Land use planning must also align with the NSW Water Quality Objectives to support catchment health and protect riparian areas such as the Black Creek catchment. Environmental considerations should be integrated into all stages of planning and development to ensure the long-term protection of natural values and the resilience of the Vineyards District's ecological systems.



Vineyards District Tourist Centre

The Place Plan proposes land at the intersection of Broke and McDonalds roads for the purpose of a Tourist Centre. The number and density of existing larger scale tourist developments in this area warrant its identification as a major tourist node, which should be managed accordingly through the local planning framework. The Tourist Centre will support a range of facilities, services, and accommodation for visitors to the Cessnock Vineyards District. It will also accommodate events and festivals, tourist retail, and wine tourism. The final extent of the Tourist Centre will be determined through a landowner-initiated planning proposal.

Any rezoning proposal should be supported by a Master Plan that includes a spatial analysis of landform, landscape and environmental constraints, as well as infrastructure requirements, access and movement networks, public realm improvements, and landscape integration. The Master Plan should also outline how built form outcomes will be managed to ensure they are compatible with the rural setting and reinforce the distinctive character of the area.

Major Integrated Tourist, Infrastructure and Accommodation Nodes

The Place Plan acknowledges the existing major integrated tourist and accommodation nodes, including The Vintage and Lovedale Farm developments. These nodes are expected to continue operating largely as they have been, with some capacity for intensification in accordance with the planning controls that apply to them. These nodes have played an important role in accommodating tourism infrastructure and small-lot residential development within defined, well-serviced areas, relieving development pressure across the broader Vineyards District.

To preserve rural amenity and the agricultural potential of land surrounding these major nodes, there will be no further opportunity for their expansion onto adjoining land. Over time, planned urban release areas such as Huntlee and the broader Anambah to Branxton Urban Investigation Area, are expected to accommodate significant new housing supply. These areas will assist in

reducing demand for small-lot residential development within the Vineyards District and support the long-term preservation of rural character and agricultural uses.

Traffic and Transport Improvements

To support the ongoing success of the wine and tourism sector, a renewed focus on improving road and active transport infrastructure is required. Priority should be given to bridging gaps in the cycleway network, particularly between the major tourist, infrastructure and accommodation nodes, along key transport routes, and connecting the Tourist Centre with other key destinations and landscape features in the region.

Upgrades to transport infrastructure must be carefully planned and delivered to ensure they do not diminish the rural amenity or character of the Vineyards District. Tree-lined rural roads, which serve as important ecological corridors and contribute to visual amenity and the visitor experience, should be preserved and enhanced as part of any future improvements.

Cessnock Airport Precinct

The Place Plan proposes the Cessnock Airport Precinct as a key regional aviation, transport, and economic hub within the Vineyards District, recognising its potential to support expanded and diversified aviation operations alongside compatible economic and tourism uses. The proposed planning principles for the precinct prioritise aviation as the primary land use, safeguarding airspace and infrastructure to enable future growth, including runway extensions and intensified aviation activities, while preventing residential encroachment and incompatible development. Infrastructure improvements and a future Master Plan will guide coordinated land use, infrastructure investment, and design outcomes that reinforce the Airport's gateway role to Wine Country, enhance connectivity with Huntlee and Cessnock town centre, and the Vineyards District, and promote sustainable economic development aligned with the region's strategic objectives.

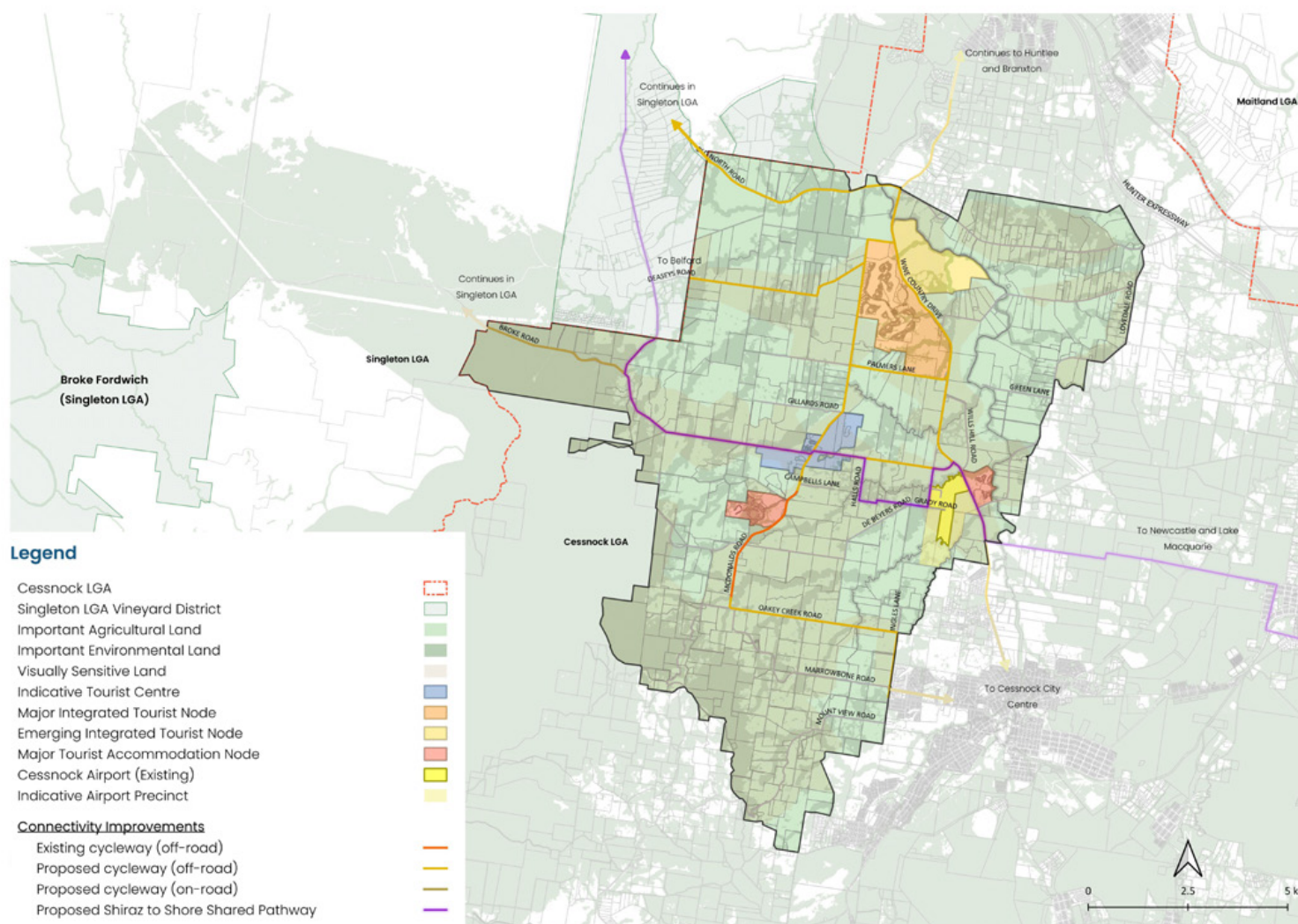


Figure 21: Place Plan

Land Use Principles, consistency measures and actions

The table below outlines land use principles for the Cessnock Vineyards District, along with consistency measures to ensure planning proposals align with these principles. It also identifies key actions needed to implement the Place Strategy within the local planning framework.

LAND USE PRINCIPLES FOR FUTURE PLANNING PROPOSALS	CONSISTENCY MEASURES	ACTIONS	TIMEFRAME
Proposals relating to Important Agricultural Land affirm the primacy of viticulture and strengthen the integrity of the area for agricultural activities.	<p>A planning proposal is consistent with this principle if it is able to demonstrate that:</p> <ul style="list-style-type: none"> It will not intensify land use conflict with agricultural activities, including agricultural produce industries, occurring on the land, or adjacent land; It will not reduce opportunities to carry out agriculture on the land in the future; and It will support and strengthen the agricultural and/or tourist industry in the broader Cessnock Vineyards District. 	Review land use zones to align with the Cessnock Vineyards District's desired future character statements	Long
		Retain a Vineyards Reference Group to support strategy implementation and refinement	Long
		Investigate an appropriate land use zone to preserve areas of Important Agricultural Land	Long
		Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of Important Agricultural Land	Immediate
		Review minimum lot sizes in the Cessnock Vineyards District to ensure productive viticulture	Long
The Tourist Centre and existing major tourist, accommodation and infrastructure nodes are the focus for larger scale tourist and non-agricultural development.	A planning proposal is consistent with this principle if it is able to demonstrate that it is in keeping with the objective of the Place Strategy to focus larger scale tourist and non-agricultural development within the proposed Broke/McDonalds Road Tourist Centre, or an established major tourist, infrastructure or accommodation node (as identified in this Place Strategy).	Review land use zones to align with the Cessnock Vineyards District's desired future character statements	Long
		Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of the Tourist Centre and major accommodation nodes	Immediate

Immediate Action carried out in conjunction with this Place Strategy.
Short Carried out within the next year.

Medium Carried out within the next two years.
Long Carried out within the next five years.

LAND USE PRINCIPLES FOR FUTURE PLANNING PROPOSALS	CONSISTENCY MEASURES	ACTIONS	TIMEFRAME
Proposals do not increase opportunities for residential intensification, such as residential subdivision.	A planning proposal is consistent with this principle if it does not increase opportunities for residential development or residential subdivision in the Cessnock Vineyards District.	Review local policy relating to dwelling entitlements.	Medium
Proposals are sympathetic to the established viticultural character of the area and will not give rise to land uses that have the potential to dominate open landscapes or diminish existing scenic values and view corridors.	A planning proposal is consistent with this principle if it is supported by a Visual Impact Analysis demonstrating future land uses will not diminish the existing scenic values or view corridors.	Review the Visually Sensitive Land Map. Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of Visually Sensitive Land.	Long Immediate
Proposals encourage improved walking and cycling connectivity from the Tourist Centre to key destinations and important landscape features in the area.	A planning proposal is consistent with this principle if it: <ul style="list-style-type: none"> Develops successful transport connections by applying the TfNSW Movement and Place Framework; and Supports sustainable and active transport opportunities, which connects open space, tourist nodes and important landscape features. Is consistent with the objectives and outcomes of Council's Cycling Strategy, Trails Strategy and Traffic and Transport Strategy. 	Review Council's Section 7.11 and Section 7.12 development contributions plans to identify opportunities to fund future active transport links within the Cessnock Vineyards District	Medium

Immediate Short Action carried out in conjunction with this Place Strategy.
Carried out within the next year.

Medium Long Carried out within the next two years.
Carried out within the next five years.

LAND USE PRINCIPLES FOR FUTURE PLANNING PROPOSALS	CONSISTENCY MEASURES	ACTIONS	TIMEFRAME
Land containing important biodiversity, heritage or agricultural value is protected and enhanced.	A planning proposal is consistent with this principle if it:	Investigate the extent of historically significant vines, structures and landscapes, and mechanisms to protect these items and areas	Long
	<ul style="list-style-type: none"> Protects, retains and enhances biodiversity corridors, high environmental value areas and riparian corridors (as set out in this Place Strategy) to create regional green linkages; 	Improve awareness of Aboriginal cultural heritage.	Long
	<ul style="list-style-type: none"> Demonstrates consistency with the hierarchy principles under the Biodiversity Conservation Act; 	Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of Important Environmental Land	Immediate
	<ul style="list-style-type: none"> Protects and conserves items and places of Aboriginal and European cultural significance; 	Investigate a suitable land use zone to acknowledge areas of Important Environmental Land	Long
	<ul style="list-style-type: none"> Protects and enhances important agricultural land. 	Review minimum lot sizes in the Cessnock Vineyards District to ensure productive viticulture	Long
Proposals maximise the use of existing infrastructure and do not require major infrastructure upgrades or augmentation.	A planning proposal is consistent with this principle if it:		
	<ul style="list-style-type: none"> Is supported by appropriate modelling (transport, infrastructure, services and utilities) to understand ultimate capacities, cumulative growth and infrastructure thresholds; 		
	<ul style="list-style-type: none"> Considers infrastructure staging and sequencing required to support growth and minimise the need for redundant infrastructure; and 	Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of Important Agricultural Land	Immediate
	<ul style="list-style-type: none"> Considers the use of interim infrastructure solutions to align infrastructure requirements with growth. 		
	<ul style="list-style-type: none"> Does not negatively impact on green corridors within the Vineyards District, including vegetation corridors and tree lined rural roads. 		

Immediate Short Action carried out in conjunction with this Place Strategy. Carried out within the next year.

Medium Long Carried out within the next two years. Carried out within the next five years.

LAND USE PRINCIPLES FOR FUTURE PLANNING PROPOSALS	CONSISTENCY MEASURES	ACTIONS	TIMEFRAME
Proposals do not increase the potential for land use conflict with viticulture, horticulture or agricultural produce industries.	<p>A planning proposal is consistent with this principle if it:</p> <ul style="list-style-type: none"> Addresses the Land Use Conflict Risk Assessment Guide to demonstrate land use compatibility and minimise rural amenity issues (of both existing and future uses); and Identifies land use conflicts and develops appropriate strategies, such as complementary development controls and/or buffer and transition requirements. 	Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of Important Agricultural Land.	Immediate
Proposals avoid land significantly impacted by natural hazards.	<p>A planning proposal is consistent with this principle if it:</p> <ul style="list-style-type: none"> Addresses the Flood Risk Management Manual 2023 and the flood risk management toolkit. This includes how risks can be appropriately managed, including evacuation requirements. Addresses the RFS Planning for Bushfire Protection to ensure protection to human life and minimise risk to property and the environment. This includes being able to demonstrate appropriate evacuation routes and access to emergency service infrastructure. Minimises the impacts of urban heat and demonstrates opportunities to co-locate uses (i.e., active transport connections and open space). Considers the impacts of climate change, including climate responsiveness and resilience. 	Prepare a DCP for the Cessnock Vineyards District that reflects the future desired character of Important Agricultural Land.	Immediate

Immediate Short Action carried out in conjunction with this Place Strategy. Carried out within the next year.

Medium Long Carried out within the next two years. Carried out within the next five years.

LAND USE PRINCIPLES FOR FUTURE PLANNING PROPOSALS	CONSISTENCY MEASURES	ACTIONS	TIMEFRAME
Proposals do not reduce opportunities for the expansion or intensification of Cessnock Airport for airport infrastructure or hours of operation.	<p>A planning proposal is consistent with this principle if it is able to demonstrate that it:</p> <ul style="list-style-type: none">• Will not intensify land use conflict with Airport activities;• Will not reduce opportunities to expand or intensify Airport infrastructure or hours of operation; and• Will support and strengthen the agricultural and/or tourist industry in the broader Vineyards District.	Prepare a Master Plan for the Cessnock Airport Precinct	Medium
		Review local planning provisions to support future Airport growth and investment potential	Long
		Establish a development buffer to the Cessnock Airport Precinct	Medium

Immediate Short Action carried out in conjunction with this Place Strategy. Carried out within the next year.

Medium Long Carried out within the next two years. Carried out within the next five years.



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Table of Contents

AREA-BASED PROVISIONS	2
Cessnock Vineyards District.....	2
Preamble.....	2
Application.....	2
Cessnock Vineyards District Vision and Key Development Principles	2
Definitions.....	4
Local Character of the Cessnock Vineyards District	5
Future Desired Character Statements.....	6
Important Agricultural Land	6
Important Environmental Land	8
Visually Sensitive Land	10
Tourist Centre and Major Tourist Nodes.....	12
Development Provisions	14
Compatibility with the Cessnock Vineyards District Future Character Statements	14
Site Assessment.....	14
Development Siting and Scale	14
Car Parking for Tourist and Visitor Accommodation	17
Building Materials	19
Boundary Fencing and Gates.....	19
Landscaping.....	20
Heritage.....	20
Agricultural Spray Drift.....	21
Noise and Odour Impacts.....	25
Additional controls for larger scale development.....	25
List of Figures	
Figure 1: Land Application and Overview Map	3
Figure 2: Important Agricultural Land	7
Figure 3: Important Environmental Land	9
Figure 4: Visually Sensitive Land	11
Figure 5: Tourist Centre and Nodes	13

AREA-BASED PROVISIONS

Cessnock Vineyards District

The Cessnock Development Control Plan is comprised of 4 parts. Development applications must address all relevant sections of Part 2, Part 3 and Part 4 and supporting guidelines, such as Council's Engineering Guidelines for Design and Construction.

Area-based provisions apply to discrete areas and may include provisions that are different from those in Parts 2 and 3 of the CDCP. Where there is a difference between any development provision/s in Parts 2 or 3 and Part 4, the provision/s in Part 4 prevail for that area.

Preamble

The Cessnock Vineyards District (see **Figure 1**) encompasses an area of land in the vicinity of Pokolbin, Lovedale, Nulkaba and Mount View, zoned predominantly RU4 Primary Production Small Lots. Agriculture occurring within the Cessnock Vineyards District is presently supported by a diverse range of tourist development.

The relationship between viticulture and tourism in the Cessnock Vineyards District is highly interdependent. Some tourist development is necessary to ensure the ongoing viability of viticulture in the area. However, if tourist development is not sited and scaled appropriately, it has the potential to negatively impact the character and amenity of the area. For this reason, tourist and other forms of non-agricultural development requires meticulous planning to ensure it is capable of harmonising with the principal agricultural objectives and rural and environmental characteristics of the land.

Application

This Development Control Plan (DCP) chapter applies to the Cessnock Vineyards District, as described in **Figure 1**. This DCP does not apply to development within the Special Activities Nodes (comprising The Vintage and Lovedale Integrated Tourist Development), or Cessnock Airport. These developments are subject to separate development control plan chapters or, in the case of Lovedale Integrated Tourist Development, a concept masterplan.

When assessing and determining a development application for development in the Cessnock Vineyards District, Council will consider the application against the:

1. Vision for the Cessnock Vineyards District and Key Development Principles, set out in this DCP;
2. Future desired character of the area in which the development is proposed, and
3. Relevant development objectives and controls.

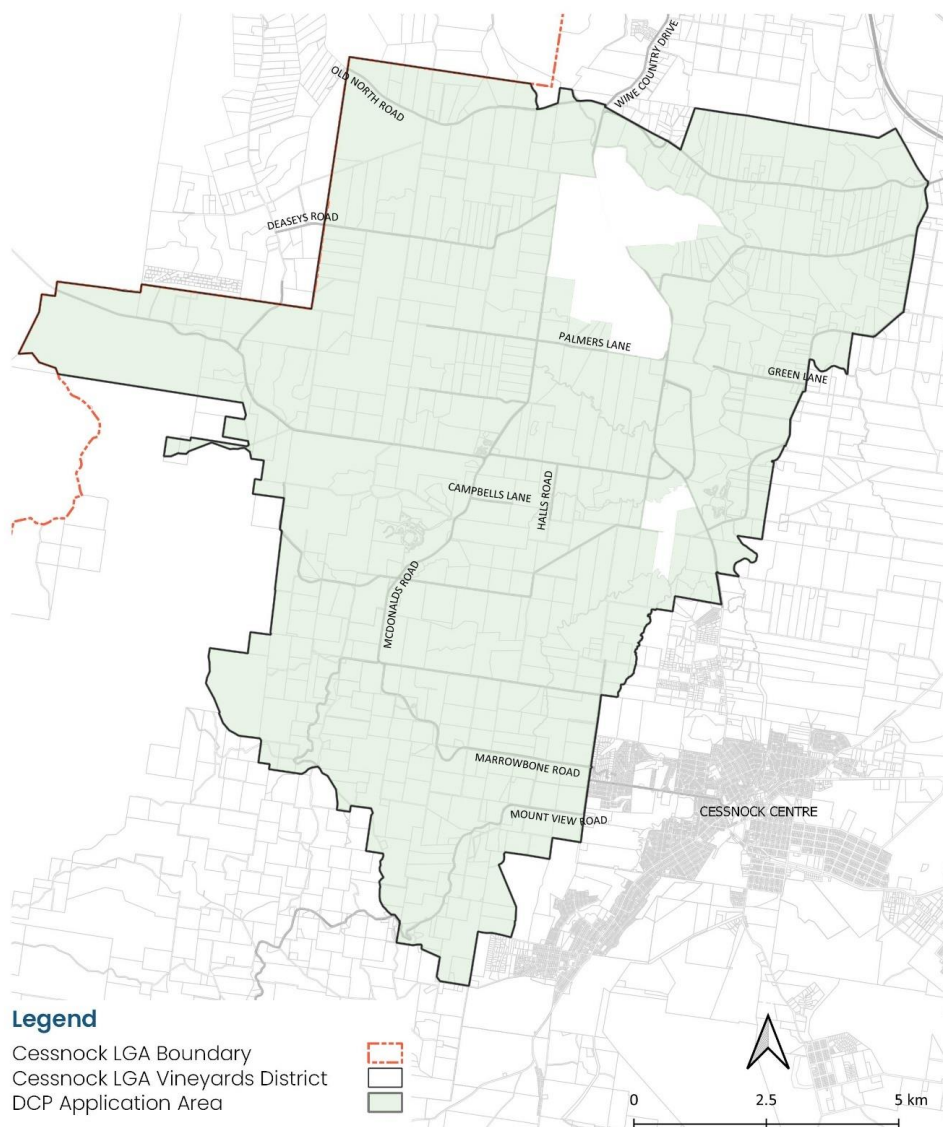
Cessnock Vineyards District Vision and Key Development Principles

The overarching vision for the Cessnock Vineyards District is, 'The leading wine and tourism region in Australia.' Key principles for development are set out below.

Development:

- recognises and protects the primacy of the viticulture land use;
- maintains and enhances the rural amenity, character, cultural landscapes and scenic vistas of the region for future generations to enjoy; and
- allows and fosters a mix of complementary business, accommodation and employment options.

Figure 1: Land Application and Overview Map



Definitions

All terms used in this Local Character Statement and DCP chapter have the same meaning as defined in the *Cessnock Local Environmental Plan 2011*, with the exception of the following.

Important Environmental Land	means Important Environmental Land identified in Figure 3 .
Open Landscape	means land that is predominantly cleared of trees and on which development is highly visible when viewed from a Public Place or road.
Important Agricultural Land	means Important Agricultural Land identified in Figure 2 .
Public Place	means any park, garden, playing field, outdoor dining area or place, which the public is permitted to enter, but excludes roads and travelling stock reserves.
Visually Sensitive Land	means Visually Sensitive Land identified in Figure 4 .
Tourist and Visitor Accommodation Building	means a building used for tourist and visitor accommodation containing up to 4 tourist accommodation rooms that provides temporary or short-term accommodation to tourists or visitors on a commercial basis. Individual stays must not exceed 42 consecutive days.
Tourist and Visitor Accommodation Room	means a single bedroom within a Tourist Accommodation Building, for use by tourists or visitors.
Tourist Centre and Nodes	means the Vineyards District Tourist Centre and major accommodation nodes identified in Figure 5 .
Tourist Related Development	means any of the following land uses individually or in combination: <ul style="list-style-type: none"> • Agritourism • Artisan food or drink premises • Farm gate premises • Function centres • Information and education facilities • Restaurants or cafes • Tourist and visitor accommodation

Local Character of the Cessnock Vineyards District

The Cessnock Vineyards District is the major component of the broader Hunter Valley Wine Region, which is the nation's oldest, continuous wine producing area and is internationally recognised for its premium wines.

The Cessnock Vineyards District has a unique combination of land uses, native vegetation, topography and waterways, which combine to create a landscape setting which is the main reason for people visiting the vineyards.

The topography of the Cessnock Vineyards District is one of low-rolling hills in the north and east, increasing to steep land of the Broken Back Range in the west to Mount View in the south. It is the interplay of the low hills set amongst the backdrop of the Broken Back Range which gives the area such a distinctive landscape setting.

The local character of the Cessnock Vineyard's District is embodied by the following major aspects of the natural and built environment:

- important agricultural land;
- important environmental land;
- visually sensitive land; and
- the Tourist Centre and nodes.

The Vintage and Lovedale Integrated Tourist developments together form a large 'special activities node' to the north of the Tourist Centre. The special activities node contains, or is likely to contain, integrated tourist and residential development. Development within the special activities node is not subject to this chapter, but is addressed elsewhere in the DCP (The Vintage), or approved concept masterplan (Lovedale Integrated Tourist Development). Development at Cessnock Airport is also not subject to this chapter, but is addressed within a site specific chapter.

Future Desired Character Statements

Important Agricultural Land

The Cessnock Vineyards District Important Agricultural Land is identified in **Figure 2**. Important Agricultural Land is dominated by vineyards and other low impact horticultural uses, horse and cattle grazing.

The established vineyards are a mixture of production vineyards and vineyards with cellar doors and restaurants located on them. Some vineyards have supporting tourist uses, such as accommodation, artisan food and drink premises, farm gate premises, or gardens, and are typically of a scale that is compatible with the principal agricultural use of the land.

Smaller scale tourist developments are vital to the overall economic viability of agriculture that occurs on Important Agricultural Land in the Cessnock Vineyard District.

Future desired character

The principal objective of the Cessnock Vineyards District Important Agricultural Land is to encourage viticulture, wine production, low impact horticultural uses, and horse and cattle grazing. Development that has the potential to conflict with these uses is to be minimised on Important Agricultural Land.

Non-agricultural development on Important Agricultural Land should avoid areas of the property used for viticulture or horticulture, or that contain mature trees. New development should not reduce opportunities for primary production to be carried out within the property in the future.

Agriculture on Important Agricultural Land may be supported by complementary tourist related development and other non-agricultural development that:

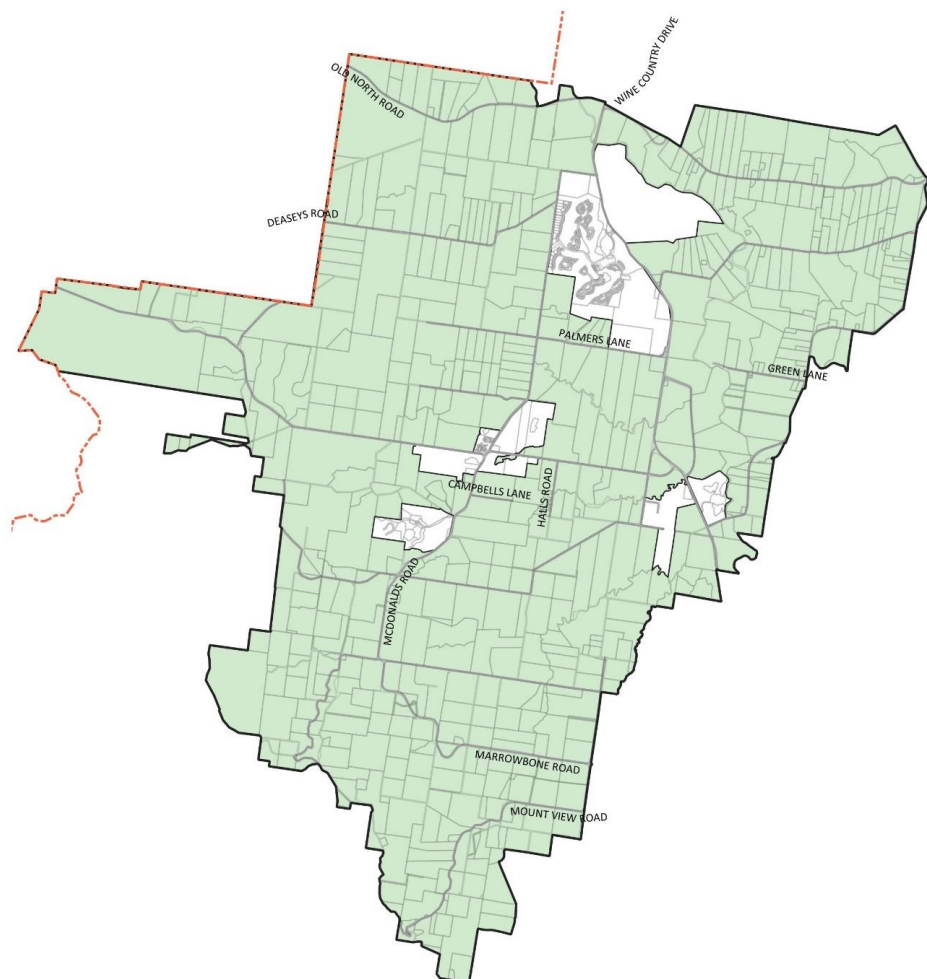
- Does not conflict with agriculture occurring on the property, or on adjoining land;
- Does not significantly reduce opportunities to carry out agriculture within the property in the future;
- Is consistent with, and proportionate to, the scale of agriculture or rural residential development occurring within the property;
- Is proportionate to the size and environmental characteristics of the property;
- Incorporates adequate design and operational measures to address natural hazards and any potential land use conflict with agriculture; and
- Does not require any major infrastructure upgrades or augmentation.

Tourist Related Development does not dominate the use of Important Agricultural Land, but supports the agricultural and/or rural residential development already occurring within the property. Tourist Related Development provides additional revenue for rural property owners, while enabling opportunities for tourists and visitors to experience the unique character and amenity of the Vineyards District and locally produced food, wine and goods. Tourist Related Development is carried out in a manner that protects and strengthens the agricultural uses occurring on the land, and is carefully designed, sited and clustered to minimise land use conflict.

Development in the vicinity of Cessnock Airport should not reduce opportunities for the expansion or intensification of the facility for airport related infrastructure or hours of operation in the future.

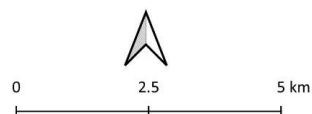
Cessnock Comprehensive Development Control Plan | Area-based Provisions | Vineyards District

Figure 2: Important Agricultural Land



Legend

Cessnock LGA Boundary
Cessnock Vineyards District
Important Agricultural Land



Important Environmental Land

The Cessnock Vineyards District Important Environmental Land is identified in **Figure 3**.

Native vegetation within the Cessnock Vineyards District is patchy and significantly altered by agricultural and viticultural activity. A number of creek lines in the highly modified agricultural and vineyard areas have been cleared and replaced by fast-growing vegetation like *Casuarina glauca* to form typically dense, monospecific stands.

Remnant native vegetation within the Cessnock Vineyards District provides important habitat for wildlife and contributes to the distinctiveness of the area. Pockets of native vegetation exist throughout the Cessnock Vineyards District, but most are disconnected from one other and other important environmental assets like Werakata National Park and Pokolbin State Forest. The vegetated waterways and corridors that traverse the Vineyards District are in varying levels of health, function and aesthetic value, but are nonetheless important for biodiversity.

Future desired character

Native tree removal is avoided on properties containing Important Environmental Land. There is to be no net loss of native vegetation as a result of new development. Buildings and structures, roads, driveways, fences, dams, infrastructure, drainage and asset protection zones are located outside of areas containing native habitat or priority and connecting vegetation/wildlife corridors.

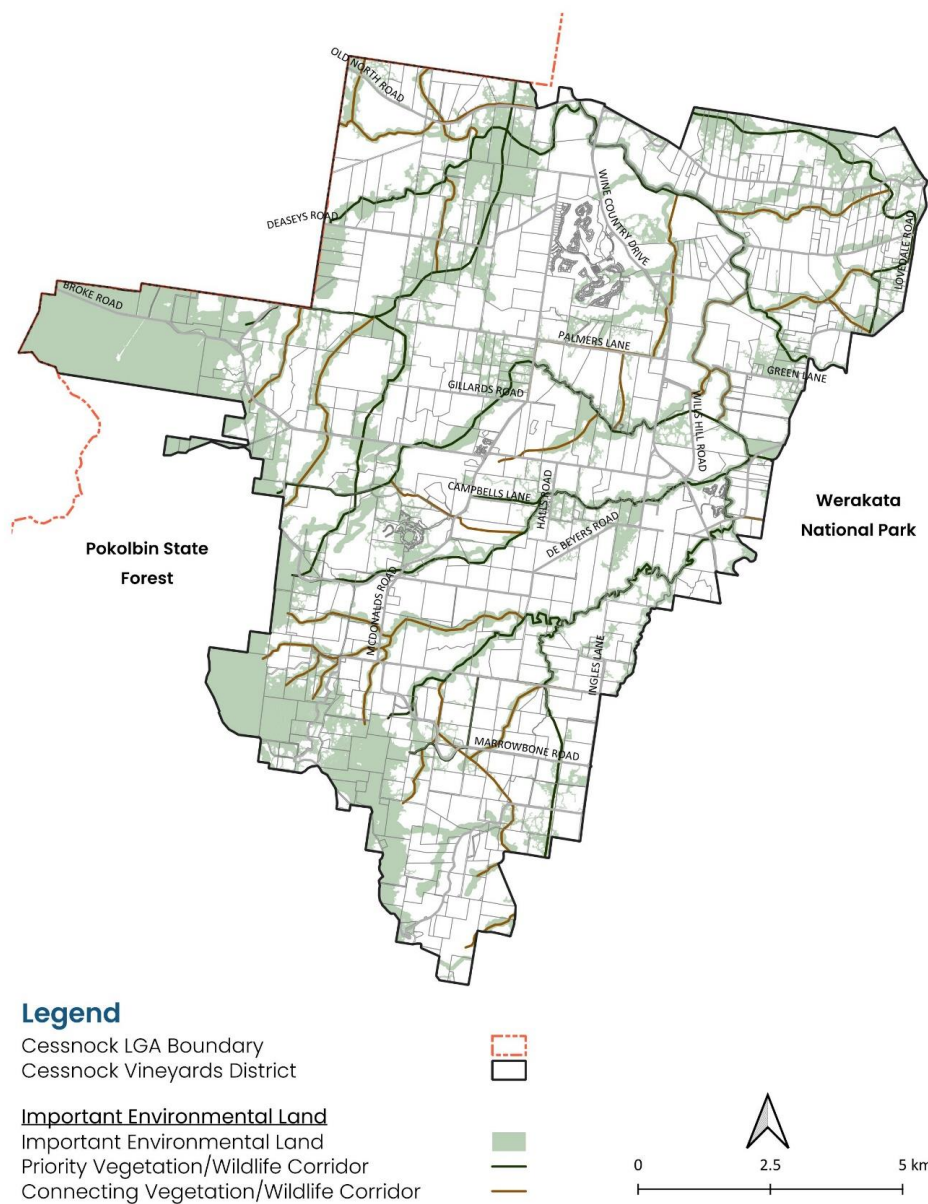
Development sites are carefully chosen to minimise impacts on areas containing existing native flora and fauna and appropriate buffer distances are adopted to protect these areas.

Additional plantings of native and endemic species on areas of private land not suitable for agriculture is encouraged and increases primary habitat and the integrity of primary and connecting vegetation/wildlife corridors. Additional planting also connects fragmented vegetation communities throughout the Vineyards District.

Attention is given to improving biodiversity along watercourses and rehabilitating and enhancing vegetation/wildlife corridors between the Pokolbin State Forest and Werakata National Park. Particular attention is given to improving biodiversity within the Black Creek riparian area and its tributaries.

Where possible, site landscaping is adopted that enhances Important Environmental Land within the property. Larger scale development has a higher potential for environmental impacts and therefore, the scope of required site landscaping within the property will be proportionate to the scale of the development and may include requirements to rehabilitate and maintain degraded areas of native vegetation within the property.

Figure 3: Important Environmental Land



Visually Sensitive Land

The Cessnock Vineyards District Visually Sensitive Land is identified in **Figure 4**.

The Visually Sensitive Land of the Cessnock Vineyards District is composed of the topography, the agricultural land, Open Landscapes, the native vegetation, the dramatic and iconic ranges, and the mix of historic and modern buildings and structures. These elements collectively create the established character of the Cessnock Vineyards District.

Visually, the built form of development in the Cessnock Vineyards District is a mixture ranging from small dwelling houses, small and large wineries and cellar doors, to more densely occupied development, such as that which occurs within the Vineyards Tourist Centre and within the established major tourist, infrastructure and accommodation nodes. Overwhelmingly, the built form is set into the landscape and, on the whole, does not dominate it.

Buildings of the early to late-19th century and early 20th century, which are usually associated with mixed farming, remain and are important reminders of early settlement and vineyards. These buildings are of increasing interest to visitors and the community alike and are also important landmark structures within the Cessnock Vineyards District.

Future desired character

The siting of new development on Visually Sensitive Land requires an assessment of site suitability and visual impact, which is proportionate to the proposed scale and potential impact of the development.

Development on Visually Sensitive Land is 'built into' the natural environment and is designed to ensure it does not dominate Open Landscapes, or views from Public Places or public roads to significant natural features, such as the Broken Back Range.

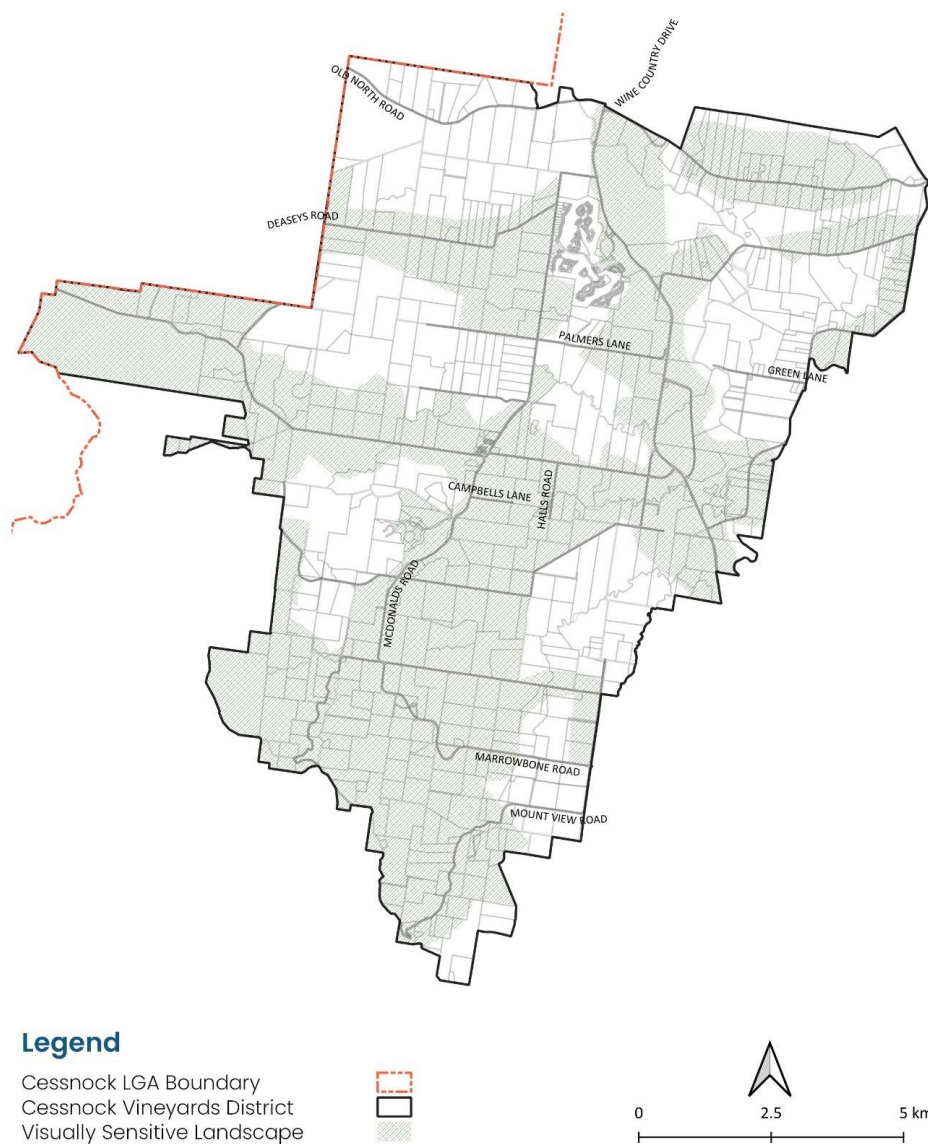
Visible parts of development complement, rather than dominate the existing rural amenity and are finished in materials and colour palate that is consistent with the fabric and tones that exist in the natural environment. New Tourist Related Development and other non-agricultural development on Visually Sensitive Land is a recessive feature within the broader rural and agricultural environment, when viewed from Public Places and roads.

New keystone buildings such as cellar doors and tourist and visitor accommodation are designed with design excellence in mind, are complimentary to their surroundings, and are innovative, evocative and unique. Historic buildings and structures are retained, adapted, reused and celebrated, whilst maintaining an appropriate setting and curtilage.

Development infrastructure, such as internal access roads, car parking, and ancillary structures are sited to minimise visual impacts when viewed from public roads. The screening of buildings and structures on Visually Sensitive Land with trees is only considered when all other options to reduce the visual impact of a development has been exhausted, including avoiding development on the most visually sensitive parts of the land.

Public road infrastructure in the Tourist Centre retains its rural, tree lined appeal, wherever possible.

Figure 4: Visually Sensitive Land



Tourist Centre and Major Tourist Nodes

The Cessnock Vineyards District Tourist Centre and major tourist nodes are identified in **Figure 5**.

Several areas within the Cessnock Vineyards District contain a scale and density of development that constitutes a major tourist, infrastructure or accommodation node. The extent of non-agricultural development within these major nodes has largely rendered them unusable for any commercial scale, intensive plant agriculture development.

Future desired character

The Vineyards District Tourist Centre and major tourist accommodation nodes are the primary focus for larger scale Tourist Related Development in the area. The number and density of development within these areas, warrant them being classified as major tourist nodes and managed accordingly.

New development within the Vineyards District Tourist Centre and major tourist accommodation nodes compliments the established pattern, scale and typology of development that already exists those areas. Where opportunities are available for more intense Tourist Related Development, these opportunities are to be balanced with a requirement to achieve design excellence and minimisation of development and environmental impacts, such as traffic and roadside tree removal.

Fragmentation of land for permanent residential development is not consistent with the objective of the Tourist Centre to provide a range of larger-scale facilities, services, and accommodation for the benefit of tourists and visitors to the Cessnock Vineyards District. Instead, the focus is on enhancing the visitor experience and reinforcing the tourism economy, while maintaining clear boundaries between the Centre and surrounding agricultural or rural areas.

Development within the Tourist Centre and major tourist accommodation nodes does not detract from the landscape, but enhances it. Visible parts of development complement, rather than intrude on the roadside environment and are finished in materials and colour palate that is consistent with the fabric and tones that exist in the natural environment.

Development infrastructure, such as internal access roads, car parking, lighting and ancillary structures are sited and landscaped to minimise visual impacts when viewed from public roads. Development infrastructure is sensitively screened, wherever possible.

The ongoing role of The Vintage and Lovedale Farm as major integrated tourist nodes is essential. These areas should continue to provide outward-facing services and amenities that attract visitation and tourism, while maintaining strong visual, functional, and economic connections to the broader Vineyards District. Development within these nodes should continue to demonstrate a clear nexus to the region's agricultural base, reinforcing the identity and appeal of the Hunter Valley as a premium wine and food destination.

Public road infrastructure in the Tourist Centre retains its rural, tree-lined appeal, contributing to the scenic and immersive nature of the visitor journey through the Vineyards District.

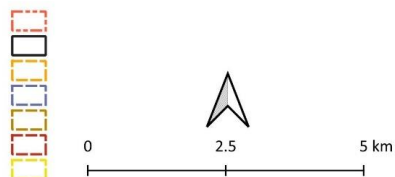
Cessnock Comprehensive Development Control Plan | Area-based Provisions | Vineyards District

Figure 5: Tourist Centre and Nodes



Legend

Cessnock LGA Boundary
Cessnock Vineyards District
Established Major Integrated Tourist Development
Established Major Accommodation Development
Emerging Major Integrated Tourist Development
Proposed Tourist Centre
Cessnock Airport



Development Provisions

Compatibility with the Cessnock Vineyards District Future Character Statements

Objectives	Development Controls
To ensure development is compatible with the future desired character of the Cessnock Vineyards District.	<p>New development has considered and demonstrates consistency with the future desired character statements relevant to the property.</p> <p><u>Note:</u> Council may require a Compatibility Assessment, prepared by a suitably qualified person, to substantiate the proposed development's consistency with the relevant future desired character statements. The level of information provided will be proportionate to the scale and location of the proposed development.</p>

Site Assessment

Objectives	Development Controls
To reduce the potential for environmental impacts and land use conflict.	<p>The development must be accompanied by a Site Assessment demonstrating the site chosen for the development is the most suitable within the property having regard to the following matters:</p> <ul style="list-style-type: none"> • established vineyards; • natural watercourses; • native vegetation, including roadside vegetation and existing mature trees; • landform; • natural hazards; • existing buildings; • development on adjoining land; • property boundaries and access points; and • existing development within the property. <p><u>Note:</u> The detail and scope of the Site Assessment is to be proportionate with the scale of the development proposed.</p>

Development Siting and Scale

Objectives	Development Controls
	The maximum building height ¹ is 9m, except for buildings associated with wine production.

¹ Building height is measured as the vertical distance from ground level (existing) to the highest point of the building.

Objectives	Development Controls
To ensure development does not detract from the rural character of the Vineyards District due to its height.	The proposed height of buildings associated with wine production will be assessed in consideration of the justification of need supplied with the development application.
	The highest point of any building, or alterations and additions to any existing building, is to be at least 5m below the highest ridgeline of any hill within 100m of the building.
To reduce the risk of development impacts on existing and future agricultural land use on adjoining properties.	Buildings and structures are setback a minimum of 75m from road frontages.
	Buildings and structures are setback a minimum of 50m from side and rear property boundaries.
	Development is not to restrict the day-to-day functions of adjacent farms or other existing activities or known future uses on adjoining land.
	The design and placement of buildings and structures should minimise and mitigate any potential impact on the amenity of nearby residents.
To ensure that Tourist Related Development does not adversely affect rural amenity, agricultural productivity, or ecology.	Rural tourist accommodation buildings should be grouped together in a cluster arrangement within the curtilage of existing buildings on the lot, unless a dispersed arrangement can be clearly demonstrated to be a more appropriate solution having regards to ecological and / or visual impacts and agricultural activities within the site and on adjoining properties.
	Tourist Related Development shall not be sited in a straight line that would result in a continuous visual wall of buildings.
To ensure adequate infrastructure is available for Tourist Related Development.	Applications must demonstrate appropriate access arrangements including: <ul style="list-style-type: none"> • all weather access for two-wheel drive vehicles and emergency service vehicles; and • A vehicle access point to the property is to demonstrate compliance with the sight distance requirements of AS 2890.1 Off-street car parking and should be adequate to service the development.
	All effluent waste generated by the development and its ongoing use is to be disposed: <ul style="list-style-type: none"> • to a reticulated sewerage system connected to the landholding; or

Objectives	Development Controls
	<ul style="list-style-type: none"> using a system of sewerage management for which the approval of Council is obtained under the <i>Local Government Act 1993</i>. <p>A Water Management Plan consistent with NSW Government publication <i>Private Water Supply Guidelines</i> is required for proposed development including details on:</p> <ul style="list-style-type: none"> water budget for development; sourcing and treatment details; hydrologic design of water control, storage, and supply works; analysis of downstream effects; and arrangements for ongoing maintenance. <p>Development is not to adversely impact existing water supplies for residential and primary production uses on the landholding.</p> <p>Provisions for the appropriate storage and screening of operational waste are to be demonstrated, together with suitability for the development to be serviced by Council's waste collection service. If the development cannot be serviced by Council's waste management vehicles, evidence must be provided that the site will be serviced by a private waste management contractor.</p>
To ensure risks to the safety of visitors are identified and mitigated.	<p>Where the proposal is located on bushfire affected land, a bushfire report prepared completed by a BPAD Accredited Consultant in accordance with the NSW Rural Fire Service publication <i>Planning for Bush Fire Protection</i> is required².</p> <p>Proposals located within areas potentially impacted by natural hazards, e.g. flooding and bushfire, must prepare an Emergency Management and Evacuation Plan that includes procedures for the safe evacuation of all occupants. Relevant details including assembly points and evacuation routes are to displayed for guests and staff.</p>
To minimise development conflict and potential encroachment on Cessnock Airport operations.	Development on properties adjoining the SP2 Infrastructure Zone (Air Transport Facility) must be consistent with any adopted masterplan for the Cessnock Airport Precinct.

² Under Rural Fires Act s.100B, a Bush Fire Safety Authority from the NSW RFS is required for Special Fire Protection Purpose (SFPP) development. As such, an Integrated Development approval may be required under of the EP&A Act s.4.46. Tourist and visitor accommodation is a SFPP under the Act.

Car Parking for Tourist and Visitor Accommodation

Objectives	Development Controls	
To ensure adequate car parking is available within the property to support tourist and visitor accommodation.	Car parking is to be provided at the following rates:	
	Development Type	Car Parking Rate
	Tourist and Visitor Accommodation:	1 space per bedroom
	Serviced Apartments:	1 space per unit, plus 1 space per 2 employees.
	Car parking areas must be finished in a surface that will allow for vehicle movements in all weather conditions.	

Development on Visually Sensitive Land

Objectives	Development Controls
To ensure development on Visually Sensitive Land does not dominate the rural landscape when viewed from public places or roads.	Sealed property access roads do not intrude on the rural landscape when viewed from public roads.
	Property access roads are aligned to achieve the shortest, safest route while following contours in the natural landscape.
	Car parking areas and sealed property access roads are screened from view from public roads.
	Buildings and structures are built into the environment, or otherwise designed and orientated in a manner that minimises visual impacts when viewed from public places and roads.
	Views from public roads to planted vines, Open Landscapes, or significant natural landmarks, such as the Broken Back Range are not obstructed by development.
	The screening of buildings and structures on Visually Sensitive Land with trees is only applied when all other options to reduce the visual impact of a development, including avoiding development on that part of the land, has been considered.

Biodiversity

Objectives	Development Controls
To avoid and minimise impacts on existing native flora and fauna.	Where the proposed development is likely to have an impact on Important Environmental Land, or where four or more native trees are proposed to be removed, a flora and fauna assessment must be submitted with the development application.
	The flora and fauna assessment must be sufficient to adequately identify and assess all the impacts of the proposed development. This includes cumulative, direct and indirect impacts, as well as the impacts of Asset Protection Zones.
	Where a proposed development is likely to impact Important Environmental Land, it must be demonstrated that no other suitable development site is available within the property.
To ensure no net loss of vegetation within the Vineyards District.	Where consent is sought to remove native vegetation within a property, an equivalent amount of vegetation must be re-established within either the specified native vegetation corridors specified in Figure 3 , or within other acceptable locations within the property as determined on merit.
	<p>Note:</p> <ol style="list-style-type: none"> 1. Preference will be given to re-establishing the native vegetation corridors shown in Figure 3, rather than other locations within a property. 2. The treed areas of Asset Protection Zones will be treated as areas of vegetation loss. 3. Tree planting to buffer development or reduce the impact of spray drift will not be treated as compensatory planting for tree loss.
To protect and enhance significant flora and fauna, vegetation communities and significant habitat on the site and on adjoining land.	Development must be setback from Important Environmental Land. The width of the setback should be determined with reference to the function of the habitat or corridor and the type of development proposed. The setback should be designed to keep the area of significance in natural condition.
	Development applications which will result in trees being cleared within the road reserve must be:

	<ul style="list-style-type: none"> supported by a Biodiversity Development Assessment Report (BDAR) that considers the tree removal within the road reserve; and supported by a Visual Impact Assessment; required as an outcome of a Traffic Impact Assessment; and consistent with the relevant desired future character statements for the area.
To ensure the development will promote positive environmental outcomes and any impact on watercourses is minimised.	The natural drainage features on the site are not altered.
	Natural water courses are revegetated and erosion and sediment control installed.
	Stormwater is detained on site through the use of water tanks, swales and existing dams.

Building Materials

Objectives	Development Controls
To ensure development does not detract from the rural character of the Vineyards District due to construction materials and finishes.	The use of timber, stone, rammed earth (or other sustainable material) and corrugated iron is encouraged. Bricks and rendered surfaces should only be used only as minor elements of a building's exterior.
	Buildings and structures are finished in earthy, muted tones.
	Wall and roof finishes are non-reflective and are compatible with the rural character and amenity of the Vineyards District.

Boundary Fencing and Gates

Objectives	Development Controls
To ensure boundary fencing, boundary walls and entrance gates and structures do not dominate the road environment.	Front boundary fencing and gates are of modest appearance, do not visually obstruct the landscape and are in keeping with the character of established fencing in the area.
	Materials, height, lighting and other elements complement rather than dominate the existing character of the roadside environment.
	The sense of spaciousness and openness of the landscape along rural roads is not compromised by fencing that is urban in character.
	Fences and gate posts at property entries comprise traditional materials, such as painted or natural timber, or stone.
To maximise opportunities for native fauna to move freely within the Vineyard's District.	Fencing on Important Environmental Land is designed and constructed to:

	<ul style="list-style-type: none"> delineate landholdings; maximise opportunities for native fauna movement; and minimise the use of barbed wire.
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Landscaping

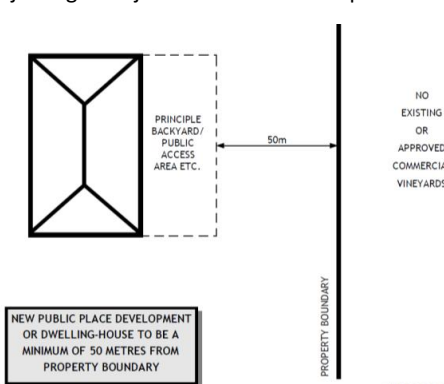
Objectives	Development Controls
To ensure landscaping is consistent with the rural character of the Vineyards District.	Where located on bushfire prone land, the development is to comply with the NSW Rural Fire Service requirements for landscaping.
To ensure landscaping achieves positive visual and environmental outcomes.	Landscaping around buildings is to be clumped, rather than planted in rows.
To ensure landscaping does not intensify risks associated with natural hazards.	Landscaping is to be planted before building occupation and is to be sufficiently mature to achieve its intended purpose.
	Landscaping is consistent with and reinforces any important vegetation corridors and areas of remnant native vegetation occurring within the property.
	Where a locality has a specific character derived from existing native vegetation, similar or compatible species are planted on the site (except where the existing species are undesirable weed species).
	The height of plants selected must relate to the scale of the building(s), helping to visually break up hard surfaces and providing a balance between built and natural forms when the development is viewed from adjoining public places or neighbouring properties.

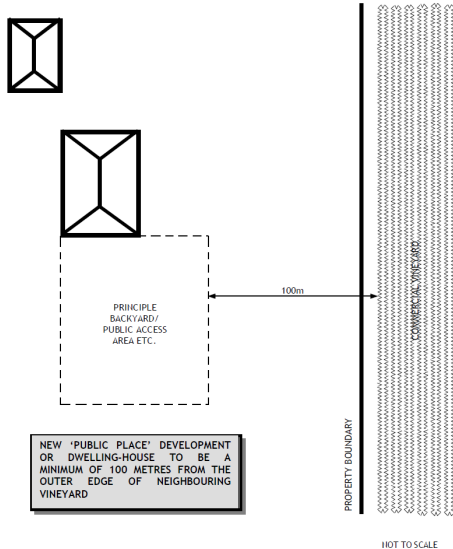
Heritage

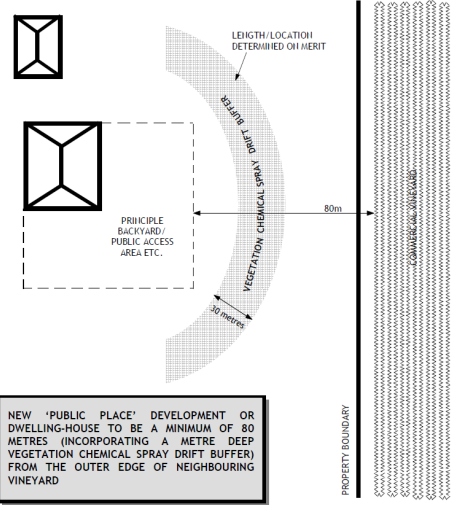
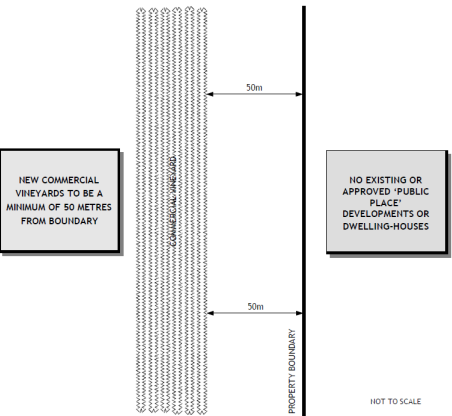
Objectives	Development Controls
To ensure new development is sympathetic to the character, setting, appearance and cultural significance of places with European or Aboriginal heritage.	For any development on land that is identified as an item of heritage significance or within a Heritage Conservation Area (including alterations and additions, demolition, change of use, removal of trees or vegetation, or the construction of a building or structure), a Heritage Impact Statement (HIS) must be provided, which considers the extent to which a proposal would affect the heritage significance of a heritage item of heritage conservation areas. The HIS must be prepared by a suitably qualified Heritage Consultant in accordance

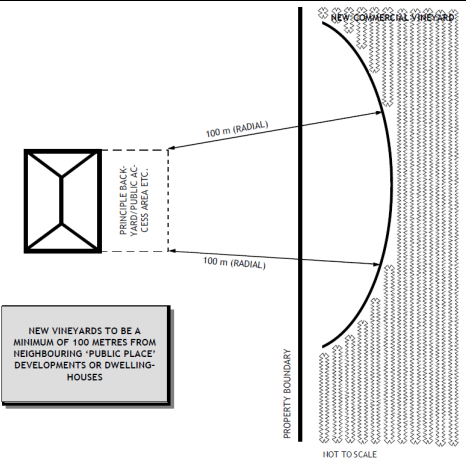
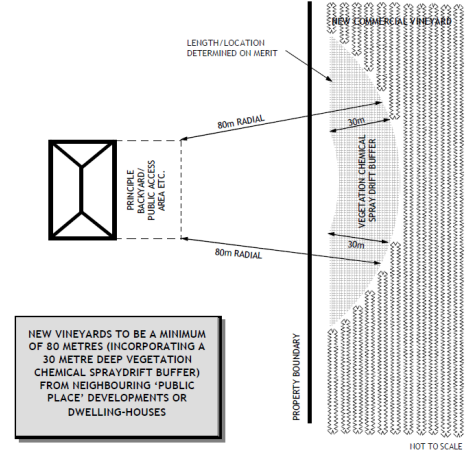
	with the NSW Heritage Manual guidelines produced by the Heritage Council of NSW.
	The development is sympathetic to any Aboriginal Cultural Heritage associated with the land, or adjoining land.
	Advice is to be sought from Council's Heritage Advisor at an early stage in the design process and addressed in the Development Application.
	A Conservation Management Plan (CMP) may be required for any proposal involving substantial changes to a heritage item. The CMP will be required to establish a conservation management framework for the heritage item and mechanisms to facilitate and ensure the heritage significance is retained. The CMP must be prepared by a suitably qualified heritage consultant and in accordance with the National Trust of Australia (J.S.Kerr) guidelines <i>'Conservation Plan – A guide for the preparation of Conservation Plans for places of European Cultural Significance'</i> .
	Any new development or change must ensure significant views and visual relationships are protected, together with maintaining an appropriate curtilage and setting.
	A curtilage assessment is required for any development proposal involving subdivision.

Agricultural Spray Drift

Objectives	Development Controls
<p>To ensure development is appropriately sited having regard to the location of neighbouring development, reducing the potential for impacts associated with chemical spray drift from both the ground and aerial application of chemicals.</p> <p>To incorporate the use of vegetation chemical spray drift buffers as a means to capture chemical spray drift and reduce the required separation distance between vineyards and development.</p> <p>To encourage both the physical separation of vineyards and specified developments within a property and the establishment of vegetation chemical spray drift buffers between vineyards and specified developments to reduce the</p>	<p>New Public Place development and dwelling-houses are to be set back a minimum of 50 metres from a property boundary where there are no existing or approved vineyards on adjoining or adjacent land. See example below.</p>  <p>The diagram shows a rectangular property boundary. Inside the boundary, there is a dashed rectangle labeled 'PRINCIPLE BACKYARD/ PUBLIC ACCESS AREA ETC.'. To the right of this dashed rectangle, a horizontal line with arrows at both ends is labeled '50m'. To the right of this line is a solid vertical line labeled 'PROPERTY BOUNDARY'. To the right of the property boundary, the text 'NO EXISTING OR APPROVED COMMERCIAL VINEYARDS' is written. Below the property boundary, a box contains the text 'NEW PUBLIC PLACE DEVELOPMENT OR DWELLING-HOUSE TO BE A MINIMUM OF 50 METRES FROM PROPERTY BOUNDARY'. At the bottom right of the diagram, the text 'NOT TO SCALE' is written.</p>

<p>potential for chemical spray drift and noise impacts within that property.</p>	<p>New Public Place development and dwelling houses are to be separated from existing or approved vineyards on adjoining or adjacent land.</p> <p>There are two options for providing the required separation distance.</p> <p>Option 1: Public Place development and dwelling houses are to have a minimum separation distance of 100 metres from an existing or approved vineyard on adjoining or adjacent land. See example below.</p>  <p>Option 2: Public Place development and dwelling houses are to have a minimum separation distance of 80 metres (which incorporates a vegetation chemical spray drift buffer of minimum 30 metre depth - length and location to be determined on merit) from an existing or approved commercial vineyard on adjoining or adjacent land. See example below.</p>
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	 <p>LENGTH/LOCATION DETERMINED ON MERIT</p> <p>PRINCIPLE BACKYARD/ PUBLIC ACCESS AREA ETC.</p> <p>80m</p> <p>10m</p> <p>VEGETATION CHEMICAL SPRAY DRIFT BUFFER</p> <p>PROPERTY BOUNDARY</p> <p>NEW 'PUBLIC PLACE' DEVELOPMENT OR DWELLING-HOUSE TO BE A MINIMUM OF 80 METRES (INCORPORATING A METRE DEEP VEGETATION CHEMICAL SPRAY DRIFT BUFFER) FROM THE OUTER EDGE OF NEIGHBOURING VINEYARD</p> <p>HOT TO SCALE</p>
	<p>New vineyards are to be set back a minimum of 50 metres from a property boundary where no existing or approved Public Place development or dwelling houses are located on adjoining or adjacent land. See example below.</p>  <p>50m</p> <p>50m</p> <p>PROPERTY BOUNDARY</p> <p>NEW COMMERCIAL VINEYARDS TO BE A MINIMUM OF 50 METRES FROM BOUNDARY</p> <p>NO EXISTING OR APPROVED 'PUBLIC PLACE' DEVELOPMENTS OR DWELLING-HOUSES</p> <p>HOT TO SCALE</p>
	<p>New vineyards are to be separated from existing or approved Public Place development and dwelling houses on adjoining or adjacent land. There are two options for providing the required separation distance.</p> <p>Option 1: New vineyards are to have a minimum separation distance of 100 metres from an existing or approved Public Place development and dwelling houses on adjoining or adjacent land. See example below.</p>

	 <p>Option 2: New vineyards are to have a minimum separation distance of 80 metres (which incorporates a vegetation chemical spray drift buffer of minimum 30 metre depth - length and location to be determined on merit) from an existing or approved Public Place development and dwelling houses on adjoining or adjacent land. See example below.</p> 
	<p>The vegetation chemical spray drift buffer is to be:</p> <ul style="list-style-type: none"> • a minimum width of 30 metres in depth; • contain plantings of a variety of tree and shrub species of differing growth habits (see recommended species list in Annexure 1), at spacings of 4.0 to 5.0 metres; • provide a permeable barrier which allows air to pass through the buffer (i.e. at least 50% of the buffer should be open space).

	<ul style="list-style-type: none"> the minimum height of the buffer should be double the release height of the chemical. For example, if chemicals are released at a height of 2 metres, the buffer height should be at least 4 metres.
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Noise and Odour Impacts

Objectives	Development Controls
To reduce the potential for land use conflict by appropriately siting developments that contain habitable components.	Applications are required to consider, and address the potential for noise and odour related land use conflict.
To require the provision of noise and odour attenuation measures in building design and site planning in certain circumstances.	Development that is likely to be impacted upon by, or likely to result in the emission of noise or atmospheric pollutants, including odour will require the undertaking of an Odour Impact Assessment and/or Acoustic Impact Assessment. dependant on the type of pollutant/s being assessed.
To require effective site planning for new wineries to manage odour and noise impacts on existing sensitive receptors	
To protect existing winery operations from urban encroachment	<p>An odour impact assessment must be prepared by a suitably qualified and experienced practitioner (<i>e.g. Certified Air Quality Professional – CAQP or a person with other appropriate professional qualifications</i>) in accordance with NSW EPA Technical Framework “Assessment and Management of Odour from Stationary Sources in NSW”.</p> <p>An acoustic Impact assessment must be prepared by a suitably qualified and experienced acoustic practitioner (<i>e.g. a member of the Australian Acoustical Society, the Institution of Engineers, the Association of Australian Acoustical Consultants or a person with other appropriate professional qualifications</i>).</p>

Additional controls for larger scale development

Beyond a certain scale, the following land uses, which are permitted with consent in the RU4 Primary Production Small Lots Zone, may have the potential to negatively impact the desired future character and amenity of the Cessnock Vineyards District, increase the risk of land use conflict with primary production, or markedly reduce the potential for the property, or adjacent properties, to be used for primary production in the future.

- Agricultural produce industries
- Agritourism
- Animal boarding or training establishments
- Aquaculture
- Artisan food or drink premises
- Centre-based child care facilities
- Community facilities
- Dwelling houses
- Educational establishments
- Electricity generating works
- Emergency services facilities
- Environmental facilities
- Farm buildings
- Farm gate premises
- Function centres
- Health services facilities
- Information and education facilities
- Neighbourhood shops
- Plant nurseries
- Respite day care centres
- Restaurants or cafes
- Rural supplies
- Rural workers' dwellings
- Secondary dwellings
- Tourist and visitor accommodation

Any land use listed above that exceeds one or more of the thresholds below, has the potential to negatively impact the future desired character and amenity of the Cessnock Vineyards District.

The development, together with any existing development on the land, will result in:

- a building associated with wine production that has a height above 9m; or
- more than 3 detached buildings on the land; or
- more than 10 Tourist and Visitor Accommodation bedrooms; or
- a total gross floor area of 400m² or more on the land; or
- 50 or more car parking spaces (whether sealed or unsealed) on the land; or
- is designated development.

The following controls apply to these larger scale development:

Objectives	Development Controls																		
To ensure the scale of Tourist and Visitor Accommodation is consistent with the rural and viticultural character of the Vineyard's District and the objectives of the RU4 Primary Production Small Lots Zone.	<p>The maximum number of Tourist Accommodation Buildings / Rooms is as follows:</p> <table><tr><th>Lot Size*</th><th>Max. Number of Tourist Accommodation Buildings</th><th>Max. Number of Tourist Accommodation Rooms</th></tr><tr><td>Up to 10Ha</td><td>NA</td><td>NA</td></tr><tr><td>> 10Ha, to < 20Ha</td><td>4</td><td>16</td></tr><tr><td>> 20Ha, to < 30Ha</td><td>6</td><td>24</td></tr><tr><td>> 30Ha, to < 40Ha</td><td>8</td><td>30</td></tr><tr><td>> 40Ha</td><td>10</td><td>30</td></tr></table> <p><i>* For the purpose of this table, 'Lot Size' is the cumulative area of all lots associated with the development.</i></p>	Lot Size*	Max. Number of Tourist Accommodation Buildings	Max. Number of Tourist Accommodation Rooms	Up to 10Ha	NA	NA	> 10Ha, to < 20Ha	4	16	> 20Ha, to < 30Ha	6	24	> 30Ha, to < 40Ha	8	30	> 40Ha	10	30
Lot Size*	Max. Number of Tourist Accommodation Buildings	Max. Number of Tourist Accommodation Rooms																	
Up to 10Ha	NA	NA																	
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> 20Ha, to < 30Ha	6	24																	
> 30Ha, to < 40Ha	8	30																	
> 40Ha	10	30																	

To protect and enhance Important Environmental Land and increase connections between habitats.	Consent may be granted to Tourist and Visitor Accommodation in accordance with the following table, where a proposal seeks to establish and maintain the full length of native vegetation/wildlife corridors within the property in accordance with Figure 3 , and a Vegetation Management Plan accompanies the application detailing how the native vegetation/wildlife corridor will be managed in perpetuity.															
	<table><tr><th>Lot Size*</th><th>Max. Number of Tourist Accommodation Buildings</th><th>Max. Number of Tourist Accommodation Rooms</th></tr><tr><td>Up to 10Ha</td><td>NA</td><td>NA</td></tr><tr><td>> 10Ha, to < 20Ha</td><td>5</td><td>20</td></tr><tr><td>> 20Ha, to < 30Ha</td><td>8</td><td>32</td></tr><tr><td>> 30Ha</td><td>10</td><td>40</td></tr></table>	Lot Size*	Max. Number of Tourist Accommodation Buildings	Max. Number of Tourist Accommodation Rooms	Up to 10Ha	NA	NA	> 10Ha, to < 20Ha	5	20	> 20Ha, to < 30Ha	8	32	> 30Ha	10	40
	Lot Size*	Max. Number of Tourist Accommodation Buildings	Max. Number of Tourist Accommodation Rooms													
	Up to 10Ha	NA	NA													
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> 30Ha	10	40														
<p><i>* For the purpose of this table, 'Lot Size' is the cumulative area of all lots associated with the development.</i></p>																
<p>A Vegetation Management Plan must be submitted, clearly indicating:</p> <ul style="list-style-type: none">the location of the development in relation to existing vegetation communities and significant flora and fauna species and significant habitat and corridors within the site; andhow existing native flora (including tree canopies and underground roots systems) and fauna will be protected and maintained during the development construction phase and during the ongoing operation of the development.																
<p>Note: The detail and scope of the Site Vegetation Plan is to be proportionate with the scale of the development proposed.</p>																

	Buildings and structures, roads, driveways, fences, dams, infrastructure, drainage and asset protection zones are located outside of areas identified as containing flora and fauna, native vegetation corridors and buffers.
	Rehabilitation of degraded areas of the development site should comprise local native species to establish a self-maintaining ecosystem as close as possible to the natural state.
To minimise the impact of development on Visually Sensitive Land.	<p>Development on Visually Sensitive Land is to be accompanied by a Visual Impact Analysis prepared by a suitably qualified professional. The Visual Impact Analysis will assess the impact of the development, primarily when viewed from public places and roads. The analysis is to consider the compatibility of the development within the visually sensitive landscape and detail measures that have been implemented to mitigate the visual impact of the development.</p> <p>The Visual Impact Analysis must include:</p> <ul style="list-style-type: none"> • a photomontage showing the development within its visual setting; • any existing or proposed fixed plant and equipment; • all existing or proposed signage; • the location of access roads; • the clustering of buildings; • the use of landscaping; • relationship to the slope of the land; and • any off-site impacts, such as tree removal associated with road upgrades. <p>The development is to be accompanied by a Landscape Plan prepared by a suitably qualified consultant. The detail and scope of the Landscape Plan is to be proportionate with the scale of the development proposed, and give consideration to any existing structures on site.</p>
To ensure development maintains a high standard of amenity for guests, local residents and the greater community.	<p>A Plan of Management is to be prepared for ongoing operation of all Tourist Related Development. The Plan of Management is to include details in relation to:</p> <ul style="list-style-type: none"> • the proposed days and hours of operation; • the maximum number of guests at one time; • proposed maximum length of stays; • noise / anti-social behaviour / complaint handling procedures;

	<ul style="list-style-type: none"> • how visitors and guests will be advised to limit impacts to operational farms or sensitive ecological areas; • cleaning and maintenance procedures; • measures to minimise any biosecurity risk through dispersal of weeds, seeds, insects and contaminants; and • any safety hazards on the property and how they will be managed to ensure the safety of visitors and guests.
To ensure large buildings, structures and/or clusters of buildings are sympathetic to the rural and viticultural context and blend into the natural landscape in terms of scale, mass, roof form and external materials.	Buildings, structures and/or clusters of buildings are designed to complement their setting and reinforce the rural character of the landscape.
	The development application is to be accompanied with a materials and colour palette, noting that building design and materials are to reflect the rural and viticultural landscape and the traditions of rural development.
	Fixed plant and equipment, such as water tanks, wine storage tanks, air conditioning units, telecommunication structures and related infrastructure, do not visually intrude into or dominate the landscape.
To ensure the traffic safety and efficiency	<p>Development resulting in 50 or more vehicle movements per hour is to be accompanied by a Traffic Impact Assessment, prepared by a suitably qualified professional.</p> <p>Note: The Traffic Impact Assessment will make recommendations regarding necessary road upgrades to be undertaken in accordance with applicable standards guidelines and technical directions and identify the impacts of the road upgrades, such as tree removal.</p>
Development adopts best practice environmentally sustainable development principles	New buildings are designed for energy efficiency, considering solar access and utilising sustainable energy and construction techniques.
	Sites are developed to maximise retention of existing vegetation and landscape design that assists in passive solar heating/cooling.
	New development incorporates water sensitive urban design techniques.
Buildings complement the predominant building form in the area and are of high architectural quality.	Buildings and structures reflect the scale of existing development in the Tourist Centre.
	New developments are designed and sited to complement the desired future character of the area and take account of existing landform,

	vegetation, dominant building forms in the area and the unique attributes of the property.
	Building facades comprise an appropriate scale, rhythm and proportion, and are designed and orientated in a manner that minimises visual impacts when viewed from public places and roads.
<p>On-site car parking areas are located and designed to reduce their visual impact from public places or roads.</p> <p>Design of parking and access is safe, practical and visually unobtrusive.</p> <p>Car parking areas provide convenient, safe and efficient vehicle movements and connections within the development and the rural road network.</p>	On-site parking for vehicles is located to have minimal visual impact when viewed from roads and other public spaces.
	The number of vehicle access points to the property are minimised.
	Car park lighting is unobtrusive and light spill is to be contained to the car park area.
	Landscape finger planting is to be incorporated into the design of open air car parks to provide shade.

Schedule 1: Recommended Vegetation Species for Vegetation Chemical Spray Drift Buffers

Tree/Shrub	Height	Growth Rate	Soil
Broadleaved Hickory <i>Acacia falciformis</i>	5 to 12 metres	Fast	Sandstone and rocky soils
Fern Leaf Wattle <i>Acacia filicifolia</i>	6 to 10 metres	Fast	Grows best in clay loam, silt
Fringed Wattle <i>Acacia fimbriata</i>	10 to 15 metres	Fast	Grows best on deep moist acid soil
Sydney Golden Wattle <i>Acacia longifolia</i>	5 to 6 metres	Fast	Prefers moist, acid soils, although grows in other conditions
Blackwood <i>Acacia melanoxylon</i>	10 to 20 metres	Fast	Grows best on deep moist acid soil
Parramatta Green Wattle <i>Acacia parramattensis</i>	To 8 metres	Fast	Dry, shallow sandy or clay soils
Silver Stemmed Wattle <i>Acacia parvipinnula</i>	To 10 metres	Fast	Sandy soils, especially along creek lines
Black Oak <i>Allocasuarina littoralis</i>	8 to 10 metres	Moderate	Grows well on both poor and well drained acid soils
Forest Oak <i>Allocasuarina torulosa</i>	15 to 20 metres	Moderate	Will grow on light soils but more suited to the better types
Honeysuckle <i>Banksia integrifolia</i>	12 to 18 metres	Fast	Poor, low phosphorous soil (don't fertilise), well or poorly drained soil
White Bottlebrush <i>Callistemon salignus</i>	5 to 7 metres	Fast	Light to heavy soil. Frost tolerant.
White Cyprus <i>Callitris columellaris</i>	10 to 20 metres	Moderate	Frost resistant, prefers sandy loamy soil.
River Oak <i>Casuarina cunninghamiana</i>	10 to 20 metres	Fast	Good, well drained loam, needs plenty of moisture, responds to irrigation.
Swamp Oak <i>Casuarina glauca</i>	10 to 12 metres	Fast	Moisty, will grow on marshy or saline soil or poorly drained pug.
Tuckeroo <i>Cupaniopsis anarcardioides</i>	5 to 10 metres	Fast (if fertilised)	Good to medium heavy clay and loamy soils
Hop Bush <i>Dodonaea triquetra</i>	To 2 metres	Moderate to Fast	Grows best in heavy soil
Red Bloodwood <i>Eucalyptus gummifera</i>	18 to 30 metres	Fast	Hardy, grown on a wide range of soils
Willow Leaf Hakea <i>Hakea salicifolia</i>	5 to 7 metres	Fast	Grows well on acid soils with good drainage
Lemon Scented Tea Tree <i>Leptospermum petersonii</i>	6 to 10 metres	Fast	Light to heavy soil but not waterlogged, responds to hedging.
Paperbark Tea Tree <i>Leptospermum petersonii</i>	10 to 12 metres	Moderate	Grows well in most soils
Broad Leaved Paperbark <i>Melaleuca quinquenervia</i>	15 to 20 metres	Fast	Light to medium clay, low frost tolerant, can withstand heavy and long term flooding.
Prickly Leaved Paperbark <i>Melaleuca styphelioides</i>	5 to 8 metres	Moderate	Grows well on damp, brackish soils and heavy clays.
Sticky Daisy Bush <i>Olearia elliptica</i>	To 1 metre	Moderate	Grows well in sandy/light loam soil.

Source: Centre for Coastal Management, 1995. Cessnock City Council, 1998.

Enclosure 1 - Draft Cessnock Vineyards District Place Strategy & Development Control Plan - Summary and Response to Public Submissions and Agency Advice

Part A - Issues Raised in Public Submissions and Council Response

Issue Summary	Planning Response and Strategy Amendments
<p>Council should more carefully balance tourism development with the protection of agricultural land to ensure the long-term sustainability of the Hunter Valley's identity and economy. Preserving viticulture and rural character is essential to maintaining the authenticity that underpins the region's tourism appeal.</p>	<p>The Draft Place Strategy and DCP adequately identify and address the risks posed to agriculture and landscape amenity by tourist and other non-agricultural developments. However, it is agreed that the documented decline of planted vines within the Cessnock Vineyard District—and more broadly across the Hunter Valley—warrants a more detailed discussion within the Place Strategy. This discussion should emphasise the extent of vine loss and explore the underlying causes over time.</p> <p>Amendment: The Draft Place Strategy has been amended to acknowledge the reduction in the area of planted vines in the Hunter Region over time, including the broad factors that have contributed to this trend.</p>
<p>Council is urged to reconsider its approach to approving tourism-only developments on agricultural land. The submission calls for stronger protections for vineyard and rural character areas, warning that overdevelopment could ultimately undermine the very tourism appeal the region is known for.</p>	<p>The Draft Place Strategy is supported by a Draft Development Control Plan (Draft DCP), including new and amended controls that seek to protect important elements of the Vineyard's local character, including important agricultural and environmental land. In addition, the Draft DCP contains specific objectives and controls that give effect to design standards, such as building setbacks, form, height, density and appearance.</p>
<p>Council should revise the final Place Strategy to include a dedicated section on the local economy, with specific recognition of the visitor economy's role. It should also provide planning support for the continuation and growth of large-scale event infrastructure to sustain this critical economic driver within the Cessnock LGA. Without this, the Strategy risks being disconnected from the region's operational and economic reality.</p>	<p>It is acknowledged that the Draft Place Strategy could include more detailed commentary on the local wine and tourism economy, particularly given its role as the key economic driver in the area. However, it is important to note that the overarching objective of the draft strategy is to set out a planning vision and principles to encourage a balance between agricultural and non-agricultural development in the Vineyards District.</p> <p>The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it.</p> <p>Amendment: The Draft Strategy has been amended to include a section relating to the contribution of the wine and tourism sector to the local economy and acknowledge that tourism is overwhelmingly the key economic driver in the Cessnock Vineyards District.</p>

Issue Summary	Planning Response and Strategy Amendments
<p>Council should revise the final Place Strategy to expand the Tourist Centre node to encompass the full extent of Hope Estate's tourism-focused operations and nearby properties. This would align the Strategy with existing land uses and ensure a supportive planning framework for continued tourism growth and investment in the region.</p>	<p>The extent of the proposed Tourist Centre is based on recommendations from Hill PDA and is intended to be indicative in the Draft Place Strategy. It is anticipated that the zoning of the Broke/McDonalds Road Tourist Centre will be progressed through a Planning Proposal initiated by landowners within the area. The final extent will need to be informed by relevant supporting studies and must align with the planning principles and consistency measures outlined in the final Place Strategy. Prior to rezoning, the Tourist Centre will require a detailed masterplan and may also necessitate the preparation of a dedicated Development Control Plan (DCP) and design guidelines. It is important to note that a lot being in proximity to the proposed Tourist Centre boundary, or the presence of an existing tourist development, does not in itself justify the application of a tourist zoning. Tourist accommodation and various other tourism-related uses will continue to be permissible outside the designated Tourist Centre, but at a reduced scale.</p> <p><u>Amendments:</u> The Draft Place Strategy has been amended to clarify that:</p> <ul style="list-style-type: none"> - the extent of the proposed Tourist Centre (Figure 20) is indicative. - a masterplan should be prepared for the Tourist Centre as part of any landowner-led rezoning proposal. This masterplan should define the spatial layout, land use distribution, infrastructure needs, access and movement networks, public realm improvements, and landscape integration. A site-specific Development Control Plan (DCP), incorporating design guidelines for buildings and structures, should also be developed to ensure that the built form responds sensitively to the rural landscape setting, maintains visual harmony with established development, and reinforces the area's distinctive character.

Issue Summary	Planning Response and Strategy Amendments
<p>Council should revise the final Place Strategy to:</p> <ul style="list-style-type: none"> - Include the Lovedale Link's route in future planning maps, and - Allow for consideration of planning proposals in and around the airport, similar to the Tourist Centre. This would foster investor confidence and ensure future planning aligns with infrastructure and growth opportunities. 	<p>The Cessnock Airport Chapter in the Draft Place Strategy has been amended to recognise the economic potential of the Airport (and adjoining properties) and the importance of aligning future planning with key infrastructure projects, such as the Lovedale Link Road. The Draft Strategy now includes a commitment to prepare a Master Plan for the Airport Precinct, ensuring that it reflects its role as a regional gateway to Wine Country while prioritising aviation operations and minimising impact on the scenic amenity of the area. Future Planning Directions for the Airport Precinct have also been incorporated into the Place Strategy, providing a high-level vision to encourage compatible growth, enhance investment, and create a clear development pathway aligned with the region's broader goals. While further detail on the Lovedale Link is acknowledged, it is important to note that the final alignment of this transport route has yet to be determined, pending environmental assessments, cost evaluations, and community consultation.</p> <p><u>Amendment:</u></p> <ul style="list-style-type: none"> - The Draft Place Strategy text and maps (Figures 12 & 20) have been updated to include reference to the proposed Lovedale Link road and the indicative Precinct Boundary. - A Master Plan will be developed for the Cessnock Airport Precinct to ensure sensitive development, preserving the rural character of the area and views to the Broken Back Mountain Range. - Planning Directions have been incorporated to prioritize aviation operations and encourage development that supports the long-term viability and growth potential of the Airport.

Issue Summary	Planning Response and Strategy Amendments
<p>The final Place Strategy should explicitly plan for and support:</p> <ul style="list-style-type: none"> - Public transport links between Anvil Creek / Walkers Hill and Vineyard tourism nodes, including better use of underutilised train stations (e.g., Greta, Branxton). - Extension of the Shiraz to Shore cycle route to connect the Vineyards with Anvil Creek / Walkers Hill, offering recreational and sustainable transport benefits. - Integration of the Lovedale Link arterial road to manage traffic flows and enable strategic placement of tourism-related businesses. - Provision of diverse workforce housing in Anvil Creek / Walkers Hill to support the Vineyards' tourism and hospitality sectors, alongside appropriate transport and local services. 	<p>The future of the Anvil Creek site remains uncertain, making it difficult at this stage to determine what synergies, if any, might exist with the Cessnock Vineyards District. Although the site is in close geographic proximity to the Vineyards District, there is currently no clear evidence of a strategic or economic connection. Should a strong link between future development at Anvil Creek and the Vineyards District be demonstrated through Council's current Anambah to Branxton (A2B) project, there may be scope to consider its inclusion in a future iteration of the Place Strategy.</p> <p>Notwithstanding this, it is acknowledged that planned growth areas such as Huntlee, Anvil Creek, Government Road and Bellbird North are well-placed to accommodate demand for residential lifestyle lots in the future. These areas are also capable of meeting future needs for housing diversity, including downsizing opportunities, thereby reducing pressure on the Cessnock Vineyards District. These areas should be prioritised over any expansion of residential development within the Vineyards District.</p> <p>In addition, it is agreed that references to Council's proposed expansion of the regional cycleway network within the Cessnock Vineyards District, including connections to the Shiraz to Shore Regional Cycleway and nearby town and village centres, should be included in the Draft Place Strategy.</p> <p><u>Amendment:</u> The Draft Place Strategy has been amended to:</p> <ul style="list-style-type: none"> - incorporate further information regarding Council's regional cycleway network and proposed connections to the Shiraz to Shore Regional Cycleway, Vineyards District and surrounding centres. - include discussion regarding the proposed Lovedale Link road (Northern CBD bypass), including its identification as a critical route to enable more efficient east-west vehicle movements (from Bellbird and areas west of Cessnock to access the Hunter Expressway). - include references to the Lovedale Link route in the mapping. - acknowledge the roles of the existing tourist nodes and nearby URAs, e.g. Huntlee and Anvil Creek, (including Anambah to Braxton) in reducing pressure for small lot housing within the Cessnock Vineyards District.

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Foster a balance between a thriving tourism sector and a resilient, adaptable wine industry, including diverse vineyard experiences (boutique cellar doors, accommodation, food and wine experiences). - The draft Place Strategy's focus on large, contiguous vineyard plots should be reconsidered. Successful global wine regions feature a mix of vineyard sizes, and the Hunter Valley could benefit from a similar approach. - Modify the 40-hectare minimum lot size to allow more flexibility for well-planned, integrated tourism-viticulture ventures, unlocking economic opportunities without compromising agricultural integrity. 	<p>The Draft Place Strategy is informed by a study prepared by specialist agricultural consultants RMCG, which generally supports the retention of the 40-hectare minimum lot size in the Cessnock Vineyards District, confirming its appropriateness in sustaining viable agricultural land use in the Cessnock area, whilst preventing further subdivision for residential lifestyle allotments.</p> <p>Amendment: Action 10 of the Draft Place Strategy has been amended to outline the rationale for broadly maintaining the 40-hectare minimum lot size, as outlined in the 2017 RMCG Vineyards District Study, and clarify that, subject to a review of important agricultural land in the Vineyards District, it may be necessary to retain, or where appropriate, increase the minimum lot size to protect land critical to viticulture.</p>
<ul style="list-style-type: none"> - Shift focus from vineyard expansion to diversification of wine-related experiences, including: boutique cellar doors, unique vineyard accommodation, food and wine pairing events, wine education and agritourism - Prioritise visitor engagement and smaller-scale, adaptive wine businesses. - Implement a planning framework that facilitates diverse, tourism-driven developments, supporting long-term economic resilience and aligning with broader strategic goals. 	<p>The Draft Strategy aims to protect existing planted vines and mitigate any further reduction in vineyard area, noting that a substantial decline in the area of planted vineyards has been observed since at least the 1990s (as pointed out in the submission). The Draft Place Strategy acknowledges the important synergy between viticulture and tourism-related development, and further recognises that viticulture, in the Hunter Region, may not be economically viable without some level of supporting land uses, including tourism and other non-agricultural development.</p>
<ul style="list-style-type: none"> - Develop a holistic planning framework that integrates wine production with diverse tourism experiences, including: <ul style="list-style-type: none"> - A range of vineyard scales (from boutique to large) - Varied accommodation and culinary options - Unique regional attractions - Encourage flexible land use policies to support investment in both vineyards and wine tourism infrastructure. - Align the strategy with the Hunter Regional Plan's goal of diversifying wine-related experiences and sustaining investment in viticulture. 	<p>The RU4 Primary Production Small Lots Zone currently permits a variety of tourist and non-agricultural land uses, and the Draft Strategy does not propose any changes to these provisions. It is agreed that future tourist development in the RU4 zone should focus on visitor engagement and smaller-scale, adaptive tourism ventures; the Draft Strategy reflects this direction. The Draft Strategy sets out that more intense forms of tourist development, i.e., development which requires land to be rezoned for that purpose, is better located within one of the established tourist nodes.</p> <p>While more could be included in the Draft Place Strategy regarding the local economy and tourism as the key economic drivers, it is important to emphasise that the Strategy is not solely focused on tourism, nor is it intended to serve as prospectus for the Cessnock Vineyards District and its tourism offerings. The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it.</p> <p>The Draft Place Strategy is informed by a study prepared by specialist agricultural consultants RMCG, which supports the retention of the 40-hectare minimum lot size in the Cessnock Vineyards District, confirming its appropriateness in sustaining viable agricultural land use in the Cessnock area.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Build a stronger understanding of the wine industry's economic performance, tourism trends, and land-use impacts, comparing with successful global and Australian wine tourism regions. This data will inform a strategy review in five years. - Collaborate with stakeholders to implement pilot projects exploring smaller-scale, integrated tourism and viticulture models, drawing from Singleton LGA's experiences. - Establish a stakeholder reference group to ensure continuous monitoring and adaptability of the strategy. - Work with Singleton Council to align Place Strategies across LGAs, creating a unified vision for investment and sustainable growth in the Hunter Valley's wine tourism region. 	<p>It is agreed that the Draft Place Strategy could include more detail regarding the local economy and tourism, particularly given the role of tourism as a key economic driver in the Cessnock Vineyards District. In addition, there may be some potential for integrated tourism pilot projects, and there is nothing in the Draft Strategy that would prevent these from being recommended, subject to clear planning principles being established and outcomes not compromising the primacy of viticulture, or adversely impacting the rural character and amenity of the land.</p> <p>The recommendation to establish an ongoing stakeholder reference group has merit, particularly in relation to assisting Council identify high value agricultural land. Additionally, it is noted that there are fundamental differences between the Singleton and Cessnock vineyard areas, which limit the feasibility of applying a uniform strategic policy across both regions.</p> <p>Amendment: The Draft Strategy has been amended to consider the retention of a local stakeholder reference group (subject to strict terms of reference) to periodically review and refine the Strategy and elements like the Important Agricultural Land mapping to ensure the strategy remains responsive to emerging issues, industry needs, and community expectations.</p>
<p>The Tourist Centre should only proceed once a comprehensive infrastructure plan is in place to sustainably meet sewage, power, and water needs without harming existing businesses or the environment.</p>	<p>It is anticipated that the zoning of the Broke/McDonalds Road Tourist Centre will be progressed through a Planning Proposal initiated by landowners within the area. The final extent will need to be informed by relevant supporting studies, including a servicing strategy/capacity analysis, and must align with the planning principles and consistency measures outlined in the final Place Strategy. Prior to rezoning, the Tourist Centre will require a detailed masterplan and may also necessitate the preparation of a dedicated Development Control Plan (DCP) and design guidelines.</p>
<ul style="list-style-type: none"> - Conduct detailed assessments to understand how the development might affect the landscape. - Ensure the design preserves key sightlines, minimises building bulk, and uses materials that blend with the local environment to protect the area's visual integrity. <p>Building envelopes and setbacks should be designed to prevent overshadowing of neighbouring properties, particularly those engaged in agricultural production.</p> <p>The development should include noise mitigation strategies, such as buffer zones, restricted operating hours for certain activities, and ongoing monitoring to ensure compliance.</p>	<p>It is agreed that further work is required in relation to the proposed Tourist Centre prior to any rezoning of the site for development. This includes preparation of a comprehensive masterplan for the area, and potentially the preparation of a separate Development Control Plan (DCP).</p> <p>The masterplan would be essential in identifying the necessary infrastructure and planning controls to support a viable Tourist Centre that aligns with and preserves the overarching rural and viticultural character of the area.</p> <p>It is also noted that the Draft DCP for the Vineyards District includes relatively substantial side and rear setback requirements for new development within the proposed Tourist Centre - 50 metres. This minimum setback is generally considered adequate to mitigate most overshadowing risks; however, further consideration could be given on a case-by-case basis as development applications are assessed.</p>

Issue Summary	Planning Response and Strategy Amendments
<p>A comprehensive environmental impact assessment should be conducted, considering the combined effects of this and other recent or proposed developments in the area.</p> <ul style="list-style-type: none"> - Ensure vineyard activities are not restricted by noise complaints from tourism developments, allowing viticulture to continue unhindered, especially during critical hours. - Implement strict measures to prevent the spread of pests and diseases, safeguarding the region's heritage vineyards from contamination by tourist traffic. 	<p>It is acknowledged that the intensification of tourist development within the Vineyards District carries inherent environmental and cumulative risks. To help mitigate these risks, the Draft Place Strategy is supported by a Draft Development Control Plan (Draft DCP), which introduces new and updated planning controls aimed at protecting key elements of the District's local character, including significant agricultural and environmental lands.</p> <p>The Draft DCP also includes specific objectives and controls that address design outcomes such as building setbacks, form, height, density, and appearance. These provisions are intended to ensure that future development is consistent with the character and values of the area.</p> <p>It is further agreed that additional work is needed before any rezoning of the proposed Tourist Centre occurs. This includes the preparation of a comprehensive masterplan for the area and, potentially, a separate DCP and detailed design guidelines. The purpose of the masterplan would be to investigate and establish the necessary infrastructure and planning controls required to support a viable Tourist Centre that does not compromise the rural and viticultural identity of the District.</p>
<ul style="list-style-type: none"> - Align with the Destination Management Plan by including: <ul style="list-style-type: none"> - Concrete actions to grow and support the tourism sector. - Strategies to attract private investment in diverse, high-quality tourism offerings. - Provisions for sustaining key tourism precincts. - Develop a More Balanced Strategy that: <ul style="list-style-type: none"> - Integrates tourism and viticulture. - Supports master-planned, adaptable precincts. - Encourages private infrastructure investment. - Promotes land use flexibility and zoning certainty to foster innovation in wine tourism. 	<p>It is acknowledged that the Draft Place Strategy could include more detailed commentary on the local wine and tourism economy, particularly given its role as the key economic driver in the area. However, it is important to note that the overarching objective of the draft strategy is to set out a planning vision and principles to encourage a balance between agricultural and non-agricultural development in the Vineyards District. The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it.</p> <p>It is agreed that further planning work is required before any rezoning of the proposed Tourist Centre (and Airport Precinct) can proceed. This includes the preparation of a comprehensive masterplan and, potentially, the development of a separate Development Control Plan (DCP) and supporting design guidelines. The masterplan would help determine the infrastructure and planning controls needed to ensure the Tourist Centre (and Airport Precinct) is both viable and consistent with the rural and viticultural character of the area.</p> <p>It is acknowledged that the SWOT Analysis needs to be replaced with a clear articulation of the key land use, economic and environmental challenges confronting the Vineyards District and with a focus on planning issues that need to be addressed to support viticulture, tourism, and rural character is acknowledged.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Recognise Roche Holdings as a Central Tourist Node: Acknowledge the significance of assets like Hunter Valley Gardens and Roche Estate in regional tourism. - Implement Appropriate Zoning: Rezone Roche's land to SP3 Tourist Zone to better reflect existing investments and support future tourism development. - Adopt a Strategic Planning Framework: Establish planning provisions that enable continued growth and alignment with the area's tourism-focused identity. 	<p>The extent of the proposed Tourist Centre is based on recommendations from Hill PDA and is intended to be indicative. It is anticipated that the zoning of the Broke/McDonalds Road Tourist Centre will be progressed through a Planning Proposal initiated by landowners within the area. The final extent will need to be informed by relevant supporting studies and must align with the planning principles and consistency measures outlined in the final Place Strategy. Prior to rezoning, the Tourist Centre will require a detailed masterplan and may also necessitate the preparation of a dedicated Development Control Plan (DCP) and design guidelines. It is important to note that proximity to the proposed Tourist Centre boundary, or the presence of an existing tourist development, does not in itself justify the application of a tourist zoning. Tourist accommodation and various other tourism-related uses will continue to be permissible outside the designated Tourist Centre, but at a reduced scale.</p>
<ul style="list-style-type: none"> - Acknowledge that CLEP 2011 already provides a legal foundation for continued development at the Hunter Valley Gardens site. - Ensure planning strategies align with and reinforce the HVG site's established role within the Vineyards District. - Use the APU mechanism to facilitate tourism development that enhances the precinct's value as a key destination in the region. 	
<ul style="list-style-type: none"> - Recognise the significant pipeline of approved but yet-to-be-built tourism developments as evidence of Roche's long-term investment strategy. - Ensure the planning framework accommodates the capital-intensive nature of tourism infrastructure, allowing for phased implementation and future enhancements. - Provide a flexible and supportive regulatory environment to facilitate the site's evolution into a high-quality, diverse tourism destination in the Vineyards District. 	
<ul style="list-style-type: none"> - Include the full extent of Hunter Valley Gardens and adjacent Roche-owned tourism assets to the north and east of Broke Road. - Recognise the Hunter Valley Gardens precinct as a cohesive tourism anchor to support coordinated development, infrastructure, and investment. - Align the Tourist Centre boundaries with Council's long-term goals for investment, connectivity, and activation in the central Vineyards District. 	
<ul style="list-style-type: none"> - Ensure the plan incorporates all land on the southern side of Broke Road, including the approved expansion area for Harrigan's accommodation precinct. - Reflect the approved development (DA 8/2021/21311/3) in the planning strategy to support the planned expansion and integrated development of the precinct. 	

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Recognise the northern side of Broke Road as a logical and strategic extension of the Tourist Centre. - Include the area to honour Roche's longstanding strategic vision for cohesive tourism development. - Ensure inclusion of this land to align with Council's objectives for economic and employment growth, while fostering coordinated development across Roche's holdings. 	
<ul style="list-style-type: none"> - Support well-located tourist development that reduces land use conflicts. - Ensure alignment with the plan's designation of the area as a Regionally Significant Growth Area. - Utilise existing infrastructure, including water, roads, and active transport potential, to support the development of the area. 	<p>The Hunter Regional Plan 2041 identifies the Cessnock Vineyards District as a 'Regionally Significant Growth Area'. This designation primarily acknowledges the ongoing development pressures in the area, particularly those arising from non-agricultural land uses, and highlights the existing tension between agricultural and tourist development. The intent of this designation is not to promote the expansion of non-agricultural or tourist development, but rather to ensure stronger planning mechanisms are in place to manage this tension and achieve a balanced outcome between working vineyards, tourism, and other non-agricultural uses.</p> <p>The existing services and infrastructure within the Broke and McDonalds Road area is acknowledged in the Draft Strategy and is one of the primary reasons the area has been nominated as the Vineyards Tourist Centre.</p>
<ul style="list-style-type: none"> - Identify Ben Ean and Mangerton landholdings as a key southern tourism node 	<p>The zoning of additional tourist nodes (to SP3) within the Vineyards District is not supported. Additional tourist nodes are likely to place further pressure on the rural character and amenity of the Vineyards District. It is important to note that, outside the existing nodes, a variety of tourist and other non-agricultural land uses are already permissible, offering sufficient flexibility to support a mix of tourism-related activities and agriculture across the broader RU4-zoned area.</p>
<ul style="list-style-type: none"> - Rebalance the Strategy to place equal emphasis on tourism as a core economic driver 	<p>It is acknowledged that the Draft Place Strategy could include more detailed commentary on the local economy and tourism, particularly given their role as key economic drivers in the region. However, it is also noted that some of the matters raised in the submission may fall outside the scope of what can be addressed through the planning strategy. The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it.</p>
<ul style="list-style-type: none"> - Support the revitalisation and reinvestment in heritage-listed tourism infrastructure, including the Ben Ean winery building - endorse the coordinated development of a rural tourism commercial precinct that integrates the approved McDonalds Estate 	<p>Certain areas/sites within the Cessnock Vineyards District warrant greater statutory recognition for their heritage value. In this regard, the Draft Place Strategy recommends further consideration of heritage conservation areas to help identify and protect parts of the District that possess significant heritage significance.</p>
<ul style="list-style-type: none"> - Ensure planning provisions and zoning controls are flexible enough to support design innovation, sensitive expansion of established tourism sites, and the evolving nature of luxury and experiential travel markets. 	<p>The zoning of additional tourist nodes within the Vineyards District is not supported. Additional tourist nodes are likely to place further pressure on the rural character and amenity of the Cessnock Vineyards District. Outside the existing nodes, a variety of tourist and other non-agricultural land uses are</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Encourage a more spatially balanced tourism strategy by distributing nodes across the district in a way that alleviates over-concentration and creates multiple high-quality entry points, including a clearly designated southern gateway anchored by Red Red. 	<p>already permissible, offering sufficient flexibility to support a mix of tourism-related activities and agriculture across the broader RU4-zoned area.</p>
<p>Include 71 Gillards Road in the Proposed Tourist Centre and include the eastern portion of the site to support economic growth and tourism development.</p>	<p>The extent of the proposed Tourist Centre is based on recommendations from Hill PDA and is intended to be indicative. It is anticipated that the zoning of the Broke/McDonalds Road Tourist Centre will be progressed through a Planning Proposal initiated by landowners within the area. The final extent will need to be informed by relevant supporting studies and must align with the planning principles and consistency measures outlined in the final Place Strategy. Prior to rezoning, the Tourist Centre will require a detailed masterplan and may also necessitate the preparation of a dedicated Development Control Plan (DCP) and design guidelines. It is important to note that proximity to the proposed Tourist Centre boundary, or the presence of an existing tourist development, does not in itself justify the application of a tourist zoning. Tourist accommodation and various other tourism-related uses will continue to be permissible outside the designated Tourist Centre, but at a reduced scale.</p>
<ul style="list-style-type: none"> - Elevate tourism from an ancillary use to a core focus of planning policy. - Recognise emerging sectors such as short-term rentals, wellness tourism, and lifestyle experiences. - Introduce flexibility and incentives for tourism infrastructure investment. - Remove outdated planning restrictions to allow for high-quality, mixed-use tourist-residential projects like The Vintage. 	<p>It is acknowledged that the Draft Place Strategy could include more detailed commentary on the local wine and tourism economy, particularly given its role as the key economic driver in the area. However, it is important to note that the overarching objective of the draft strategy is to set out a planning vision and principles to encourage a balance between agricultural and non-agricultural development in the Vineyards District. The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it.</p> <p>The RU4 Zone already offers considerable land use flexibility, allowing for a range of tourist and other non-agricultural development. While there are no proposed changes to this permissibility under the current Draft Strategy, it is acknowledged that the Draft Strategy should acknowledge emerging sectors such as short-term rentals, wellness tourism, and lifestyle experiences.</p> <p>The Vintage and Lovedale Farm have potential to act as strategic lifestyle-tourism hubs, which could help ease development pressure on core vineyard land. However, despite their strategic potential, further expansion of the tourist nodes is not supported. Instead, existing nodes should be managed carefully to ensure development remains compatible with the area's rural and agricultural character.</p> <p><u>Amendment:</u> The Draft Place Strategy has been amended to acknowledge emerging sectors such as short-term rentals, wellness tourism, and lifestyle experiences.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Acknowledge The Vintage as a vital tool for managing residential pressure and supporting tourism-related land uses. - Support Continued Evolution and Expansion: Update planning provisions to allow for The Vintage's growth as a master-planned, high-amenity lifestyle community. - Preserve Viticultural Land: Reduce development pressure on vineyard land by accommodating residential demand in planned locations like The Vintage. - Enable Economic and Housing Market Benefits: <ul style="list-style-type: none"> - Support housing market fluidity via the "domino effect." - Encourage year-round economic activity through high-income residents who sustain local businesses and jobs. 	<p>In accordance with the Hunter Regional Plan 2041 priorities, future small lot residential housing is intended to be located outside the Cessnock Vineyards District and there is to be no further outward expansion of the existing integrated tourist nodes to accommodate residential development.</p> <p>Notwithstanding this, the Draft Place Strategy supports further intensification of development within existing zoned tourist land, provided it is appropriately sited and scaled. Planned growth areas, such as Huntlee, Anvil Creek and the Huntlee ARIA Estate to the north of the Vineyards District are well-placed to accommodate future demand for smaller lot residential living. These areas are also capable of meeting future needs for housing diversity, including downsizing opportunities, thereby reducing pressure on the Cessnock Vineyards District for small lot housing. It is considered that these areas (e.g., Huntlee and Anvil Creek) should be prioritised over any expansion of residential development within the Vineyards District.</p>
<ul style="list-style-type: none"> - Update the Strategy to reflect state and federal priorities supporting increased housing and regional tourism development. - Recognise The Vintage as a well-served, high-amenity location suitable for expanded residential and tourism uses. - Remove Outdated Restrictions: <ul style="list-style-type: none"> - Eliminate arbitrary dwelling caps. - Remove fixed requirements for hotel-style accommodation to allow for more flexible, integrated development. - Ensure the Draft Vineyards District Place Strategy aligns with the Planning Proposal by the Stevens Group and broader government planning objectives. 	<p>It is acknowledged that the Vintage and Lovedale Farm have potential to act as strategic lifestyle-tourism hubs, which have historically helped ease development pressure on core vineyard land. However, despite their strategic potential, further expansion of the tourist nodes is not supported. Instead, existing nodes should be managed carefully to ensure development remains compatible with the area's rural and agricultural character.</p> <p><u>Amendment:</u> The Draft Place Strategy has been amended to acknowledge the historical role of The Vintage in reducing demand for small lot residential development within the Vineyards District. However, that in the future this role will be better managed through planned release areas, such as Lovedale Farm, Huntlee, Government Road and Bellbird North.</p>
<ul style="list-style-type: none"> - Acknowledge it as a key integrated precinct supporting regional housing and tourism goals. - Endorse expansion within clearly defined, infrastructure-supported boundaries to maintain rural land integrity and meet housing demand. - Amend the character statement to permit intensification in planned precincts like The Vintage. - Recognize Short-Term Rental Accommodation as a legitimate and growing part of the tourism sector. - Update zoning provisions to support modern, integrated community development and adaptive reuse. 	

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Formally Acknowledge the McDonalds Estate Area and surrounding properties as a defined Southern Tourism Node. - Align the Strategy with committed private investment and precincts already approved for tourism development. - Use planning tools to protect key vineyard land while enabling tourism-focused growth in appropriate, pre-identified areas. - Reflect the Hunter Valley Destination Management Plan and local economic objectives in planning provisions. 	<p>The establishment of additional tourist nodes within the Vineyards District is not supported. Additional tourist nodes will place further pressure on the rural character and amenity. Outside the existing nodes, a variety of tourist and other non-agricultural land uses are already permissible, offering sufficient flexibility to support a mix of tourism-related activities and agriculture across the broader RU4-zoned area.</p>
<ul style="list-style-type: none"> - Broaden the Strategy's scope to reflect current growth and development needs. - Modernise the planning framework in line with contemporary challenges and opportunities. - Align with the Hunter Regional Plan 2041 to ensure coordinated regional development. 	<p>It is agreed that the current planning framework is now several decades old and requires a comprehensive review and update. The Draft Place Strategy is underpinned by a study of the Cessnock Vineyards District conducted by RMCG in 2017, and further supported by work undertaken by Edge Land Planning and Hill PDA in 2022, which focused on the district's agricultural and economic capability and constraints. While the Hunter Regional Plan 2041 identifies the Cessnock Vineyards District as a Regionally Significant Growth Area, this designation is primarily intended to acknowledge the ongoing development pressure for non-agricultural uses (e.g., residential and tourist development), the tension between agriculture and tourism, and the need for stronger planning mechanisms to manage these pressures in order to maintain a balance between working vineyards and supporting, non-agricultural land uses. It is important to clarify that this regional designation is not intended to promote a substantial expansion of non-agricultural or tourist development in the District.</p>
<ul style="list-style-type: none"> - Reframe the Strategy's assumptions to reflect the real barriers—investment, not overdevelopment. - Encourage tourism infrastructure through supportive planning and investment-friendly policies. - Focus on enabling high-quality development rather than limiting growth through unnecessary restrictions. 	<p>Over the past 25 years, various examples of tourist accommodation development have been considered and approved in the Cessnock Vineyards District. A number of these developments are considered large-scale in the context of a predominantly rural and agricultural landscape and what constitutes 'large-scale' must be understood relative to the rural character of the District. While some of these larger developments may not yet have been constructed, their approvals remain valid for a lengthy period, and can be acted upon when economic conditions are favourable to them.</p> <p>The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it. The Place Strategy does not work in opposition to the Destination Management Plan, but seeks to support and encourage appropriately scaled and sited tourist development to ensure impacts to landscape amenity, agricultural productivity, and environmental values are minimised. Broadly encouraging "tourism infrastructure investment", as suggested in the submission, without considering appropriate density controls and locational suitability, is not supported.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Balance viticulture protection with a stronger focus on tourism's role in the economy. - Support tourism investment as a means to strengthen the viability of vineyards and regional branding. - Shift the Strategy's mindset to view tourism as an opportunity for economic growth, not a threat. - Develop policies that encourage tourism renewal and expansion to ensure long-term competitiveness. 	<p>The Draft Place Strategy acknowledges that viticulture should remain the primary land use in the Cessnock Vineyards District. Furthermore, it is acknowledged that the Draft Place Strategy could include more detailed commentary on the local wine and tourism economy, particularly given its role as the key economic driver in the area. However, it is important to note that the overarching objective of the draft strategy is to set out a planning vision and principles to encourage a balance between agricultural and non-agricultural development in the Vineyards District. The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it.</p> <p>It is acknowledged that the Draft Place Strategy should include a statement recognising the ongoing need for renewal of tourist development and that newer tourist offerings are more likely to attract visitors, while older facilities may become less competitive, i.e. if the supply of tourist development exceeds visitor demand, older developments may be disproportionately impacted, leading to reduced income and limited capacity for reinvestment in their operations.</p> <p>Amendment: The Draft Place Strategy has been amended to include a statement regarding the ongoing need for tourist development renewal.</p>
<ul style="list-style-type: none"> - Align the Strategy with the DMP to ensure consistent tourism development goals. - Incorporate strategies for premium experiences, international markets, and event attraction. - Leverage the wine and tourism sectors to enhance regional growth and competitiveness. 	<p>While the objectives of the Hunter Valley Destination Management Plan are relevant to the Draft Place Strategy, it is important to emphasise that the Strategy is not purely tourism focused, nor is it intended to serve as a tourism prospectus or promotional document for the Cessnock Vineyards District. The District is primarily an agricultural area, as designated by the land use zoning, and maintaining the primacy of viticulture is central to preserving its character and function. While it is acknowledged that the Draft Strategy could be strengthened by including more discussion around the local economy and the role of tourism as a key economic driver, the Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it. Other points raised in the submission, such as the need for strategies for premium visitor experiences, targeting international markets, or attracting major events, fall outside the scope of the Place Strategy and are more relevant for the Hunter Valley Destination Management Plan.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Include a comprehensive economic profile of the Vineyards District, supported by current data and analysis. - Address key economic sectors such as wine, tourism, and agritourism, and their contribution to the region. - Compare the Hunter's performance with other wine and tourism regions to identify opportunities for growth and investment. - Ground future planning decisions in economic reality to justify land use flexibility and infrastructure priorities. 	<p>While it is acknowledged that the Draft Strategy could be strengthened by including more discussion around the local economy and the role of tourism as a key economic driver, the Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it. Other points raised in the submission, such as the need to identify opportunities for growth and investment, are more relevant for the Hunter Valley Destination Management Plan.</p>
<ul style="list-style-type: none"> - Identify and preserve viable viticultural land by rezoning it to RU1 Primary Production to prevent fragmentation. - Support strategically located tourism development that complements viticulture and boosts the economy. - Provide pathways for retiring vineyard owners to repurpose land for compatible economic uses, avoiding rural residential sprawl. - Encourage alternative lifestyle developments like integrated communities (e.g., The Vintage, Lovedale Farm) in suitable locations outside the Vineyards District to reduce pressure on viticultural land. - Address rural lifestyle demand by promoting development in areas like North Rothbury, where it won't compromise the district's agricultural and tourism potential. 	<p>The recommendation to rezone viable viticultural land to RU1 Primary Production to prevent fragmentation is acknowledged in the Draft Place Strategy. While alternative zoning is one option, there is currently no industry-wide agreement on how to define 'important agricultural land', and a zoning change would require a nuanced assessment of multiple factors beyond soil type alone together with further community engagement. The Draft Strategy is informed by independent analysis from RMCG, which supports maintaining the current 40-hectare minimum lot size in the RU4 zone to limit further subdivision and support ongoing agricultural use.</p> <p>The Draft Strategy supports appropriately scaled and located tourism development that complements viticulture and contributes to the local economy, consistent with the objectives of the RU4 zone and Council's Development Control Plan. It is acknowledged that rural residential sprawl should be avoided and that rural lifestyle and downsizing demand can be more appropriately met in urban release areas such as Huntlee, which lie outside the Vineyards District and are better suited for integrated communities.</p> <p><u>Amendment:</u> The Draft Place Strategy has been amended to acknowledge the growing threat of vineyard land being converted into large rural residential holdings.</p>

<ul style="list-style-type: none"> - Adopt a balanced approach between viticulture, tourism, and lifestyle development and acknowledge tourism's vital role in sustaining the regional economy and viticulture. - Prioritise tourism infrastructure, premium accommodation, events, and cultural development. - Enable flexible zoning to support innovation and tourism excellence. - Include an economic profile with up-to-date data on key sectors, investment gaps, and market opportunities. - Ensure the Strategy supports the DMP's objectives to attract high-yield visitors and increase overnight stays. - Acknowledge the risk of vineyard land being converted to rural residential use and introduce mechanisms to preserve viticultural land. - Remove rigid controls that limit tourism development and allow for alternative uses like artisan businesses and small bars. - Review maps and planning controls to ensure they support tourism and cultural development. - Develop defined tourism precincts to facilitate growth and infrastructure planning, such as the Southern and Central Pokolbin Tourism Nodes. - Embed mechanisms that incentivise private-sector tourism investment. - Create a delivery roadmap outlining actions, responsibilities, and review mechanisms. - Develop design guidelines for new commercial and tourism developments, with expert oversight to ensure high-quality, context-sensitive designs. - Revise the SWOT analysis with evidence-based strategic insights, reflecting accurate data on the region's strengths and opportunities. 	<p>It is acknowledged that the Draft Place Strategy could be improved by providing more discussion on the local economy and identifying tourism as a key economic driver in the Cessnock Vineyards District. However, the Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it. Previous and current work with the community has shown that viticulture should have primacy above all other land uses in the Vineyards District. The Draft Place Strategy presents a framework to achieve a workable balance between viticulture, tourism and lifestyle development.</p> <p>The issue of vineyard land being converted to large residential lifestyle holdings is acknowledged as a potential concern that warrants further discussion in the Strategy. The Draft Strategy recommends preserving viable agricultural/viticultural land through the use of an alternative zone, such as the RU1 Zone, and includes this matter as an action for further investigation. The need for tourist development renewal is also a relevant consideration; newer developments are often more attractive to visitors, while older facilities may struggle to compete, potentially leading to decreased revenue and reduced capacity for reinvestment. The submission's recommendation to support alternative uses like artisan businesses and small bars being a permissible land use is acknowledged and supported and should be considered as part of the Strategy Action to review permissible land uses in the Vineyards District.</p> <p>The establishment of additional tourist nodes within the Vineyards District is not supported. Additional tourist nodes are likely to place further pressure on the rural character and amenity of the Cessnock Vineyards District. Outside the existing nodes, a variety of tourist and other non-agricultural land uses is already permissible and offers sufficient flexibility to support a mix of tourism-related activities and agriculture across the broader RU4-zoned area.</p> <p>The Draft Strategy already includes a timeframe for the delivery of actions, all of which are Council's responsibility in conjunction with state agencies. A Vineyard District specific Design Review Panel is not supported. The Draft Place Strategy is supported by a Draft Development Control Plan (Draft DCP), including new and amended controls that seek to protect important elements of the Vineyard's local character, including important agricultural and environmental land. In addition, the Draft DCP contains specific objectives and controls that give effect to design standards, such as building setbacks, form, height, density and appearance. It is further noted that additional work is needed before any rezoning of the proposed Tourist Centre occurs. This includes the preparation of a comprehensive masterplan for the area and, potentially, a separate DCP and detailed design guidelines. The purpose of the masterplan would be to investigate and establish the necessary infrastructure and planning controls required to support a viable Tourist Centre that does not compromise the rural and viticultural identity of the District. The recommendation to review or replace the SWOT Analysis with a clear articulation of the key land use, economic and environmental challenges confronting the Vineyards District and with a focus on planning issues that need to be addressed</p>
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Issue Summary	Planning Response and Strategy Amendments
	to support viticulture, tourism, and rural character is acknowledged and is addressed in the revised Strategy.
<ul style="list-style-type: none"> - Recognise the area encompassing Ben Ean, Mangerton, Pokolbin Park, Pokolbin Hall, and McDonalds Estate as a designated southern tourism node. - Acknowledge the historical and emerging role of the precinct in the visitor economy. - Support place-based planning and investment to enable coordinated, sustainable, and heritage-sensitive tourism development in the area. 	The establishment of additional tourist nodes within the Vineyards District is not supported. Additional tourist nodes are likely to place further pressure on the rural character and amenity of the Cessnock Vineyards District. Outside the existing nodes, a variety of tourist and other non-agricultural land uses is already permissible and offers sufficient flexibility to support a mix of tourism-related activities and agriculture across the broader RU4-zoned area.
<ul style="list-style-type: none"> - Extend the place-based planning boundary along Broke Road to include the full extent of Blaxlands Estate and Tower Estate, including land fronting Halls Road. - Support appropriately scaled and sensitively designed tourism development in this area, ensuring alignment with the region's environmental, scenic, and cultural values. - Encourage investment in new visitor infrastructure that meets market demand and regional policy objectives. 	The extent of the proposed Tourist Centre is based on recommendations from Hill PDA and is intended to be indicative. It is anticipated that the zoning of the Broke/McDonalds Road Tourist Centre will be progressed through a Planning Proposal initiated by landowners within the area. The final extent will need to be informed by relevant supporting studies and must align with the planning principles and consistency measures outlined in the final Place Strategy. Prior to rezoning, the Tourist Centre will require a detailed masterplan and may also necessitate the preparation of a dedicated Development Control Plan (DCP) and design guidelines. It is important to note that proximity to the proposed Tourist Centre boundary, or the presence of an existing tourist development, does not in itself justify the application of a tourist zoning. Tourist accommodation and various other tourism-related uses will continue to be permissible outside the designated Tourist Centre, but at a reduced scale.
<ul style="list-style-type: none"> - Strengthen measures against unplanned rural residential conversion to protect viticulture and the district's character. - Zone highly productive vineyard land as RU1 Primary Production to signal its preservation for agriculture. - Recognise tourism as a primary economic driver and integrate it into planning decisions. - Support reinvestment in tourism infrastructure and encourage new, high-quality visitor experiences. - Create pathways for younger people to enter the wine industry to sustain family businesses and vineyard operations. - Ensure the final Strategy promotes a positive vision that balances land protection with support for the people working it. 	<p>It is acknowledged that the Draft Place Strategy could include more detailed commentary on the local wine and tourism economy, particularly given its role as the key economic driver in the area. However, it is important to note that the overarching objective of the draft strategy is to set out a planning vision and principles to encourage a balance between agricultural and non-agricultural development in the Vineyards District.</p> <p>The issue of vineyard land being converted to large residential lifestyle holdings is acknowledged as a potential concern that warrants further discussion in the Strategy. The Draft Strategy recommends preserving viable agricultural/viticultural land through the use of the RU1 Zone and includes this matter as an action for further investigation. The need for tourist development renewal is also a relevant consideration; newer developments are often more attractive to visitors, while older facilities may struggle to compete, potentially leading to decreased revenue and reduced capacity for reinvestment.</p> <p>The creation of pathways for younger people to enter the wine industry is not considered a matter for the Place Strategy. Rather, this is more appropriately addressed through private sector initiatives or broader Council-led efforts such as its economic development and Jobs Strategy.</p>
<ul style="list-style-type: none"> - Continued involvement of the Cessnock Vineyards District Working (Reference) Group on a voluntary basis to assist in addressing the strategic actions outlined in the draft strategy. 	The recommendation to establish an ongoing stakeholder reference group has merit, particularly in relation to assisting Council identify high value agricultural land and land that is visually sensitive.

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Create a tourism-friendly zone for areas where viticulture and tourism can coexist. - Establish a specific tourist zone for the Vineyards Tourist Centre. - Relax Clause 7.6 for properties smaller than 10 hectares. - Support the development of tourism infrastructure (e.g., cellar doors) to improve the financial viability of small vineyards. 	<p>The issues raised in the submission are adequately addressed in the Draft Place Strategy and in the responses to other submissions received.</p>
<ul style="list-style-type: none"> - The strategy should include an action to seek industry funding to relaunch the soil mapping project to enhance the identification and protection of agricultural land. 	<p>Presently there is no unanimous agreement among vigneron about what constitutes 'important agricultural land', with soil type perhaps being only one factor for consideration. The establishment of a vineyards stakeholder or reference group to assist Council identify high value agricultural land has merit. Until this work occurs, it is agreed that the RU4 Zone should remain unchanged (i.e., not rezoned RU1).</p>
<ul style="list-style-type: none"> - Retain the current RU4 zoning. - Support development standards that reflect existing land uses and market trends. - Acknowledge and protect the synergy between agriculture (particularly viticulture) and tourism in the region. 	
<ul style="list-style-type: none"> - Clearly specify DA requirements for new vineyards in the DCP. - Clarify whether vineyard removal is considered "demolition of works" requiring consent under Clause 2.7. 	<p>Requiring a Development Application to remove planted vines is problematic, as it introduces compliance challenges for Council, including the need to reallocate significant staff resources to monitor vine removal and follow up with landowners. This requirement may also deter proper and timely removal of vines, leading landowners to avoid the process altogether. In some cases, this could result in vines being left to deteriorate on site, creating pest and disease risks that compromise the health, biosecurity, and productivity of the wider Vineyards District. It may also encourage "demolition by neglect," where vines are deliberately left unmanaged to avoid triggering planning controls.</p> <p>A more balanced and effective approach would avoid blanket DA requirements and instead focus on identifying heritage or culturally significant vines through mapping or nomination processes. Where appropriate, these vines could then be protected through tailored heritage provisions or planning controls. This would allow for practical and flexible land management while safeguarding the viticultural heritage of the Cessnock Vineyards area.</p>
<ul style="list-style-type: none"> - Support heritage investigation and industry-led inventory. - Monitor progress of the HVWTA heritage study. - Consider implications of heritage listing on tourism development and land values. 	<p>It is acknowledged that certain areas within the Cessnock Vineyards District have potential heritage value that warrants recognition. The Draft Place Strategy already includes a recommendation for further consideration of heritage conservation areas, with the aim of identifying parts of the District that possess significant heritage importance. There is merit in including this matter in any future stakeholder group consultation.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Retain existing minimum lot sizes. - Acknowledge the role of tourism in supporting the viability of small viticultural properties. 	<p>The Draft Place Strategy is informed by a study prepared by specialist agricultural consultants RMCG, which generally supports the retention of the 40-hectare minimum lot size in the Cessnock Vineyards District, confirming its appropriateness in sustaining viable agricultural land use in the Cessnock area, whilst preventing further subdivision for residential lifestyle allotments. Agree that the Draft Place Strategy should include additional discussion about tourism as a key economic driver within the Vineyards District, particularly in terms of its role in supporting and sustaining the viticultural sector.</p>
<ul style="list-style-type: none"> - Set a height limit of 9 metres instead of 14 metres in the DCP. 	<p>A 14-metre height limit for development within the proposed Tourist Centre has been considered appropriate to achieve several planning objectives. This height enables a mix of tourist developments that are consistent with the scale typically expected in a centre and already occurring (to a limited extent) within the Tourist Centre. It also encourages the consolidation of tourist floor space in a vertical rather than horizontal configuration, minimising sprawling development across the landscape. Additionally, the height limit is intended to distinguish development in the Tourist Centre from that which occurs elsewhere in the Cessnock Vineyards District.</p>
<ul style="list-style-type: none"> - Recognise the Hunter Valley Airpark as a compatible and strategic land use in the final Place Strategy. - Ensure the final strategy aligns with the Cessnock Airport Strategic Plan and Masterplan. - Acknowledge the economic and tourism benefits of the Airpark and its alignment with regional planning objectives. 	<p>The Cessnock Airport Chapter in the Draft Place Strategy has been amended to recognise the economic potential of the Airport (and adjoining properties) and the importance of aligning future planning with key infrastructure projects, such as the Lovedale Link Road. The Draft Strategy now includes a commitment to prepare a Master Plan for the Airport Precinct, ensuring that it reflects its role as a regional gateway to Wine Country while prioritising aviation operations and minimising impact on the scenic amenity of the area. Future Planning Directions for the Airport Precinct have also been incorporated into the Place Strategy, providing a high-level vision to encourage compatible growth, enhance investment, and create a clear development pathway aligned with the region's broader goals. Residential development within the Airport precinct is not supported in accordance with the Planning Directions.</p>
<ul style="list-style-type: none"> - Ban fireworks and noise after 10pm. - Prohibit development on ridgelines; require vegetation screening. - Use independent industry experts to define high-value viticulture land. - Oppose a Pokolbin town centre to avoid over-concentration of tourism. - Require 85% of wine sold to be locally grown. - Tighten rules to link cellar doors to actual wine production. - Ensure new developments contribute to services like water, sewage, and connectivity. 	<p>Some of the concerns raised in the submission fall outside the scope of the Vineyards Place Strategy and Development Control Plan (DCP). These include issues such as the use of fireworks, the requirement for 85% of wine sold to be Pokolbin-grown, and the need to link cellar door developments to wine production - there is no statutory planning pathway to address these concerns. Additionally, several matters raised are the responsibility of other government agencies or private organisations. While these issues may not be directly addressed in the Strategy, it is acknowledged that Council can advocate for certain outcomes, such as improved sewer and water servicing (although bearing in mind that lack of sewer has the benefit of preventing overdevelopment) and enhanced telecommunications infrastructure. The Draft Vineyards DCP already includes provisions that prohibit ridgeline development, and the identification of high-value viticultural land is a specific action outlined in the Draft Strategy. Furthermore, a development contributions plan has been prepared, applying a levy on new development to support improved connectivity within the Cessnock Vineyards District.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Expand the Airport Buffer - Increase buffer to at least 400 metres. - Allow only aviation-related uses or strictly assessed developments. - Enforce height limits based on CASA/Airservices guidance. - Map and Protect RNAV Flight Paths - Include RNAV 17 and 35 flight paths in planning documents. - Collaborate with Aviation Authorities - Work with CASA and Airservices Australia to protect airspace and prevent incompatible development. 	<p>The Cessnock Airport Chapter in the Draft Place Strategy has been amended to recognise the economic potential of the Airport (and adjoining properties) and the importance of aligning future planning with key infrastructure projects, such as the Lovedale Link Road. The Draft Strategy now includes a commitment to prepare a Master Plan for the Airport Precinct, ensuring that it reflects its role as a regional gateway to Wine Country while prioritising aviation operations and minimising impact on the scenic amenity of the area. Future Planning Directions for the Airport Precinct have also been incorporated into the Place Strategy, providing a high-level vision to encourage compatible growth, enhance investment, and create a clear development pathway aligned with the region's broader goals. Residential development within the Airport precinct is not supported in accordance with the Planning Directions.</p>
<ul style="list-style-type: none"> - Revise the DCP to allow fair and consistent land uses. - Recognise the site's strategic location and potential. - Align planning controls with adjacent developments. 	<p>The properties associated with Lovedale Farm have been zoned SP3 Tourist for some time and were subject to a planning proposal at that time. The Draft Place Strategy does not support the introduction of additional tourist zoned nodes or the expansion of existing major tourist or accommodation nodes. The site at 504 Wilderness Road, Lovedale, is currently zoned RU4 Primary Production. The RU4 zone already provides substantial flexibility, permitting a range of tourist and other non-agricultural developments, and this permissibility is not proposed to change as a result of the Draft Strategy. The fact that 504 Wilderness Road is adjacent to land zoned SP3, or contains existing tourist development, does not in itself justify its rezoning to a tourist zone.</p>
<p>Revise planning controls to ensure the parcel serves a functional role in the broader land use strategy, promoting efficiency and consistency.</p>	
<p>Revise the DCP to allow complementary development that aligns with the infrastructure objectives of the surrounding SP3 zone.</p>	
<p>Revise the controls to allow complementary land uses, reducing economic disadvantage and planning uncertainty for landowners.</p>	
<ul style="list-style-type: none"> - Reassess the classification of 504 Wilderness Road as Important Agricultural Land given its location and context. - Support SP3 zoning for the parcel to enable development that aids in environmental restoration and benefits local wildlife habitat. 	<p>The Draft Place Strategy includes an action to refine the Important Agricultural Land mapping. This future review will determine whether the designation should still apply to 504 Wilderness Road. For the time being, all land in the Vineyards District, outside the established centre and nodes, is considered Important Agricultural Land.</p> <p>It is also noted that parts of the southern, eastern and northern portion of 504 Wilderness Road are located within the Flood Planning Area. In addition, the vegetation on the eastern boundary of the property is identified (by BCD 2021) as containing Threatened Ecological Communities and is part of an ecological corridor. A large part of the property (the northern portion adjacent to the Lovedale Farm site) is identified as 'Sensitive Regulated Land'. Sensitive regulated land is land where clearing of native vegetation is not permitted under the <i>Land Management (Native Vegetation) Code 2018</i>, and a limited range of allowable activities is permitted.</p>
<p>Revise planning controls to reflect the land's strategic location and provide it with development rights aligned with the surrounding SP3 zone.</p>	<p>The RU4 Zone is already substantially flexible, permitting a range of tourist and other non-agricultural development, and this is not proposed to be amended as an outcome of the Draft Strategy.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Incorporate the Hunter Valley DMP into the final Strategy. - Address specific tourism challenges in the Cessnock Vineyards District. - Include an economic profile to inform land use and investment priorities. 	<p>It is acknowledged that the Draft Place Strategy could include more detailed commentary on the local economy and tourism, particularly given their role as key economic drivers in the region.</p> <p>The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it.</p>
<ul style="list-style-type: none"> - Review existing approvals and strategic plans and engage with landholders to identify additional opportunities for inclusion in the final Place Plan. 	<p>The extent of the proposed Tourist Centre is based on recommendations from Hill PDA and is intended to be indicative. It is anticipated that the zoning of the Broke/McDonalds Road Tourist Centre will be progressed through a Planning Proposal initiated by landowners within the area. The final extent will need to be informed by relevant supporting studies and must align with the planning principles and consistency measures outlined in the final Place Strategy. Prior to rezoning, the Tourist Centre will require a detailed masterplan and may also necessitate the preparation of a dedicated Development Control Plan (DCP) and design guidelines. It is important to note that proximity to the proposed Tourist Centre boundary, or the presence of an existing tourist development, does not in itself justify the application of a tourist zoning. Tourist accommodation and various other tourism-related uses will continue to be permissible outside the designated Tourist Centre, but at a reduced scale.</p>
<ul style="list-style-type: none"> - Identify and protect viable viticultural land for potential rezoning to RU1 Primary Production to prevent land fragmentation and incompatible uses. - Introduce planning and transition measures to support productive land use, including: <ul style="list-style-type: none"> - Dual occupancies or secondary dwellings for succession, - Long-term leasing to viticultural operators, - Voluntary agricultural easements, - Low-impact tourism activities that sustain vineyard operations. 	<p>Council does not currently possess the data necessary to identify high-value agricultural or viticultural land within the Vineyards District. As part of the Draft Place Strategy, further investigations are proposed to identify such land and consider potential rezoning.</p> <p>The RU4 Zone is sufficiently flexible, already allowing a range of low-impact tourist uses that support viticulture. However, introducing additional permitted uses, such as dual occupancies, would likely increase pressure on Council for subdivision, leading to the fragmentation of agricultural land. Secondary dwellings are already permitted with consent in the RU4 Zone, offering opportunities for generational succession on land in the Vineyards District.</p>
<ul style="list-style-type: none"> - Clarify land use priorities to balance viticulture preservation with tourism growth. - Support and expand regionally significant tourism precincts that align with State policy and contribute to economic resilience, recreation, events, artisan industries, and housing supply. - Ensure planning flexibility to encourage investment and deliver balanced land use outcomes. 	<p>The recommendation for long-term leasing to viticultural operators is a private matter and is already permissible should landowners choose to enter into these agreements. Additionally, the creation of agricultural easements for viticulture through private arrangements is supported, but such arrangements do not require Council involvement.</p> <p>The Draft Place Strategy does not support the introduction of additional tourist-zoned nodes, or the expansion of existing integrated tourist of accommodation. Further subdivision of rural land for small lot housing is not supported.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Include an implementation plan detailing short-, medium-, and long-term actions, responsibilities, and review mechanisms to ensure effective delivery. - Develop architectural and landscape design guidelines to maintain development quality while encouraging innovation. 	<p>The comments regarding the need for the plan to be timely are noted. In relation to implementation, certain actions are identified in the Strategy along with implementation timeframes.</p> <p>The Draft Place Strategy is supported by a Draft Development Control Plan (Draft DCP), including new and amended controls that seek to protect important elements of the Vineyard's local character, including important agricultural and environmental land. In addition, the Draft DCP contains specific objectives and controls that give effect to design standards, such as building setbacks, form, height, density and appearance.</p>
<ul style="list-style-type: none"> - Prioritise viticulture as the primary land use to protect the region's identity and economy. - Restrict urban development to prevent encroachment on vineyards and preserve the Hunter Valley's character and tourism appeal. 	<p>The Draft Place Strategy adequately identifies the need to prioritise viticulture as the primary land use (and restrict urban encroachment) to protect the region's identity and economy.</p>

<ul style="list-style-type: none"> - Recognise tourism as a core economic driver; align with the Hunter Regional Plan and Destination Management Plan. - Support small-scale, vineyard-compatible tourism across the region, while restricting large-scale developments to defined zones. - Replace SWOT Analysis with a clear statement of land use, economic, and environmental challenges to better support viticulture and tourism. - Include a dedicated economic section detailing the contribution of wine and tourism, workforce pressures, and broader investment challenges. - Establish an expert panel (with HVWTA) to identify and protect priority vineyard land. - Apply targeted zoning (e.g. RU1) and consider lower rates for vineyards to reduce cost pressures. - Formally support The Vintage and Lovedale Farms as strategic lifestyle-tourism hubs that accommodate housing and anchor tourism, easing pressure on vineyard land. - Introduce stronger planning controls to prevent loss of vineyard land to rural lifestyle development. - Provide alternative lifestyle land outside the Vineyards District. - Promote reinvestment in tourism infrastructure and support year-round visitor events through flexible land use provisions. - Develop design guidelines and a Design Review Panel to maintain high-quality architecture and landscape character. - Strengthen protections for heritage vineyards and landscapes, using the Heritage Vineyards Study as a base. - Involve local landowners and community members in the next stage to ensure meaningful heritage recognition. - Resource and progress statutory heritage listing work. - Strengthen the implementation framework to ensure zoning reflects land character: <ul style="list-style-type: none"> - RU1 for viticulture - SP3 for tourism nodes - C2/C3 for conservation - RU4 for mixed rural land 	<p>It is acknowledged that the Draft Place Strategy could be improved by providing more discussion on the local economy and identifying tourism as a key economic driver in the Cessnock Vineyards District. The submission's support for small-scale, vineyard-compatible tourism within the RU4 Zone, as well as more intensive tourist development in the existing and proposed tourist nodes, is noted.</p> <p>The recommendation to review or replace the SWOT Analysis with a clear articulation of the key land use, economic and environmental challenges confronting the Vineyards District and with a focus on planning issues that need to be addressed to support viticulture, tourism, and rural character is acknowledged.</p> <p>Currently, Council does not have the data necessary to identify high-value agricultural or viticultural land in the Vineyards District. As such, an action within the Draft Place Strategy proposes further investigation into this matter, which may include targeted stakeholder consultation to inform any potential rezoning. This work should also consider establishing a reference group to guide the process and ensure local expertise is reflected in the outcomes.</p> <p>The submission highlights that The Vintage and Lovedale Farm may play a strategic role as lifestyle-tourism hubs. Council agrees with this view, and the fact that these areas will relieve some development pressure on existing vineyard land. In terms of accommodating future residential and lifestyle needs, urban release areas like Huntlee, Government Road and Bellbird North are expected to provide sufficient supply, including opportunities for downsizing, reducing the need for further subdivision within the Vineyards District.</p> <p>The Draft Place Strategy is not intended to function as a promotional prospectus for the region, rather, provide a planning framework that balances tourism with the protection of agricultural and viticultural land. The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it.</p> <p>A Vineyard District specific Design Review Panel is not supported. The Draft Place Strategy is supported by a Draft Development Control Plan (Draft DCP), including new and amended controls that seek to protect important elements of the Vineyard's local character, including important agricultural and environmental land. In addition, the Draft DCP contains specific objectives and controls that give effect to design standards, such as building setbacks, form, height, density and appearance.</p> <p>The Draft Place Strategy includes an action to undertake further investigation into the heritage values of the District, ensuring that cultural and historical assets are identified and protected. This work may also involve a reference group to guide the process and ensure local expertise is reflected in the outcomes.</p> <p>While the implementation framework of the Draft Place</p>
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Issue Summary	Planning Response and Strategy Amendments
	<p>Strategy could be strengthened by clearly articulating the future land use zones that may apply to each of the character areas within the District, this may be problematic as it pre-empt a separate planning proposal and approval process and is therefore not supported.</p> <p>Amendment: The SWOT Analysis in the Draft Vineyards District Place Strategy has been replaced with a discussion relating to the key land use, economic and environmental challenges confronting the Vineyards District and with a focus on planning issues that need to be addressed to support viticulture, tourism, and rural character.</p>
<p>1. Strengthen Alignment with the HVDMP:</p> <ul style="list-style-type: none"> - Recognise tourism as a dynamic and evolving economic pillar, beyond accommodation and cellar doors. - Support emerging visitor experiences (e.g., culinary classes, wellness, events, artisan food and drink). - Amend zoning (RU4) to allow small bars, distilleries, eco-tourism, and outdoor events — currently prohibited but vital to HVDMP goals. - Facilitate events by enabling entertainment and recreation facilities in RU4 with consent. <p>2. Reflect Key HVDMP Strategies</p> <ul style="list-style-type: none"> - Target growth of the visitor economy from \$641M to \$958M by 2030. - Support medium-sized events, food tourism, and lifestyle offerings. - Encourage investment in existing venues (e.g., Hope Estate, Roche Estate) through more flexible planning provisions. - Address prohibitions that restrict nature-based tourism and cycleways under current RU4 zoning. <p>3. Align with Hunter Regional Plan 2041</p> <ul style="list-style-type: none"> - Recognise tourism as a key economic driver and preserve viticultural landscapes as strategic assets. - Adopt RU1 zoning for viticultural land to: <ul style="list-style-type: none"> - Prevent fragmentation - Reduce land use conflict - Strengthen long-term agricultural viability - Support tourism node development with infrastructure (e.g., signage, regional trails, active transport). - Improve planning for walking and cycling networks with clear funding, staging, and implementation strategies. <p>4. Zone Reform</p> <ul style="list-style-type: none"> - Replace or limit RU4 zoning in key areas, as it: <ul style="list-style-type: none"> - Encourages lot fragmentation - Permits incompatible tourism development - Undermines long-term viticultural productivity 	<p>It is agreed that the Draft Place Strategy could include more detail regarding the local economy and acknowledge tourism as a key economic driver. However, the Strategy is not intended to be tourism-focused, nor is it designed to serve as a prospectus for the Cessnock Vineyards District promoting the range of tourist experiences. The Hunter Valley Destination Management Plan is a more appropriate document to encourage and drive economic investment in tourist land uses in the Cessnock and Singleton LGAs. The Draft Vineyards District Place Strategy does not seek to replicate this document or the actions within it.</p> <p>The Draft Place Strategy includes an action to review the RU4 Zone land use table, with the primary objective of ensuring that the range of permissible uses aligns with the zone's intent. Generally, the RU4 Zone is considered to offer sufficient flexibility and already allows for a variety of low-impact tourist uses that support viticulture. With the exception of artisan food and drink premises and eco-tourist facilities, no further expansion of permissible land uses in the RU4 Zone is supported. Additional land use flexibility tends to increase the potential for land use conflicts on agricultural land and can be difficult to reverse once established. The Tourist Centre is expected to cater for a broader range of land uses, including boutique tourist shops.</p> <p>Cycleways are already permissible within the RU4 Zone, and the Draft Place Strategy proposes a number of cycleway routes within the Vineyards District, as well as connections linking the District to surrounding areas. Strengthening the long-term viability of agriculture in the Cessnock Vineyards District is supported in principle; however, this is not solely the responsibility of Council. Enhancing agricultural sustainability is a broader issue that also involves state government agencies and private industry stakeholders.</p>

Issue Summary	Planning Response and Strategy Amendments
<p>The wine and tourism industries are key economic drivers in the Hunter Valley, supporting jobs, investment, and infrastructure. Planning strategies must treat them as vital economic assets, not just land uses.</p> <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> - Show economic impact through current data on jobs, spending, and investment. - Discuss investment challenges like inflation, interest rates, and labour shortages. - Recognise workforce needs, especially housing for seasonal workers. 	<p>It is acknowledged that the Draft Place Strategy could include more detailed commentary on the local economy and tourism, particularly given their role as key economic drivers in the region. However, it is also noted that some of the matters raised in the submission may fall outside the scope of what can be addressed through a planning strategy, i.e., addressing investment challenges, interest rates and labour shortages.</p>
<ul style="list-style-type: none"> - Remove the SWOT framework. - Replace with a structured issues summary across themes like land use, infrastructure, labour shortages, and environmental constraints. - Use this to guide strategy priorities and actions. - Key Issues to Address: <ul style="list-style-type: none"> - Loss of viticultural land to rural residential use. - Rising production costs and market pressures in wine. - Lack of succession planning among aging vineyard owners. - Outdated development approvals and poor-quality design outcomes. - Restrictive planning controls on tourism uses. - Labour shortages and infrastructure gaps. - Traffic, accessibility, and accommodation imbalances. 	<p>The recommendation to review or replace the SWOT Analysis with a clear articulation of the key land use, economic and environmental challenges confronting the Vineyards District and with a focus on planning issues that need to be addressed to support viticulture, tourism, and rural character is acknowledged and has been addressed in the final Strategy.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Expand Section 4 to include a full review of land use controls, allow more tourism uses, and fast-track this as a short-term priority. - Support Section 8 but recommend reclassifying it as a short-term action. - Do not support any relaxation of dwelling entitlements that could lead to land fragmentation. - Introduce Architectural & Landscape Design Guidelines and a Design Review Panel to preserve visual quality and rural character. - Recognise The Vintage as a strategic tourism and lifestyle precinct, support its expansion and active transport links to Pokolbin. - Clarify Central Tourism Node: Boundaries should be indicative; future planning proposals must include a masterplan for flexibility and clarity. - Endorse Cessnock Airpark for its potential to boost high-value tourism, provided it's sensitively designed. - Support sewerage extension to Central Pokolbin to enable sustainable development. - Recommend against new local environmental control layers, arguing existing state legislation (BC Act) is sufficient and more effective. 	<p>The RU4 Zone is already considered sufficiently flexible, permitting a range of low-impact tourist uses that support the viticultural character of the area. Any additional flexibility should be considered only within the larger designated tourist nodes, where more intensive tourism development can be more appropriately managed.</p> <p>Introducing further permitted uses in the RU4 Zone would likely increase pressure on Council to allow subdivision, contributing to the fragmentation of productive agricultural land. This outcome would be inconsistent with the objectives of the zone and the broader intent to preserve agricultural viability.</p> <p>Comments regarding the relaxation of dwelling entitlement restrictions are noted. While there may be interest in increasing residential opportunities, such changes must be weighed carefully against the risk of undermining the agricultural function of the zone.</p> <p>It is acknowledged that The Vintage and Lovedale Farm have potential to act as strategic lifestyle-tourism hubs, which could help ease development pressure on core vineyard land. However, despite their strategic potential, further expansion of the tourist nodes is not supported. Instead, existing nodes should be managed carefully to ensure development remains compatible with the area's rural and agricultural character.</p> <p>To accommodate future demand for lifestyle lots and downsizing opportunities, areas such as Huntlee—including Stage 2 and the ARIA Estate—are expected to provide a sufficient supply. This planned growth helps to reduce pressure on the Vineyards District and supports a more sustainable land use pattern.</p> <p>The Important Environmental Land mapping was developed using a combination of data sources, including corridor connectivity analysis and watercourse/streambank layers from the Environmental Lands Study for the Cessnock LGA, prepared by the Department of Climate Change, Energy, the Environment and Water (DCCEEW). It also incorporates the Biodiversity Values Map under the Biodiversity Conservation Act 2016. The mapping aims to identify priority connectivity corridors between primary habitat areas, linking Pokolbin State Forest in the west to patches of habitat within Werakata National Park in the east. This layer was further refined by overlaying it with the High Environmental Value (HEV) areas identified for the Regional Growth Planning Area by DCCEEW in 2016, with the two layers generally aligning.</p> <p>The Cessnock Airport is identified as being subject to further consideration under the Strategy, reflecting its unique land use context and potential strategic importance.</p>

Issue Summary	Planning Response and Strategy Amendments
<ul style="list-style-type: none"> - Remove 471 Lovedale Road from both the important environmental land and important agricultural land maps. - Acknowledge the current management practices and conflicting developments that hinder agricultural viability on the property. 	<p>The submission as it relates to Important Environmental Land is not supported. A large part of the north eastern portion of the property contains Threatened Ecological Communities as described in the Biodiversity Conservation Division's 2021 mapping, additionally, a large portion of the northern portion of the site is identified as being part of a wildlife corridor. Under NSW planning legislation, vegetation within the area cannot be removed or disturbed without the necessary approvals, which may also involve significant and costly offset requirements.</p> <p>The submission as it relates to Important Agricultural Land is also not supported. The Draft Place Strategy includes an action to refine the Important Agricultural Land mapping in the future. This future review will determine whether the designation should still apply to 471 Lovedale Road. For the time being, all land in the Vineyards District, outside the established centre and nodes, is considered Important Agricultural Land.</p>
<ul style="list-style-type: none"> - Implement policy protections to prevent land use conflict with existing tourism businesses. - Ensure coordination in growth planning to avoid eroding the visitor experience and impacting tourism operations. 	<p>Presently a broad range of land uses are permitted in the Cessnock Vineyards District, which is predominantly an agricultural area, and this land use flexibility can result in land use conflict. It is agreed that further intensification of residential development outside the designated tourist nodes should not be permitted (this is a proposed principle of the plan). Similarly, smaller-scale tourist operations outside the designated tourist nodes are supported, as smaller scale operations tend to minimise the potential for land use conflict and environmental impacts, particularly with regard to agricultural activities.</p>
<p>Consider including the property in rezoning discussions to allow for potential tourist accommodation development in line with nearby developments.</p>	<p>The extent of the proposed Tourist Centre is based on recommendations from Hill PDA and is intended to be indicative. It is anticipated that the zoning of the Broke/McDonalds Road Tourist Centre will be progressed through a Planning Proposal initiated by landowners within the area. The final extent will need to be informed by relevant supporting studies and must align with the planning principles and consistency measures outlined in the final Place Strategy. Prior to rezoning, the Tourist Centre will require a detailed masterplan and may also require the preparation of a dedicated Development Control Plan (DCP) and design guidelines. It is important to note that proximity to the proposed Tourist Centre boundary, or the presence of an existing tourist development, does not in itself justify the application of a tourist zoning. Tourist accommodation and various other tourism-related uses will continue to be permissible outside the designated Tourist Centre, but at a reduced scale.</p>

Issue Summary	Planning Response and Strategy Amendments
<p>Remove 471 Lovedale Road from the classification maps as important agricultural or ecological land, as its inclusion is not justified.</p>	<p>The submission as it relates to Important Environmental Land is not supported. A large part of the north eastern portion of the property contains Threatened Ecological Communities as described in the Biodiversity Conservation Division's 2021 mapping, additionally, a large portion of the northern portion of the site is identified as being part of a wildlife corridor. Under NSW planning legislation, vegetation within the area cannot be removed or disturbed without the necessary approvals, which may also involve significant and costly offset requirements.</p> <p>The submission as it relates to Important Agricultural Land is also not supported. The Draft Place Strategy includes an action to refine the Important Agricultural Land mapping in the future. This future review will determine whether the designation should still apply to 471 Lovedale Road. For the time being, all land in the Vineyards District, outside the established centre and nodes, is considered Important Agricultural Land.</p>
<p>Upgrade the roads and keep bikes separate to enjoy bushland routes.</p>	<p>The proposal to deliver cycleways within the Vineyards District is not new. Council has previously resolved to support the delivery of cycleways both within the Vineyards District and from the Vineyards District to nearby towns and villages. This commitment is reflected in the adopted Cessnock Cycling Strategy, Trails Strategy, and local infrastructure contributions plans. The majority of the proposed cycleways in the Vineyards District are intended to be off-road and therefore should not conflict with vehicular traffic.</p>
<ul style="list-style-type: none"> - Council should reconsider the proposed restrictions on tourist accommodation density in peripheral areas such as Mount View. - Planning should recognise the importance of distributing tourist accommodation more evenly to support the economic viability of outlying tourism businesses. 	<p>Outside the existing and proposed tourist node, a variety of tourist and other non-agricultural land uses will remain permissible and offer sufficient flexibility to support a mix of tourism-related activities and agriculture across the broader RU4-zoned area. While it is acknowledged that the DCP proposes to reduce the allowable density of tourist accommodation in the Vineyards District, the proposed accommodation rates are still considerable, allowing a reasonably sized tourist accommodation facility on rural land. Furthermore, it is noted that 593 Mount View Road Mount View is an undersized allotment on which no tourist accommodation development is currently permissible.</p>

Part 2 - Issues Raised in Agency Advice and Council Response

Issue Summary	Planning Response and Strategy Amendments
Council is commended for drafting the Place Strategy	The Department's commendation for drafting the Place Strategy is noted.
The recommendations call for thorough investigations, master planning, strengthened rezoning criteria, evidence-backed strategic actions, detailed land use justifications, clearer designations and language, and alignment with regulatory frameworks before final approval.	<p>- Generally support the range of comments raised in DPHI's submission.</p> <p>Amendment:</p> <p>- Draft Place Strategy text amended to:</p> <ul style="list-style-type: none"> - identify site constraints & further studies to support a rezoning of the proposed Tourist Centre. - the need to masterplan the proposed Tourist Centre in conjunction with any future rezoning. - Figure 17 relating to Important Agricultural Land has been updated to exclude Zone RE1 Public Recreation land. - agency references updated. - actions 2, 4, 6, 10, 14 and 16 have been updated to detail the evidence that is being relied upon to amend provisions in the Cessnock LEP 2011
The EPA recommends meaningful engagement with Aboriginal communities in developing the Place Strategy.	Agree with the comments raised in the submission and note that Traditional Owners are acknowledged on Page 2 of the Draft Strategy, with a further action to engage with Traditional Owners in order to elevate and champion Aboriginal heritage in the Cessnock Vineyards District, including encouraging opportunities for cultural tourism.
The EPA supports balancing growth and noise management at Cessnock Airport through regulatory oversight, a proposed 200m buffer, updated planning controls, and use of noise guidelines to minimize land use conflicts.	<p>- Support the commentary regarding aircraft noise and buffer.</p> <p>Amendment:</p> <p>- The Place Strategy has been amended to remove reference to a strict 200m buffer surrounding the Airport, and a more general reference to planning proposals and development within one kilometre of the Airport boundary must be carefully assessed to ensure they do not impede current or future Airport uses, minimise noise impacts, and avoid potential encroachment.</p>
The EPA emphasises the need to assess and manage contamination risks in planning, ensuring compliance with relevant laws and requiring expert audits for sensitive rezoning or where technical capacity is limited.	The Contaminated Lands chapter of the Cessnock DCP, which applies to the Vineyards District, adequately addresses the requirements recommended by the NSW EPA.
The Place Strategy highlights the importance of waterways and recommends aligning land use changes with NSW Water Quality Objectives to support long-term catchment health.	<p>Amendment:</p> <p>The Draft Place Strategy has been amended to acknowledge the NSW Water Quality Objectives (WQO) as a necessary requirement of and future planning proposals relating to the Cessnock Vineyards District.</p>

Issue Summary	Planning Response and Strategy Amendments
<p>The Place Strategy should enhance protection of High Environmental Value areas and biodiversity by updating objectives, SWOT analysis, mapping, zoning, and land use principles to align with the Hunter Regional Plan 2041.</p>	<p>The recommended amendments in DCCEEW's submission are generally supported. However, linkage to the regional Watagans to Stockton Corridor is outside the scope of the Draft Strategy as it requires wider landscape planning within the LGA. Action 12, 13 and 14 of the Draft Strategy satisfactorily acknowledge the need to develop a DCP to avoid and minimise impacts on Important Environmental Land and consider an appropriate zone for this land.</p> <p><u>Amendment:</u></p> <ul style="list-style-type: none"> - Conservation of environmentally sensitive areas has been included as an objective of the strategy. - SWOT analysis replaced - A new section relating to biodiversity has been included in the Principal Environmental Considerations section of the Strategy. - A new section has been included addressing Important Environmental Land in the Place Plan section of the strategy. - Place Plan amended to reference Important Environmental Land and corridors.
<p>CRHR requests clearer criteria and ground-truthed mapping for Important Environmental Land to support strategic planning and align with HRP 2041, ensuring development certainty and streamlined assessments.</p>	<p>The Important Environmental Land mapping was developed using a combination of data sources, including corridor connectivity analysis and watercourse/streambank layers from the Environmental Lands Study for the Cessnock LGA, prepared by the Department of Climate Change, Energy, the Environment and Water (DCCEEW). It also incorporates the Biodiversity Values Map under the <i>Biodiversity Conservation Act 2016</i>. The mapping aims to identify priority connectivity corridors between primary habitat areas, linking Pokolbin State Forest in the west to patches of habitat within Werakata National Park in the east.</p> <p>This layer was further refined by overlaying it with the High Environmental Value (HEV) areas identified for the Regional Growth Planning Area by DCCEEW in 2016, with the two layers generally aligning.</p> <p>The focus of the Important Environmental Land is to enhance ecological connectivity across the landscape by leveraging existing remnant vegetation and encouraging improvements and widening of habitat corridors. While the Hunter Regional Plan recommends that local strategic planning proposals ground-truth data layers using the HEV criteria, this is not a formal strategy within the Plan. Nevertheless, Council considers that the proposed Place Strategy meets the intended outcome that 'development outcomes maintain or improve the environmental value or viability of the biodiversity network.'</p> <p><u>Amendment:</u></p> <p>The Draft Place Strategy has been updated to clarify how the Important Environmental Land and vegetation/wildlife corridors were mapped, including the data sources used to inform the mapping.</p>

<p>The Strategy should focus on improving and securing biodiversity corridor connectivity in the Vineyards District through conservation zones, revegetation, and planning provisions, supporting regional ecological linkages per HRP 2041.</p>	<p>The Important Environmental Land layer is based on a connectivity analysis from the Environmental Lands Study for Cessnock LGA (prepared by DCCEEW) and identifies local and subregional corridors within the Vineyards District that link to primary habitat. While it contributes to ecological connectivity within the District, broader linkage to the regional Watagans to Stockton Corridor is beyond the scope of the Place Strategy and would require LGA-wide landscape planning. Paddock trees have not been mapped in the Strategy due to scale limitations; however, their value is recognised through the Biodiversity Values Map under the <i>Biodiversity Conservation Act 2016</i> and would be addressed through any required Biodiversity Development Assessment Report (BDAR).</p> <p>The Place Strategy aims to support and incentivise corridor improvements at the development application stage, particularly within mapped Important Environmental Land. However, current development controls in the RU4 zone do not effectively facilitate this, and many degraded watercourses—governed under the Water Management Act 2000—lack active management or incentive for rehabilitation by landowners. Corridor widths are not defined at this stage, as the Strategy presents a conceptual framework.</p> <p>The DCP currently includes a provision requiring any native vegetation removed to be offset by replanting within designated vegetation corridors. This control has been drafted with flexibility to account for avoidance areas under BDARs and the Water Management Act, particularly where corridors align with watercourses. This approach allows revegetation areas to be identified during the development application process and tailored to meet statutory requirements. In parallel, Council is reviewing the application of conservation zones through its Environmental Zoning Framework and is exploring additional planning mechanisms, such as corridor overlays, within the Cessnock Local Environmental Plan (LEP).</p>
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Issue Summary	Planning Response and Strategy Amendments
<p>The Draft CVDPS should be revised to fully address flood risk requirements under LEP Clause 5.22, ensuring all developments posing life-risk or evacuation challenges in flood-prone areas are properly assessed and planned for.</p>	<p>DCCEEW's submission in relation to flooding is supported.</p> <p>Amendment: 'Flooding' section of the Draft Place Strategy has been updated to better acknowledge the intent of cl.5.22 of the Cessnock LEP.</p>
<p>The planning proposal must fully comply with flooding Ministerial Directions, conduct thorough flood and land suitability analyses including climate change, prepare a DCP, share risk data with emergency services, and consider road infrastructure upgrades.</p>	<p>The SES's submission is generally supported, but it is noted that the issues raised are more relevant to future planning proposals, with state legislation and mechanisms (including the Planning Proposal Gateway process) in place to ensure appropriate compliance. For example, compliance with Ministerial Directions and the need for flood risk assessment (including consideration of climate change). Furthermore, it is noted that Council has previously adopted a separate DCP chapter relating to Flood Prone Land.</p>
<p>DPIRD supports agriculture-focused planning in the Vineyards District, requests clarity and involvement in the Important Agricultural Land map review, and recommends collaboration with Council to enhance viticulture, farming policies, and dwelling opportunities.</p>	<p>The Draft Strategy recommends preserving viable agricultural/viticultural land through the use of the RU1 Zone and includes this matter as an action for further investigation. Further consultation with DPIRD will occur as a part of that investigation. However, it is important to recognise that there is no uniform agreement among vigneron as to what constitutes 'important agricultural land', which should be protected through a separate zoning approach. An assessment of soil type may only be one element in a range of factors that need to be considered.</p>
<p>Council should align cycleway planning with TfNSW's Cycleway Design Toolbox and ensure infrastructure on freight routes meets safety and design standards to manage conflicts between cyclists and heavy vehicles.</p>	<p>TfNSW's commendation for drafting the Place Strategy is noted. The Strategy has been amended to incorporate TfNSW's Cycleway Design Toolbox in the planning proposal consistency measures.</p> <p>Amendment: Include TfNSW's Cycleway Design Toolbox in the planning proposal consistency measures</p>

Cessnock Development Control Plan 2010 | Development-specific provisions | Tourist Accommodation on Rural and Conservation Lands
DRAFT FOR COUNCIL CONSIDERATION

Contents

DEVELOPMENT SPECIFIC PROVISIONS	1
Tourist Accommodation on Rural and Conservation Lands	1
Preamble	1
Application.....	1
Definitions.....	1
Development provisions	2

DEVELOPMENT SPECIFIC PROVISIONS

Tourist Accommodation on Rural and Conservation Lands

The Cessnock Development Control Plan is comprised of 4 parts. Development applications must address all relevant sections of Part 2, Part 3 and Part 4 and supporting guidelines, such as Council's Engineering Guidelines for Design and Construction.

Preamble

Cessnock's rural and conservation lands support a diverse and important rural sector that contributes substantially to the local economy and our region's biodiversity. In these areas, tourist and visitor accommodation, camping grounds and eco-tourist facilities are considered a subordinate land-use to agriculture and must not undermine the primary use of the land, or adjoining land, for rural and agricultural purposes. In addition, these land uses must not diminish amenity or conservation values within our rural areas.

Small-scale tourism uses provide opportunities to supplement farm income, to support the restoration and maintenance of environmental assets and showcase the Cessnock region. To maintain the integrity of rural landscape, it is important that these tourism operations do not detract from the qualities of these sensitive areas or place unreasonable demands on rural infrastructure.

Application

This Chapter applies to camping grounds, tourist and visitor accommodation and eco-tourist facilities on land zoned RU2 Rural Landscape, C2 Environmental Conservation, C3 Environmental Management and C4 Environmental Living.

Definitions

<i>Tourist Accommodation Building</i>	means a building used for tourist and visitor or eco-tourism accommodation that contains up to 4 Tourist Accommodation Rooms, offered on a commercial basis. Individual stays must not exceed more than 42 consecutive days
<i>Tourist Accommodation Room</i>	means a single bedroom within a Tourist Accommodation Building, for use by tourists or visitors.

All other terms used in this Local Character Statement and DCP chapter have the same meaning as defined in the *Cessnock Local Environmental Plan 2011*.

Development provisions

Site analysis

Objective/s	Development Controls
To ensure the siting and design of the development does not conflict with site features such as surrounding character, environmental values and neighbouring land uses.	<p>The development application must be accompanied by a Site Assessment demonstrating the site chosen for the development is the most suitable within the property having regard to the following matters:</p> <ul style="list-style-type: none"> • natural watercourses; • native vegetation, including roadside vegetation and existing mature trees; • landform; • visual impact; • natural hazards; • existing buildings; • development on adjoining land; • property boundaries and access points; and • existing development within the property. <p>Note: The detail and scope of the Site Assessment is to be proportionate with the scale of the development proposed.</p>

Rural character and design

Objective/s	Development Controls		
To ensure tourist accommodation is low-scale and compatible with the surrounding landscape and with the character and amenity of the locality.	The maximum number of Tourist Accommodation Buildings / Rooms is as follows:		
	Lot Size*	Max. Number of Tourist Accommodation Buildings	Max. Number of Tourist Accommodation rooms
	< 10Ha ¹	2	4
	>10 – <19 Ha	3	5
	>20 – <29Ha	4	6
	>30 – <39 Ha	5	7
		> 40Ha	6

¹ Under Cessnock Local Environment Plan (LEP) Clause 7.6, Tourist and Visitor Accommodation can only be permitted on RU2 zoned or C2 zoned land within Bow Wow Creek Gorge Catchment and Habitat Corridors where the development lot has an area of at least 10 hectares and a dwelling entitlement.

Objective/s	Development Controls
	<p>* For the purpose of this table, 'Lot Size' is the cumulative area of all lots associated with the development</p> <p>The maximum building height¹ is 9 metres from existing ground level.</p> <p>The highest point of any building, or alterations and additions to any existing building, is to be at least 5m below the highest ridgeline of any hill within 100m of the building.</p> <p>Buildings and other areas used by visitors are setback a minimum of 75m from road frontages.</p> <p>Buildings and other areas used by visitors are setback a minimum of 50m from side and rear property boundaries.</p>
To promote well designed development appropriate to the rural and natural character of its locality.	<p>Colours and materials shall complement and be sympathetic to those of the surrounding landscape. Recessive earth-toned colours with low reflectivity are preferred.</p> <p>Development, including structures, car parking and vehicle circulation areas, is located and constructed so as to minimise visibility from neighbouring properties and roads.</p> <p>Tourist Accommodation Buildings should be grouped together in a cluster arrangement within the curtilage of existing buildings on the lot, unless a dispersed arrangement can be clearly demonstrated to be a more appropriate solution having regards to ecological and / or visual impacts and agricultural activities within the site and on adjoining properties.</p> <p>Tourist Accommodation Buildings shall not be sited in a straight line that would result in a continuous visual wall of buildings.</p> <p>Development is not to restrict any agricultural functions of the site or adjacent farms</p>
To ensure boundary fencing, boundary walls, entrance gates and structures complement rather than dominate the existing character of the roadside environment.	<p>Front boundary fencing and gates are of modest appearance, do not visually obstruct the landscape and are in keeping with the character of established fencing in the area.</p> <p>Fences and gate posts at property entries comprise traditional materials and styles, such as timber post and rail or stone.</p>

¹ Building height is measured as the vertical distance from ground level (existing) to the highest point of the building.

Landscaping

Objectives	Development Controls
To ensure appropriate landscaping is used to soften the visual effect of extensive areas of hard-surfacing, such as the cumulative effect of building walls, car parking areas and pavements.	Where located on bushfire prone land, the development is to comply with the NSW Rural Fire Service requirements for landscaping.
	Landscaping is consistent with and reinforces any important vegetation corridors and areas of remnant native vegetation occurring within the property.
	Where a locality has a specific character derived from existing native vegetation, similar or compatible species are planted on the site (except where the existing species are undesirable weed species).
	The height of plants selected must relate to the scale of the building(s), helping to visually break up hard surfaces and providing a balance between built and natural forms when the development is viewed from adjoining public places or neighbouring properties.

Servicing, Access and Safety

Objective/s	Development Controls
To ensure development maintains a high standard of amenity for guests, local residents and the greater community.	<p>A Plan of Management is to be prepared for ongoing operation of all tourist related development. The Plan of Management is to include details on:</p> <ul style="list-style-type: none"> the proposed days and hours of operation; the maximum number of guests at one time; proposed maximum length of stays; noise / anti-social behaviour / complaint handling procedures; how visitors and guests will be advised to limit impacts to operational farms or sensitive ecological areas; cleaning and maintenance procedures; measures to minimise any biosecurity risk through dispersal of weeds, seeds, insects and contaminants; and any safety hazards on the property and how they will be managed to ensure the safety of visitors and guests.
To ensure adequate infrastructure is available for tourist related development.	<p>Applications must demonstrate appropriate access arrangements including:</p> <ul style="list-style-type: none"> all weather access for two-wheel drive vehicles and emergency service vehicles; and A vehicle access point to the property is to demonstrate compliance with the sight distance requirements of AS 2890.1 Off-street car parking and should be adequate to service the development.

	<p>All effluent waste generated by the development and its ongoing use is to be disposed:</p> <ul style="list-style-type: none"> to a reticulated sewerage system connected to the landholding; or using a system of sewerage management for which the approval of Council is obtained under the <i>Local Government Act 1993</i>.
	<p>Where mains water supply is not available, a Water Management Plan consistent with NSW Government publication <i>Private Water Supply Guidelines</i> is required for proposed development including details on:</p> <ul style="list-style-type: none"> water budget for development; sourcing and treatment details; hydrologic design of water control, storage, and supply works; analysis of downstream effects; and arrangements for ongoing maintenance.
	<p>Provisions for the appropriate storage and screening of operational waste are to be demonstrated, together with suitability for the development to be serviced by Council's waste collection service. If the development cannot be serviced by Council's waste management vehicles, evidence must be provided that the site will be serviced appropriately.</p>
To ensure risks to the safety of visitors are identified and mitigated.	<p>Where the proposal is located on bushfire affected land, a bushfire report prepared completed by a BPAD Accredited Consultant in accordance with the NSW Rural Fire Service publication <i>Planning for Bush Fire Protection</i> is required².</p>
	<p>Proposals located within natural hazard areas including bushfire and flood prone land must prepare an Emergency Management and Evacuation Plan that includes procedures for the safe evacuation of all occupants. Relevant details including assembly points and evacuation routes are to be displayed for guests and staff.</p>

² Under Rural Fires Act s.100B, a Bush Fire Safety Authority from the NSW RFS is required for Special Fire Protection Purpose (SFPP) development. As such, an Integrated Development approval may be required under of the EP&A Act s.4.46. Tourist and visitor accommodation is a SFPP under the Act.

Car Parking

Objectives	Development Controls
To ensure adequate car parking is available within the property.	Car parking for tourist and visitor accommodation and eco-tourist facilities is to be provided at the following rate: 1 space per bedroom.
	Car parking areas must be finished in a surface that will allow for vehicle movements in all weather conditions.

Biodiversity

Objective/s	Development Controls
To ensure development avoids negative impacts on areas of environmental value or sensitivity.	Development must be designed to avoid, including appropriate setbacks, areas on the site with native habitat. Any setback is to be designed to maintain the native habitat areas in a natural state and with consideration of the ecological function of the vegetation.
	Any proposed clearing of trees within the road reserve must be: <ul style="list-style-type: none"> supported by a Biodiversity Development Assessment Report (BDAR); supported by a Visual Impact Assessment; and required as an outcome of a Traffic Impact Assessment
	Where a proposed development is likely to impact land with biodiversity values, it must be demonstrated that no other suitable development site is available within the property.
	Where the proposed development is likely to have an impact on native habitat or other natural features a flora and fauna assessment must be submitted with the development application. The assessment must be sufficient to adequately identify and assess all impacts of the development, including cumulative, direct and indirect impacts, as well as the impacts of Asset Protection Zones.
To ensure no net loss of vegetation on rural or conservation land.	Where consent is sought to remove native vegetation within a property, an equivalent amount of vegetation must be re-established within acceptable locations within the property as determined on merit. Note: <ol style="list-style-type: none"> The treed areas of Asset Protection Zones will be treated as areas of vegetation loss. Tree planting to buffer development or reduce the impact of spray drift will not be treated as compensatory planting for tree loss.

Cessnock Development Control Plan 2010 | Development-specific provisions | Tourist Accommodation on Rural and Conservation Lands
Draft for Council consideration

Objective/s	Development Controls
To ensure the development will promote positive environmental outcomes and any impact on watercourses is minimised.	The natural drainage features on the site are not altered.
	Natural water courses are revegetated and erosion and sediment control installed.
	Stormwater is detained on site through the use of water tanks, swales and existing dams.

Heritage

Objectives	Development Controls
To ensure new development is sympathetic to the character, setting, appearance and cultural significance of places with European or Aboriginal heritage.	For any development on land that is identified as an item of heritage significance or within a Heritage Conservation Area (including alterations and additions, demolition, change of use, removal of trees or vegetation, or the construction of a building or structure), a Heritage Impact Statement (HIS) must be provided, which considers the extent to which a proposal would affect the heritage significance of a heritage item of heritage conservation areas. The HIS must be prepared by a suitably qualified Heritage Consultant in accordance with the NSW Heritage Manual guidelines produced by the Heritage Council of NSW.
	The development is sympathetic to any Aboriginal Cultural Heritage associated with the land, or adjoining land.
	Advice is to be sought from Council's Heritage Advisor at an early stage in the design process and addressed in the Development Application.
	A Conservation Management Plan (CMP) may be required for any proposal involving substantial changes to a heritage item. The CMP will be required to establish a conservation management framework for the heritage item and mechanisms to facilitate and ensure the heritage significance is retained. The CMP must be prepared by a suitably qualified heritage consultant and in accordance with the National Trust of Australia (J.S.Kerr) guidelines 'Conservation Plan – A guide for the preparation of Conservation Plans for places of European Cultural Significance'.
	Any new development or change must ensure significant views and visual relationships are protected, together with maintaining an appropriate curtilage and setting.
	A curtilage assessment is required for any development proposal involving subdivision.

Table of Contents

Contents

DEVELOPMENT BASED PROVISIONS	2
Signage and Advertising	2
Preamble	2
Application	2
Supporting information.....	2
Definitions	3
Types of Signage.....	3
Development Provisions.....	5

DEVELOPMENT BASED PROVISIONS

Signage and Advertising

The Cessnock Development Control Plan (CDCP) is comprised of 4 parts. Development applications must address all relevant sections of Part 2, Part 3 and Part 4 and supporting guidelines, such as Council's Engineering Guidelines for Design and Construction.

Development based provisions apply to specific types of development and may include provisions that are different from those in Parts 2 and 4 of the CDCP. Where there is a difference between any development provision/s in Parts 2 or 4 and Part 3, the provision/s in Part 4 prevail.

Preamble

Signage is an integral part of the streetscape in urban and rural environments, providing information to people on business locations, products and services. Well-designed and located signs can be useful and can complement the character of an area. Poorly designed and inappropriate signs can detract from the overall quality of an area and reduce the value of information contained within signage.

Standards for signage are required to maintain the desirable characteristics of buildings, streetscape and the overall quality of a particular area. Without reasonable and fairly applied criteria, signs may distract and dominate the setting by way of height, shape, size, number, lighting and movement. In addition, signage standards will ensure that businesses are protected against signage clutter, which occurs when there are too many signs competing for the user's attention to the point where none of the signs can be readily comprehended.

Application

The provisions of this chapter apply to all signage and advertising development in Cessnock Local Government Area, where not otherwise authorised by *State Environmental Planning Policy (Exempt and Complying Development Codes SEPP) 2008*.

Supporting information

All development applications for signage or outdoor advertising for which Council consent is required, must be assessed against the criteria contained within Chapter 3 of *State Environmental Planning Policy (Industry and Employment) 2021*.

Definitions

All terms used in this Local Character Statement and DCP chapter have the same meaning as defined in the *Cessnock Local Environmental Plan 2011*, with the exception of the following:

Advertising signage	Means signage to which Part 3.3 of <i>State Environmental Planning Policy (Industry and Employment) 2021</i> applies and includes any advertising structure for the advertisement.
Directional signage	Means signage that helps people orientate themselves within a property, provides instructions, or guidance.
External signage	Advertisements or signs located outside an area enclosed by a building.
Internal signage	Advertisements or signs located within an area enclosed by a building.

Types of Signage

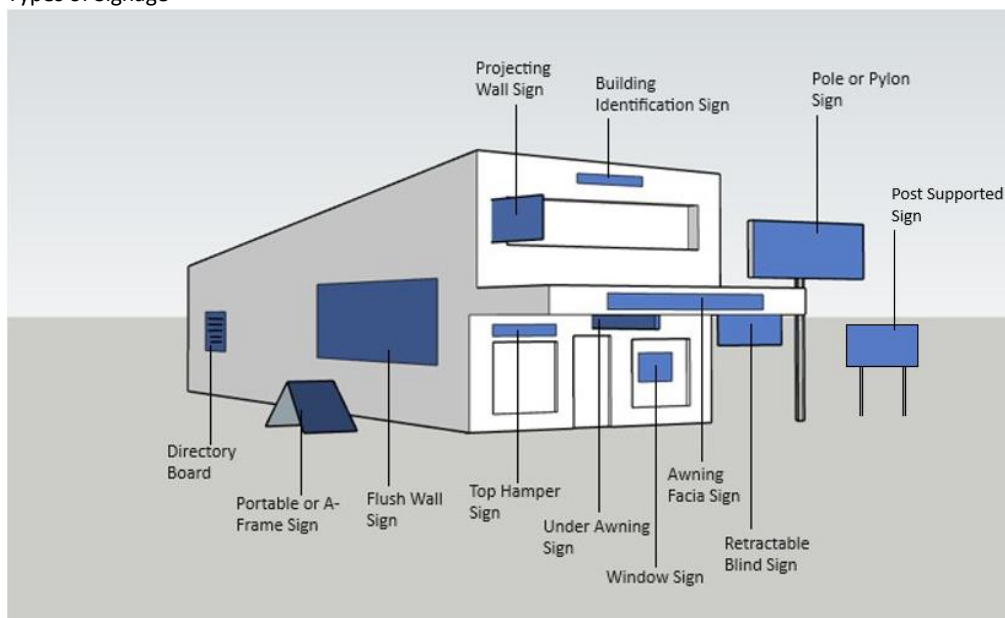


Figure 1: Types of signage

Exempt Signage

Certain signage is exempt development if it meets the requirements of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. Applicants are encouraged to consult this Policy for current signage provisions.

Signage that Requires Development Consent

Unless otherwise stated in this DCP chapter, the relevant exempt and complying signage standards in *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* prevail for the purpose of assessing signage requiring development consent.

For advertising signage, the development standards in *State Environmental Planning Policy (Industry and Employment) 2021* prevail for the purpose of assessing signage requiring development consent.

Permissibility of Signage that Requires Development Consent

The following forms of signage are not specifically addressed in *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. These specific forms of signage are subject to the requirements set out in this DCP.

Table 1: Permissible signage zones

Signage Type	Zone											
	RU2	RU3	RU4	RU5	Residential Zones R1, R2, R3, R5	Employment Zones E1, E2, E3, E4, E5	MU1	SP2	SP3	RE1	RE2	Conservation Zones C1, C2, C3, C4
Business directory sign	✓	x	✓	x	x	✓	✓	✓	✓	✓	✓	x
Directional sign	✓	x	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Entrance sign	✓	x	✓	x	x	✓	x	x	x	✓	✓	x (Except C3)
Portable sign (e.g., A-frame)	✓	x	✓	✓	✓	✓	✓	x	✓	✓	✓	x
Post supported sign	✓	✓	✓	✓	x	✓	✓	✓	✓	✓	✓	x
Pole or pylon sign*	x	x	x	x	x	✓	✓	✓	✓	x	x	x
Projecting wall sign	✓	x	✓	✓	x	✓	✓	x	✓	✓	✓	x
Retractable blind sign	x	x	x	x	x	✓	✓	x	✓	✓	✓	x

✓ Permissible signage

x Prohibited signage

*Pole or Pylon signs are permissible when proposed as part of a service station development.

Development Provisions

General Signage Controls

Objectives	Development Controls
To enable Council to assess the potential impacts of the proposed signage.	<p>Applications proposing signage must contain a sufficient description of the signage, including:</p> <ul style="list-style-type: none"> an illustration of the design of the proposed signage; dimensions of the proposed signage; and the proposed location of the signage.

Objectives	Development Controls
To ensure the scale, proportion and form of the signage is appropriate in consideration of the streetscape, setting or landscape.	The following signs are not permitted in any zone: <ul style="list-style-type: none"> • above awning signs; • animated, neon, flashing, pulsing or moving signs; • inflatable signs; • anchored airborne signs; • roof or sky sign; • trailer/vehicle sign; and • signs attached to trees, electricity or telephone poles, or the like.
	Signage proposals must be consistent with the types and locations in Table 1.
	All fixed signage must remain within the property boundary, except in the case of a sign attached to an awning over the footpath.
	Signage in residential zones (R1, R2, R3, R5, RU5) must: <ul style="list-style-type: none"> • not be advertising signage; • not exceed one sign per property; • not be a prominent feature within the streetscape; and • be in keeping with the established residential character and amenity of the area, or the future desired character of the area.
To ensure signage is compatible with the scale, proportion and other characteristics of the building and does not adversely impact the streetscape.	Where permitted, signage in rural and environmental zones (C1, C2, C3, C4, RU2, RU4) must: <ul style="list-style-type: none"> • not obstruct a driver's line of sight along rural roads; • not result in the removal of trees; • be in keeping with the established rural or environmental character of the area, or the desired future character of the area; and • should be integrated with onsite landscaping
	Signage must not dominate the building on which it is located, or protrude above any parapet or eaves.
	Signs must not obscure any significant architectural feature of a building.
To ensure signage is of a high-quality, sympathetic to the architectural style of the building and surrounding built form.	All signage visible from a public place must be complementary to the scale, shape and style of the development and the established or desired character of the surrounding area or precinct.
	Advertising structures are to form an integrated part of the façade of buildings and must reinforce architectural elements and design.
	All required signage elements and fittings must be carefully disguised within the overall design of the signage.

Objectives	Development Controls
	Materials used must be durable, fade and corrosion proof and of a high aesthetic quality.
To encourage the reduction of signage clutter by rationalising and simplifying existing signage and avoiding signage proliferation.	<p>Proposals must detail a coordinated approach for all signage within the property in instances where:</p> <ul style="list-style-type: none"> multiple signs are proposed within the property; or where a building or site contains multiple tenancies or uses. <p>Signage must not impede the visibility of other lawful signage.</p>
To ensure illuminated signage does not negatively impact the amenity of any residence, or other habitable development.	<p>Internally or externally illuminated signage is not permitted within residential zones (R1, R2, R3, RU5).</p> <p>Internally illuminated signage is only permitted in employment zones (E1, E2, E3, E4, E5).</p> <p>External surface illumination must be discreet or concealed and focused solely on the sign.</p> <p>Internally and externally illuminated signage must comply with AS/NZS 4282:2019 <i>Control of the obtrusive effects of outdoor lighting</i>.</p>
To ensure signage does not adversely affect the safety of motorists, pedestrians or cyclists	<p>Signage must not interfere with the operation of road traffic signs and signals, or obscure sightlines within public spaces.</p> <p>Signage must be securely fixed, structurally sound and not constitute a potential danger to any person or vehicles.</p>
To ensure signage erected or displayed on heritage items or within heritage conservation areas respects the significance of the heritage item or heritage conservation area and does not obscure or detract from the architectural character or heritage significance of such buildings or areas.	<p>The proposal must demonstrate that the signage will complement the historic character of the building or conservation area with the use of traditional colour, materials, proportion, positioning, construction, graphics and fonts.</p> <p>Signage must be appropriately located, so as to allow the character of the building or conservation area to remain prominent and not obscure or conceal important architectural features, such as windows, doors, roof features or other architectural embellishments.</p> <p>Fixings for new signage must be designed to allow for installation and removal that causes minimal damage to building fabric and be reversible.</p> <p>Corporate and franchise signage must be in harmony with the character of the heritage item or conservation area.</p> <p>Original and or other significant building identification signs, wayfinding or advertising signs are to be retained and conserved in place, wherever practical.</p> <p>The number of signs must not exceed one per elevation that is visible from a public place. The total number of signs permitted on any building will be considered on merit, but must be limited to prevent saturation.</p>

Cessnock Development Control Plan 2010 | Development Based Provisions – Signage and Outdoor Advertising

DRAFT FOR COUNCIL CONSIDERATION

Objectives	Development Controls
	Signage must respect important views to and from a heritage item or within a heritage conservation area, including any significant visual relationships.
To ensure signage does not obscure or compromise important views or the skyline.	Signage must not extend above the prevailing height of buildings, tree canopies or ridgelines.

Specific Signage Controls

In addition to the General Signage Controls above, the following controls apply to the signage types below.

Objectives	Development Controls
To ensure the scale, proportion and form of certain specific signage is appropriate in consideration of the streetscape, setting or landscape.	<p>Business Directory signs are subject to the following standards:</p> <ul style="list-style-type: none"> • may only be erected where an approved business operates; • must only be used where they are more practical than other types of signs, e.g., in place of a number of business identification signs; • a maximum of 1 business directory sign is permitted per approved building or site and may identify as many individual businesses within the building or site as required; • must not exceed a maximum advertising area of 0.5m² per individual business; • must only contain the name and address of each individual business and a logo or symbol identifying each business; • must be no higher than 2 metres above natural ground level; • must be securely fixed to a fence, building or post-supports where it does not constitute a danger to any person or vehicles; • must be wholly contained within the site or premises; • must not advertise a specific product, trade or brand name.
	<p>Directional signs are subject to the following standards:</p> <ul style="list-style-type: none"> • must be positioned to ensure the safety of pedestrians and drivers is not compromised; • must not cover mechanical ventilation inlet or outlet vents; and • must not be externally illuminated or use flashing lights or similar devices for illumination.
	<p>Entrance signs are subject to the following standards:</p> <ul style="list-style-type: none"> • a maximum of two signs are permitted, with one sign located on either side of the property entrance or both signs are to be erected in a central landscaped position; • if the property has two entrance points accessed at different locations at least 30 metres apart or from different road frontages, two signs will be permitted per property entrance; • maximum signage area is 2.0m² and maximum height is 2 metres above natural ground level; • must be securely attached flush to the gateway structure; • multiple signs must have the same setback and be of

Objectives	Development Controls
	<p>uniform design and spacing;</p> <ul style="list-style-type: none"> where placed on a gateway structure (either side of the property entrance), signs must be an integrated and recessive feature of the gateway structure. <p>Note: Commercial vineyards may incorporate 2 wine barrels into the property entrance, positioned so as not to obstruct vehicular or pedestrian sight lines or access.</p> <p>Portable signs are subject to the following standards:</p> <ul style="list-style-type: none"> Maximum of 1 sign per business; Must be associated with a lawfully established business; Must be positioned on the footpath adjacent to that business, with a minimum unobstructed clearance of 2 metres between the sign and any building frontage. Must not be used in relation to a business that is used as a restricted premises; Must not be illuminated, produce sound or involve moving components or transparent materials; Must be suitably weighted so as to be free from any movement and prevent injury to people or damage to property; Must not be displayed during hazardous weather events; Must not obstruct or pose a risk to pedestrians or vehicular traffic; Must not be located on a footpath adjacent to a bus zone, taxi stand, or drop-off/pick-up zone; Must not be within- <ul style="list-style-type: none"> 600mm of a kerb, or 3m of another A-frame sign or outdoor poster stand, or 5m of a pedestrian crossing, pedestrian kerb ramp or intersection. Must not display offensive, violent, obscene or discriminatory material; Must be no more than 1.2m high and 600m wide; Must be removed at the close of trade of each business day; and A minimum unobstructed footpath clearance of 2 metres must be maintained between the sign and any building frontage.

Objectives	Development Controls
	<p>Post supported signs are subject to the following standards:</p> <ul style="list-style-type: none"> • a maximum of one sign is permitted per 30 metres of property frontage; • maximum signage area is 2.0m² and maximum height is 2 metres above natural ground level in RU zones; • signs shall be either a square or rectangular configuration. • Properties with multiple businesses on-site may increase the maximum signage area to 3.0m². <p>Projecting wall signs are subject to the following standards:</p> <ul style="list-style-type: none"> • only one sign is permitted per property; • must not project beyond the boundary of the property; • must be compatible with the architectural style of the building on which the sign is located; • projecting wall signs shall have a maximum signage area of 2.0m²; • the maximum projection must not exceed 2500mm from the edge of the building; • must be located at least 2600mm above natural ground level; • must be at least 600mm from the vertical projection of any kerb alignment; • must not be located above the awning of a building; • must not project above the top of the wall to which it is attached; • must be spaced at least 3.0 metres apart to provide adequate visibility for other signs; and must be securely fixed and • maintained in a structurally adequate and safe manner. <p>Retractable blind signs are subject to the following standards:</p> <ul style="list-style-type: none"> • must be used for business identification purposes only; • be erected with the lower edge at least 2.6m above ground level (existing); and • must not project beyond the boundary of the property. <p>Large scale developments, including wineries, tourist and accommodation precincts and multi-tenancy shopping developments shall prepare a signage strategy supported by a visual impact assessment that co-ordinates signage across the site. This will be assessed on merit against:</p> <ul style="list-style-type: none"> • the General Signage objectives and controls within this chapter; • the impact of the signage on the established character, or future desired character of the area; and integration of the signage with buildings and other landscape elements.

Objectives	Development Controls
	<p>Other signage, not addressed in this DCP or a State Environmental Planning Policy, will be assessed on merit. Matters that must be taken into consideration include, but are not limited to:</p> <ul style="list-style-type: none"> the General Signage objectives and controls in this chapter; the impact of the signage on the established character, or future desired character of the area; and integration of the signage with buildings and other landscape elements. <p>The applicable exempt signage standards in <i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i> prevail for signage that requires development consent, with the following allowances:</p> <p>Window signs:</p> <ul style="list-style-type: none"> may be internally illuminated in employment zones (E1, E2, E3, E4, E5, MU1).

Summary of Submissions – Draft Tourist and Visitor Accommodation on Rural and Conservation Lands DCP Chapter.

Submission	Issue	Response
Submitter 1	Acknowledges there is a place for well-planned and designed small scale tourist accommodation development in rural areas of the City.	Noted, no amendment made.
	Request that the LEP criteria – minimum 10ha and a dwelling entitlement be included within the DCP to ensure the community is aware of this requirement.	This is a requirement of Cessnock LEP and has been noted in the draft DCP chapter.
	Request that the maximum density allowable be two cabin type accommodation units per 10ha, each with a maximum of two bedrooms and a cap of five cabin type buildings per property.	The current draft DCP chapter includes a limit of 6 Tourist accommodation buildings on all properties and a maximum number of 8 bedrooms across all buildings. This is consistent with the Agrotourism SEPP requirements which have similar aims to this draft. The proposed density limits have been included to balance the benefits of rural tourism with the potential impact that development in rural areas area may have on neighbours, rural roads and the community.
	The existing DCP Chapter 4 is very clear on the permitted duration of occupancy by tourists / visitors (up to 42 consecutive days and a total 150 days in year). This should be made clear within the revised DCP chapter. Concern here that tourist cabins could all too easily become permanent defacto dwellings for locals.	The current draft chapter includes limitation on the duration of stays matching the current chapter of 42 days. It isn't considered necessary to impose a limitation of 150 days total occupancy in a year as this would unduly limit the operation of tourist and visitor accommodation. Any permanent occupation of accommodation approved under the provisions of this draft DCP chapter would be inconsistent with the relevant land use definitions under Cessnock LEP, which specify short-term or temporary use.
	The height of building limit should be amended to single level buildings, consistent with the prevailing rural occupancy	A height limit of 9 metres has been included for buildings within the draft DCP chapter. Imposing a single-story height

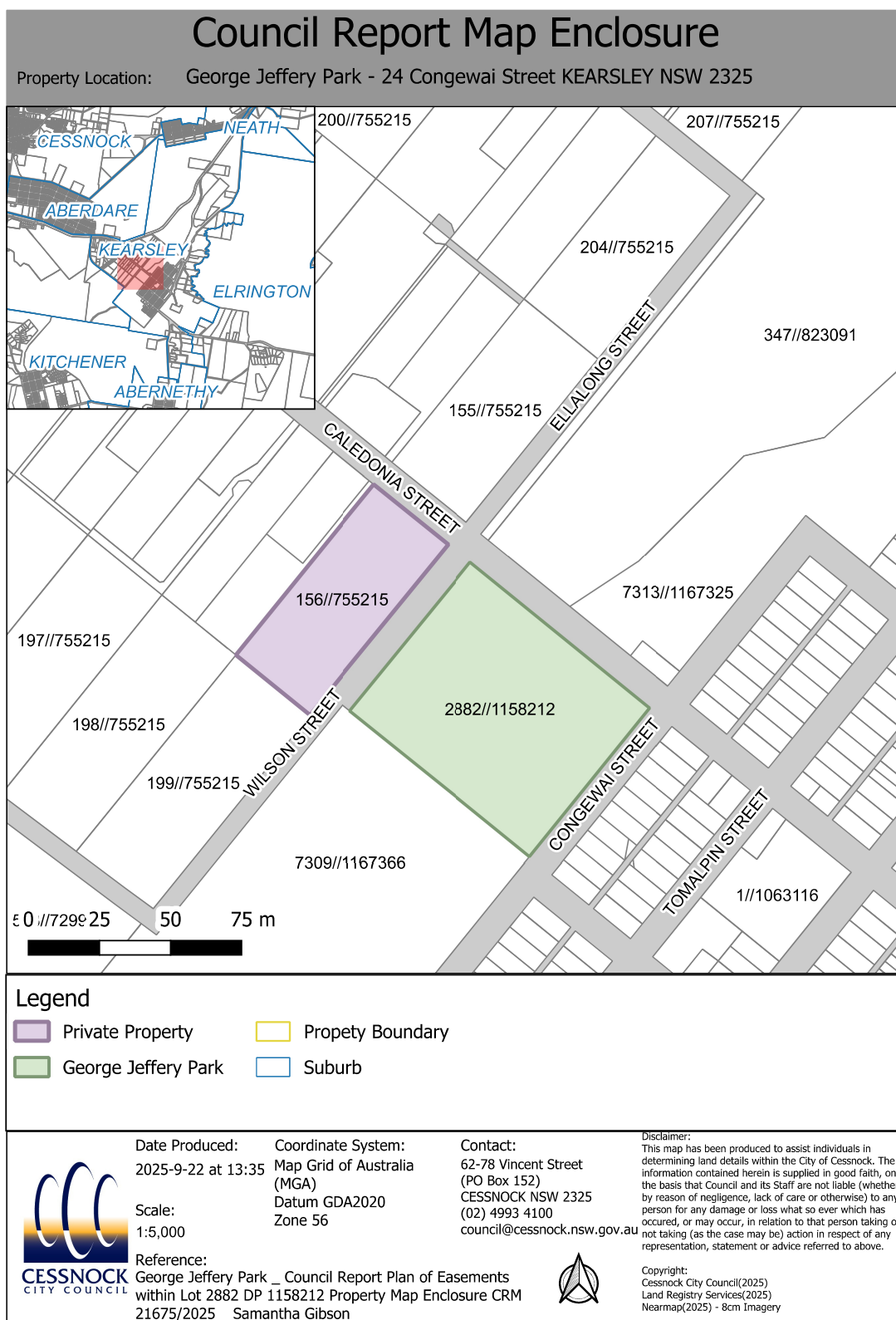
Summary of Submissions – Draft Tourist and Visitor Accommodation on Rural and Conservation Lands DCP Chapter.

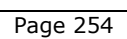
	building form throughout the RU2 Zone.	limit may have the effect of encouraging larger building footprints. An additional control has been added to the draft DCP chapter that limits the height of buildings to at least 5m below the highest ridgeline of any hill within 100m of the building. This control is intended to ensure buildings do not dominate the landscape.
Submitter 2	Agrees with the proposed structure of the draft DCP chapter.	Noted, no amendment made.
	Agrees with the proposed density rates for tourist and visitor accommodation.	Noted, no amendment made.

Summary of Submissions – Draft Signage and Outdoor Advertising DCP Chapter.

Submission	Issue	Response
Submitter 1	Recommends that the Draft Signage DCP maintain consistency with the existing provisions, which enjoy broad community acceptance and provide an appropriate benchmark for managing visual impacts.	While the format of the draft DCP chapter has been updated to the current style and updates have been made for consistency with <i>State Environmental Planning Policy (Exempt and Complying Development Codes SEPP) 2008</i> , the controls are generally consistent with the existing signage provisions. See post-exhibition changes described below.
	Does not support the proposed introduction of pylon signs in the Vineyards District due to incompatibility with the scale and character of the rural environment.	Agreed. The draft DCP chapter has been revised to prohibit Pole or pylon signs in rural zones including the Vineyards District.
	Support for the proposed allowance for external illumination of signage.	Noted, no amendments made.
	Support for Merit-Based Assessment for Integrated Signage in Larger Developments. Recommends consideration by a Design Review Panel for review and endorsement, to ensure compatibility with the district's heritage and visual values.	Noted. An additional control has been added specifying that large scale developments, including wineries, tourist and accommodation precincts and multi-tenancy shopping developments shall prepare a signage strategy that co-ordinates signage across the site. This will be assessed on merit against the general signage objectives and controls, the impact of the signage on the established character, or future desired character of the area; and integration of the signage with buildings and other landscape elements. It is not considered practicable to convene a Design Review Panel for the review and endorsement of signage, however where this, or similar is already a requirement for larger scale developments this will be taken into consideration.








Lot 2882, DP1158212 Council Reserve, Congewai Street, Kearsley NSW 2325

1. Executive Summary

Property Summary	Proposed easement over Lot 2882, DP1158212
Property Type	Council reserve utilised as sporting fields
Brief Description	Proposed easement shown as "B" Easement to Drain Sewage 3 wide – over Council owned land at Kearsley.
Parent Lot Site Area	4.881 ha
Easement Area "B"	Drain Sewage area - 822.2 m ²
Zoning	RE1 Public Recreation / Cessnock Local Environmental Plan 2013
Title Details	Lot 2882 Deposited Plan 1158212
Date of Valuation	10 September 2025
Date of Report	18 September 2025
Purpose of Report	To determine the compensation payable to Cessnock City Council for the creation of Easements "B" over Lot 2882 DP1158212.
Valuation Approach	Direct Comparison with sales evidence
Valuation	\$5,250 (FIVE THOUSAND TWO HUNDRED AND FIFTY DOLLARS)
Valuer	 Cameron Michell - Director AAPI CPV 69769

Note: This Executive Summary forms part of the attached report document and must be read in the context of the full report.
All comments and qualifications contained in the attached report relate directly to the above summary.

Reference No: SV10317.25

Action Sheets Report	Division:	Ordinary Council	Date From:
	Committee:		Date To:
	Officer:		Printed: Wednesday, 8 October 2025 8:26:25 AM

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
PE15/2025 169	Ordinary Council 18/06/2025	Brown, Keren Page, Sue	Exhibition of Draft Housing Theme Review Discussion Paper	31/10/2025	23/06/2025	2/10/2025
05 Aug 2025 7:35am Larsen, Robyn - Reallocation Action reassigned to Brown, Keren by Larsen, Robyn 02 Oct 2025 12:08pm Larsen, Robyn - Completion Completed by Larsen, Robyn on behalf of Brown, Keren (action officer) on 02 October 2025 at 12:08:25 PM - As per resolution, the Paper has been exhibited and report is to be drafted for a future Council meeting.						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
CC57/2025 241	Ordinary Council 17/09/2025	Neveltsen, Keri Maginnity, Robert	Appointment of Representatives to Internal and External Committees Following Casual Vacancy	15/10/2025	19/09/2025	25/09/2025
25 Sep 2025 11:51am Cremor, Sam - Completion Completed by Cremor, Sam on behalf of Neveltsen, Keri (action officer) on 25 September 2025 at 11:51:08 AM - Notification to all relevant committees completed.						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
CC56/2025 240	Ordinary Council 17/09/2025	Neveltsen, Keri Maginnity, Robert	Election of Deputy Mayor - 2025/2026	15/10/2025	19/09/2025	23/09/2025
23 Sep 2025 11:51am Larsen, Robyn - Completion Completed by Larsen, Robyn on behalf of Neveltsen, Keri (action officer) on 23 September 2025 at 11:51:48 AM - Website has been updated. OLG and LGNSW have also been notified as well as the Accounts Section.						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
CC55/2025 239	Ordinary Council 17/09/2025	Barnes, Megan Maginnity, Robert	Minutes of the Aboriginal and Torres Strait Islander Advisory Committee Meeting held 1 August 2025	15/10/2025	19/09/2025	19/09/2025
19 Sep 2025 10:42am Barnes, Megan Resolution noted. 19 Sep 2025 10:43am Barnes, Megan - Completion Completed by Barnes, Megan (action officer) on 19 September 2025 at 10:43:21 AM - Resolution noted.						

Action Sheets Report	Division:	Ordinary Council	Date From:
	Committee:		Date To:
	Officer:		Printed: Wednesday, 8 October 2025 8:26:25 AM

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
CC62/2025 246	Ordinary Council 17/09/2025	Neveltsen, Keri Maginnity, Robert	Public Exhibition - Revised Code of Meeting Practice	15/10/2025	19/09/2025	22/09/2025
22 Sep 2025 10:50am Cremor, Sam Exhibition of revised Code of Meeting practice to be made public today (22.09.2025) by Comms team. No further action required at this stage. 22 Sep 2025 10:51am Cremor, Sam - Completion Completed by Cremor, Sam on behalf of Neveltsen, Keri (action officer) on 22 September 2025 at 10:51:31 AM - Exhibition of revised Code of Meeting practice to be made public today (22.09.2025) by Comms team. No further action required at this stage.						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
CC59/2025 243	Ordinary Council 17/09/2025	Childs, Jonathan Maginnity, Robert	Media Policy	15/10/2025	19/09/2025	29/09/2025
29 Sep 2025 1:35pm Childs, Jonathan adopted policy published on website 29 Sep 2025 1:37pm Childs, Jonathan - Completion Completed by Childs, Jonathan (action officer) on 29 September 2025 at 1:37:39 PM - action completed						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
CC58/2025 242	Ordinary Council 17/09/2025	Plumridge, Matthew Maginnity, Robert	Draft Financial Statements for 24/25FY	15/10/2025	19/09/2025	19/09/2025
19 Sep 2025 9:05am Plumridge, Matthew - Completion Completed by Plumridge, Matthew (action officer) on 19 September 2025 at 9:05:09 AM - Statements referred to audit and audit has commenced.						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
CC54/2025 238	Ordinary Council 17/09/2025	Barnes, Megan Maginnity, Robert	Draft Cessnock City Library Strategy 2025-35	15/10/2025	19/09/2025	25/09/2025
25 Sep 2025 3:41pm Barnes, Megan Draft Plan was placed on public exhibition 25 September 2025 for a period of 28 days. 25 Sep 2025 3:42pm Barnes, Megan - Completion Completed by Barnes, Megan (action officer) on 25 September 2025 at 3:42:16 PM - Draft Plan was placed on exhibition 25 September 2025 for a period of 28 days.						

Action Sheets Report	Division:	Ordinary Council	Date From:
	Committee:		Date To:
	Officer:		Printed: Wednesday, 8 October 2025 8:26:25 AM

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
MM10/2025 234	Ordinary Council 17/09/2025	Cocking, Tracey Chrystal, Peter	Waste Levy Review	15/10/2025	19/09/2025	30/09/2025
30 Sep 2025 12:25pm Lorenzen, Cherie Correspondence sent to all MPs and Minister for Environment on Thurs 25.9.25 30 Sep 2025 12:26pm Lorenzen, Cherie - Completion Completed by Lorenzen, Cherie on behalf of Cocking, Tracey (action officer) on 30 September 2025 at 12:26:25 PM - Correspondence sent to all MPs and Minister for Environment on Thurs 25.9.25						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
MM9/2025 233	Ordinary Council 17/09/2025	Lorenzen, Cherie Chrystal, Peter	Regional Motions for 2025 NSW Local Government Annual Conference	15/10/2025	19/09/2025	30/09/2025
30 Sep 2025 12:27pm Lorenzen, Cherie Council motions endorsed and submitted via LGNSW portal on Friday 26.09.25 in readiness for LGNSW Conference in November. 30 Sep 2025 12:28pm Lorenzen, Cherie - Completion Completed by Lorenzen, Cherie (action officer) on 30 September 2025 at 12:28:30 PM - Council motions endorsed and submitted via LGNSW portal on Friday 26.09.25 in readiness for LGNSW Conference in November.						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
PE24/2025 231	Ordinary Council 17/09/2025	Ryl, Julia Page, Sue	DA 8/2024/533/1 Dwelling, Tourist & Visitor Accommodation, Function Centre, Restaurant or Café, and Ancillary Wellness Centre, Infrastructure Works, Signage and Landscaping	15/10/2025	19/09/2025	22/09/2025
22 Sep 2025 10:34am Ryl, Julia Request preparation of Determination Documents as per Council Resolution and drafted Conditions. 22 Sep 2025 3:41pm Faith, Ebonie - Completion Completed by Faith, Ebonie on behalf of Ryl, Julia (action officer) on 22 September 2025 at 3:41:21 PM - completed						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
PE25/2025 237	Ordinary Council 17/09/2025	Porter, Kerry Page, Sue	DA 8/2024/530/1 proposing the erection of a dwelling and ancillary swimming pool	15/10/2025	19/09/2025	22/09/2025
22 Sep 2025 3:39pm Faith, Ebonie Request for typing as per Council Resolution. 22 Sep 2025 3:40pm Faith, Ebonie - Completion Completed by Faith, Ebonie on behalf of Porter, Kerry (action officer) on 22 September 2025 at 3:40:54 PM - Completed						

Action Sheets Report	Division:	Ordinary Council	Date From:
	Committee:		Date To:
	Officer:		Printed: Wednesday, 8 October 2025 8:26:25 AM

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
GMU2/2025 236	Ordinary Council 17/09/2025	Honeyman, Michelle Chrystal, Peter	Review of Council's Organisation Structure	15/10/2025	19/09/2025	19/09/2025
19 Sep 2025 9:26am Lorenzen, Cherie 1. and 2. Noted 19 Sep 2025 9:26am Lorenzen, Cherie - Completion Completed by Lorenzen, Cherie on behalf of Honeyman, Michelle (action officer) on 19 September 2025 at 9:26:25 AM - 1. & 2. Noted.						

Type	Meeting	Officer/Director	Subject	Est. Compl.	Emailed	Completed
MM11/2025 235	Ordinary Council 17/09/2025	Page, Sue Page, Sue	Hunter Transmission Project Environmental Impact Statement	15/10/2025	19/09/2025	26/09/2025
19 Sep 2025 9:27am Lorenzen, Cherie 1. & 2. Noted., 3. Reassigned to Director Planning & Environment to distribute via Councillor Memo when completed. 19 Sep 2025 9:29am Lorenzen, Cherie - Reallocation Action reassigned to Page, Sue by Lorenzen, Cherie - 1. & 2. Noted., 3. Reassigned to Director Planning & Environment to distribute via Councillor Memo when completed. 26 Sep 2025 8:39am Blake, Yvonne - Completion Completed by Blake, Yvonne on behalf of Page, Sue (action officer) on 26 September 2025 at 8:39:13 AM - Submission lodged by due date as per Council resolution.						

Action Sheets Report	Division: Committee: Ordinary Council Officer:	Date From: Date To: Printed: Wednesday, 8 October 2025 8:21:54 AM
<p>26 May 2022 9:22am Waghorn, Peter Bellbird Park Bowling Club officials have confirmed that Marshall Scott Surveyors were engaged by the previous Board to prepare a plan of acquisition. Once the draft plan is provided to Council for review and verification, the process to reclassify the identified portion of Bellbird Park can be commenced. Transfer of the land to the Club can only be effected on gazettal of the reclassification.</p> <p>26 May 2022 9:50am Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 15 June 2022 to 30 December 2022 - The planning proposal to amend the LEP and reclassify a portion of Bellbird Park is a lengthy process and yet be commenced. Transferring ownership to the Club is deferred pending gazettal of the land reclassification for Community to Operational land.</p> <p>30 Jun 2022 3:12pm Waghorn, Peter An LEP amendment request to reclassify the portion of Bellbird Park the Club requires has been scheduled with Strategic Planning.</p> <p>28 Jul 2022 2:49pm Waghorn, Peter A survey plan prepared by Marshall Scott Surveyors on behalf of Bellbird Park Bowling Club has been provided to Strategic Planning. A planning proposal requesting amendment of the Cessnock LEP land classification of the nominated portion of Bellbird Park is in progress.</p> <p>31 Aug 2022 4:46pm Keegan, Robyn Further updates are subject to progression of a planning proposal to amend the Cessnock LEP and change the community land classification of the nominated portion of Bellbird Park.</p> <p>25 Nov 2022 3:47pm Waghorn, Peter Internal Property staff followed up with Marshall Scott Surveyors 24/11/2022 and were advised that the survey plan detailing the area to be acquired by the club and prepared by their firm on behalf of Bellbird Park Bowling Club is yet to be lodged with Land Registry Services for assessment. Council staff actions are deferred pending plan registration and gazettal of the proposed land reclassification.</p> <p>16 Jan 2023 12:12pm Waghorn, Peter Property staff visited BPBC on 4/1/2023 to enquire with management as to the status of survey plan approval and were advised that they will follow up with Marshall Scott Surveyors. As at 16/1/2023, Mark Scott of MSS has not been contacted by BPBC.</p> <p>16 Jan 2023 12:21pm Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 30 December 2022 to 31 March 2023 - Delayed pending Bellbird Park Bowling Club approval of draft survey plan of acquisition and the outcome of a Council request to reclassify the relevant portion of Carmichael Park to be acquired</p> <p>03 Apr 2023 10:44am Waghorn, Peter The Strategic Planning unit has scheduled a report seeking approval to submit the LEP amendment required to reclassify the portion of Bellbird Park the Club requires. Reclassification to operational land is required to facilitate any transfer of council community land. The report will be considered at the April 2023 Ordinary Council Meeting. .</p> <p>03 Apr 2023 11:11am Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 31 March 2023 to 30 June 2023 - The report seeking approval to submit an LEP amendment to reclassify the required portion of Bellbird Park is scheduled for the April 2023 OCM. Reclassifications necessarily involve state planning departments and completion of that process cannot be accurately determined at this time.</p> <p>26 May 2023 3:16pm Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 30 June 2023 to 31 March 2024 - A planning proposal to amend the Cessnock LEP community land classification of a portion of Carmichael Oval adjoining Bellbird Park Bowling Club was approved for submission to Dept. of Planning & Environment (DPE) on 19 April 2023. Subject to obtaining a DPE Gateway determination to reclassify the land from community to operational use, consultation will be undertaken with public authorities and the community. Unresolved objections must be submitted to Council for consideration before DPE is requested to make the Plan and publish LEP changes in the Government Gazette. This process is anticipated to take six to nine months. On completion, Property staff will prepare contract documentation to transfer the required land.</p> <p>25 Sep 2023 3:37pm Waghorn, Peter - Email On 15 September, Officers arranged for surveyors to attend and mark the site, allowing a partially installed fence to be completed along the new boundary with a lockable pedestrian access. Illegal private vehicular use of CCC community land is understood to have been occurring and neighbouring residents will be notified prior to erection of the final stage of fencing. Formal transfer of the land portion to BPBC is subject to land reclassification and the revised target date is still projected as March 2024.</p> <p>24 Nov 2023 9:41am Waghorn, Peter No further updates from Property Services pending completion of land reclassification process and subsequent land transfer</p> <p>28 Mar 2024 11:17am Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 31 March 2024 to 30 May 2024 - Council's Strategic Planning unit advise the planning proposal seeking to amend the LEP land classification is currently being reviewed by the relevant state government planning department</p>		

Action Sheets Report	Division:	Ordinary Council	Date From:
	Committee:		Date To:
		Officer:	Printed: Wednesday, 8 October 2025 8:21:54 AM

<p>25 Jun 2024 10:52am Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 30 May 2024 to 29 November 2024 - On 29/5/2024 Council's Strategic Planner advised Planning proposal PP-2023-1296 to amend Cessnock Local Environmental Plan 2011 (LEP) has received Gateway determination. The advice refers to issues remaining to be addressed and requires the amending LEP to be finalised on or before 6 months of the Gateway determination date.</p> <p>27 Nov 2024 4:33pm Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 29 November 2024 to 31 January 2025 - Department Planning Housing and Infrastructure has endorsed the Planning Proposal to rezone and reclassify the strip of land at Bellbird Park Bowling Club for finalization. Once the public reserve status is removed from title, the portion required by the club can be excised from Carmichael Park and transferred to the Club in accordance with the resolution.</p> <p>26 Mar 2025 2:27pm Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 31 January 2025 to 31 March 2025 - Planning Proposal PP-2023-1296 was sent to DPHI for gazettal on 27 November 2024. The Department recently advised to expect further delays associated with the PP dealing with reclassification of land owned by a council.</p> <p>06 May 2025 3:05pm Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 31 March 2025 to 30 June 2025 - Planning Proposal PP-2023-1296 to amend Cessnock Local Environmental Plan 2011 (LEP) is still with Department of Planning, Housing and Infrastructure</p> <p>01 Aug 2025 9:15am Waghorn, Peter - Target Date Revision Target date changed by Waghorn, Peter from 30 June 2025 to 31 October 2025 - It was previously advised the reclassification proposal was sent to the Department of Planning Housing, Planning and Infrastructure (DPHI) for finalisation in November last year. Recent advice from DPHI regarding the extended delay: The proposal is with the Executive Council and must be referred to the NSW Governor for approval prior to finalisation.</p>
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Type	Meeting	Officer/Director	Section	Subject	Est. Compl.	Completed
W175/2022	Ordinary Council 14/12/2022	Dennis, Johanna	Works and Infrastructure	Cessnock LGA Hall Booking/Management	31/12/2025	
383 MOTION 383 RESOLVED	Moved:	McLachlan, Paul Councillor Watton	Seconded:	Councillor Burke		
<p>1. That Council notes the information contained within the report with regard to the implications and resourcing requirements required to overhaul the current practices has adopted relating to hall bookings, maintenance and potential promotions;</p> <p>2. That Council completes a hall booking trial using the Bookeasy system at four community halls; and</p> <p>3. That if the hall booking trial is successful, that Council implements the Bookeasy system at all community halls in consultation with the s355 volunteer management committees as resources allow.</p>						
<p>16 Jan 2023 4:28pm Eveleigh, Nathan - Target Date Revision Target date changed by Eveleigh, Nathan from 11 January 2023 to 30 June 2023 - Test webpage and platform completed for Bellbird Hall. Officers liaising with BookEasy on some minor amendments required for regular bookings., Additional halls will come online after testing is completed with Bellbird Community Hall as per the Council report.</p> <p>02 Mar 2023 9:41am Eveleigh, Nathan BookEasy set-up in final testing phase for Bellbird Community Hall before going live.</p> <p>27 Mar 2023 11:56am Eveleigh, Nathan Bellbird Community Hall Bookeasy portal went live on 20/3/2023. Will roll out 3 additional facilities following initial trials and feedback.</p> <p>28 Jun 2023 11:36am Eveleigh, Nathan Hunter Valley VIC staff have commenced work on Ellalong & Millfield Community Halls following successful roll-out of the BookEasy online bookings at Bellbird Community Hall for 3 months.</p>						

Action Sheets Report	Division: Committee: Ordinary Council Officer:	Date From: Date To: Printed: Wednesday, 8 October 2025 8:21:54 AM
<p>28 Jun 2023 11:40am Eveleigh, Nathan - Target Date Revision Target date changed by Eveleigh, Nathan from 30 June 2023 to 30 September 2023 - 2 additional halls being set-up. A 4th hall will be added once these two halls are online in the coming months.</p> <p>25 Aug 2023 8:36am Eveleigh, Nathan - Target Date Revision Target date changed by Eveleigh, Nathan from 30 September 2023 to 20 December 2023 - VIC staff working on 2nd & 3rd hall in consultation with open Space staff and s355 committee's.</p> <p>01 Mar 2024 11:29am McNally, Kate 1. Noted, 2. The Bookeasy system is in place for Bellbird Hall. Ellalong and Millfield Hall are ready to go live following training and engagement with the s355 committees., 3. To be completed after item 2.</p> <p>01 Mar 2024 11:31am McNally, Kate - Target Date Revision Target date changed by Harris, Kate from 30 April 2024 to 28 June 2024 - Training must be undertaken with S355 Committee members prior to online bookings progressing.</p> <p>24 Jun 2024 1:26pm McNally, Kate 1. Noted, 2. The Bookeasy system is in place for Bellbird Hall with Millfield Hall coming on line by the end of July 2024. Ellalong Hall will be the next facility to provide online bookings., 3. To be completed after item 2.</p> <p>24 Jun 2024 1:29pm McNally, Kate - Target Date Revision Target date changed by Harris, Kate from 28 June 2024 to 30 August 2024 - Council Officers are in the process of transitioning community halls to the online booking system. Millfield Hall will be complete by the end of July and then moving to Ellalong Hall.</p> <p>30 Oct 2024 1:00pm Dennis, Johanna Council staff undertook system training with Millfield Hall s355 committee volunteers in August and the booking system has been set up and will go live in November.</p> <p>30 Oct 2024 1:05pm Dennis, Johanna - Target Date Revision Target date changed by Dennis, Johanna from 30 August 2024 to 31 December 2024 - AGM being held for Ellalong s355 Committee 18 November. New committee will be trained on booking system before implementation.</p> <p>02 Dec 2024 12:24pm Dennis, Johanna Booking system for Millfield Hall has gone live and is being utilised.</p> <p>03 Feb 2025 1:36pm Dennis, Johanna Booking system for Ellalong Hall is now live. Fourth community hall for online booking system currently being determined in consultation with s355 committees.</p> <p>03 Feb 2025 1:40pm Dennis, Johanna - Target Date Revision Target date changed by Dennis, Johanna from 31 December 2024 to 30 June 2025 - Fourth site for trial will be determined in consultation with s355 committees and training undertaken.</p> <p>30 Apr 2025 9:15am Dennis, Johanna Council Officers are liaising with s355 committees investigating the fourth trial site for online booking system.</p> <p>27 May 2025 9:23am Dennis, Johanna Council staff will be meeting with Branxton Community Hall s355 committee on 4 June to discuss this facility being the fourth trial site for the online booking system.</p> <p>27 May 2025 9:29am Dennis, Johanna - Target Date Revision Target date changed by Dennis, Johanna from 30 June 2025 to 31 July 2025 - Once a fourth facility is determined, volunteers will need to be trained in the booking system.</p> <p>30 Jun 2025 9:58am Dennis, Johanna Branxton Community Hall s355 committee have met with staff about being the fourth trial site for the online booking system. Volunteers will undertake system training before implementation.</p> <p>24 Jul 2025 1:23pm Dennis, Johanna Hunter Valley VIC staff have been liaising with Branxton Community Hall s355 committee to build the online booking profile for this site.</p> <p>24 Jul 2025 1:27pm Dennis, Johanna - Target Date Revision Target date changed by Dennis, Johanna from 31 July 2025 to 31 October 2025 - Volunteers will still require training once system is developed for Branxton Community Hall.</p> <p>28 Aug 2025 9:35am Dennis, Johanna Hunter Valley VIC staff have confirmed that the intend to train Branxton Community Hall s355 committee in September on the online booking system.</p> <p>22 Sep 2025 4:22pm Dennis, Johanna Hunter Valley VIC staff have been liaising with Branxton Community Hall s355 committee, however competing priorities have delayed the building of the online profile and committee training.</p> <p>22 Sep 2025 4:25pm Dennis, Johanna - Target Date Revision Target date changed by Dennis, Johanna from 31 October 2025 to 31 December 2025 - Competing priorities have delayed the building of the online profile and s355 committee training.</p>		

Action Sheets Report	Division:	Ordinary Council	Date From:
	Committee:		Date To:
	Officer:		Printed: Wednesday, 8 October 2025 8:21:54 AM

Type	Meeting	Officer/Director	Section	Subject	Est. Compl.	Completed
BN7/2025	Ordinary Council 19/03/2025	Martin, Cam	Business With Notice	Report on Unsealed Roads and Costs	31/10/2025	
124 MOTION 124 RESOLVED	Moved:	McLachlan, Paul Councillor Hill	Seconded:	Councillor Suvaal		
<p>1. That the General Manager provide a report to Council on the unsealed road network review, including information on Unsealed Road Maintenance Schedule, Council's Asset Management Framework and budget in line with the Long Term Financial Plan.</p> <p>2. Currently what grants are available to help with our unsealed road program.</p> <p>09 Apr 2025 10:10am Meyers, Kristy Investigating data set.</p> <p>05 May 2025 2:49pm Meyers, Kristy Report expected June/July 2025.</p> <p>29 Jul 2025 2:17pm Meyers, Kristy - Target Date Revision Target date changed by Meyers, Kristy from 30 July 2025 to 30 September 2025 - Ongoing and expected September Council meeting.</p> <p>26 Aug 2025 12:04pm Meyers, Kristy Moved to November 2025 Council meeting.</p>						

Type	Meeting	Officer/Director	Section	Subject	Est. Compl.	Completed
BN6/2025	Ordinary Council 19/03/2025	McNally, Kate	Business With Notice	Investigation for Opportunities to Reduce Vandalism in Public Spaces	28/11/2025	
123 MOTION 123 RESOLVED	Moved:	McLachlan, Paul Councillor King	Seconded:	Councillor Jurd		
<p>That Council reconvene to further consider options available to help address impacts of crime within the Cessnock LGA after further consultation is undertaken between Cessnock Councillors and NSW Police.</p> <p>05 May 2025 3:53pm Meyers, Kristy A Councillor Briefing to be organised for Crime Prevention Through Environmental Design (CPTED).</p> <p>05 May 2025 3:55pm Meyers, Kristy - Target Date Revision Target date changed by Meyers, Kristy from 30 June 2025 to 30 June 2025 - To organise Councillor Briefing.</p> <p>30 Jun 2025 9:59am McNally, Kate A Councillor Briefing to be organised for Crime Prevention Through Environmental Design (CPTED).</p> <p>30 Jun 2025 10:01am McNally, Kate - Target Date Revision Target date changed by McNally, Kate from 30 June 2025 to 29 August 2025 - Competing priorities have resulted in this briefing being delayed.</p>						

Action Sheets Report	Division:	Ordinary Council	Date From:
	Committee:		Date To:
	Officer:		Printed: Wednesday, 8 October 2025 8:21:54 AM

29 Aug 2025 9:33am McNally, Kate - Target Date Revision
 Target date changed by McNally, Kate from 29 August 2025 to 28 November 2025 - Competing priorities have resulted in this briefing being delayed.

Type	Meeting	Officer/Director	Section	Subject	Est. Compl.	Completed
PE12/2025	Ordinary Council 21/05/2025	Brown, Keren	Planning and Environment	Planning Proposal 18/2024/6/1 - Reclassification of Council Land - Post Exhibition	30/10/2025	
152 MOTION 152 RESOLVED	Moved:	Page, Sue Councillor King	Seconded:	Councillor Harrington		
<ol style="list-style-type: none"> That Council notes the outcome of the community consultation for Planning Proposal 18/2024/6/1 - Reclassification of part Lot 312 DP 566724 (Old Maitland Road, Cessnock) from Community Land to Operational Land. That Council forwards the Planning Proposal 18/2024/6/1 for Reclassification of Council Land to the Minister for Planning and Public Spaces with a recommendation that the plan be made pursuant to Section 3.36 of the Environmental Planning and Assessment Act 1979. That Council notifies submission makers of the Minister's decision. 						
05 Aug 2025 7:34am Larsen, Robyn - Reallocation Action reassigned to Brown, Keren by Larsen, Robyn 03 Oct 2025 11:35am Blake, Yvonne As per Council resolution, awaiting decision from Minister in order to advise people who made submissions of the outcome.						

Type	Meeting	Officer/Director	Section	Subject	Est. Compl.	Completed
PE16/2025	Ordinary Council 18/06/2025	Brown, Keren	Planning and Environment	Draft Amendments to Cessnock Development Control Plan Chapter - D8, Events	27/11/2025	
170 MOTION 170 RESOLVED	Moved:	Page, Sue Councillor Lea	Seconded:	Councillor Pascoe		
<ol style="list-style-type: none"> That Council places the draft "D8 – Events" on public exhibition for a period of 28 days, as required by Council's Community Participation Plan. That Council receive a further report following public exhibition of the draft Development Control Plan chapter if unresolved submissions are received or significant amendments are proposed post-exhibition. Where there are no unresolved objections, the draft Development Control Plan chapter be adopted by Council pursuant to the Environmental Planning and Assessment Regulation 2021. That Council repeal the current Cessnock Development Control Plan Chapter D8 - Temporary Events, in the event that the amended Draft chapter D8 – Events is adopted. 						
05 Aug 2025 7:35am Larsen, Robyn - Reallocation Action reassigned to Brown, Keren by Larsen, Robyn						

Action Sheets Report	Division:	Ordinary Council	Date From:
	Committee:		Date To:
	Officer:		Printed: Wednesday, 8 October 2025 8:21:54 AM

Type	Meeting	Officer/Director	Section	Subject	Est. Compl.	Completed
BN11/2025	Ordinary Council 20/08/2025	Page, Sue	Business With Notice	Proposal to Remove the Shared Zone and Install Temporary Foot Crossings on Charlton Street, Cessnock	30/09/2026	
226 MOTION 226 RESOLVED	Moved:	Page, Sue Councillor Jurd	Seconded:	Councillor King		
<p>a. That the General Manager investigate options to remove the shared zone at the Cooper and Charlton Streets intersection and reinstate marked foot crossings to enhance pedestrian safety in the area.</p> <p>b. That Councillors be provided a briefing on the draft CBD Public Domain Plan and how it proposes to address the pedestrian safety concerns before going on public exhibition.</p> <p>28 Aug 2025 3:35pm Meyers, Kristy Resolution a. being actioned by W&I via a Councillor memo., Resolution b. Councillor Briefing being actioned by P&E.</p> <p>28 Aug 2025 3:37pm Meyers, Kristy - Reallocation Action reassigned to Page, Sue by Meyers, Kristy - For P&E to action Councillor Briefing.</p> <p>04 Sep 2025 10:22am Blake, Yvonne - Target Date Revision Target date changed by Blake, Yvonne from 17 September 2025 to 30 September 2026 - The current CBD Public Domain Plan is currently under review subject to the following two key reports/studies being completed., 1. Traffic Assessment report (received by Council in August 2025 and is currently being reviewed by Strategic Planning)., 2. Flood study to be completed by mid 2026 (this study is broader than just the CBD so will take approximately twelve months to complete)., Once both reports have been received and reviewed allowing the draft plan to progress, a Councillor briefing will be organised.</p>						

Type	Meeting	Officer/Director	Section	Subject	Est. Compl.	Completed
BN12/2025	Ordinary Council 17/09/2025	Booth, Caroline	Business With Notice	Management and use of the land known as Branxton RV Camp	30/06/2026	
249 MOTION 249 RESOLVED	Moved:	Page, Sue Councillor Lea	Seconded:	Councillor King		
<p>1. That Council engage in open communication with the Campervan and Motorhome Club of Australia (CMCA) (and other parties as required including but not limited to neighbouring residents) to explore potential management and land use opportunities for the area known as the Branxton RV Park.</p> <p>2. That the General Manager present a report to Councillors at a future meeting outlining the outcomes of these discussions and recommended next step.</p> <p>19 Sep 2025 9:27am Lorenzen, Cherie - Reallocation Action reassigned to Booth, Caroline by Lorenzen, Cherie - Reassigning to manager to action.</p> <p>26 Sep 2025 11:26am Booth, Caroline - Target Date Revision Target date changed by Booth, Caroline from 15 October 2025 to 30 June 2026 - Following endorsement of the recommendations, ED will continue conversations with CMCA about alternative sites for RV camping.</p>						

Action Sheets Report	Division:	Ordinary Council	Date From:
	Committee:		Date To:
	Officer:		Printed: Wednesday, 8 October 2025 8:21:54 AM

Type	Meeting	Officer/Director	Section	Subject	Est. Compl.	Completed
W110/2025	Ordinary Council 17/09/2025	Worthing, Alex	Works and Infrastructure	Naming of new Netball Facility at Booth Park, Kurri Kurri	20/12/2025	
248 MOTION 248 RESOLVED	Moved:	McLachlan, Paul Councillor Hill	Seconded:	Councillor Grine		
<ol style="list-style-type: none"> That Council endorse the proposed naming of the new netball facility within Booth Park, Kurri Kurri, adopting the name “Molly Worthington Netball Facility”. In line with the Geographic Names Board Place Naming Policy, the Board be notified of the Netball Facility name to ensure the name, position and origin is recorded in the Spatial Services’ Digital Topographic Database and the name shown on maps, where relevant. <p>22 Sep 2025 11:21am Worthing, Alex - Target Date Revision Target date changed by Worthing, Alex from 15 October 2025 to 20 December 2025 - Estimated date of completion for the new courts is late 2025. Name will be applied on completion.</p> <p>22 Sep 2025 11:21am Worthing, Alex Project Manager has been informed of the approved name for the netball facility and that the name and signage for Booth Park is to remain in place.</p>						

Type	Meeting	Officer/Director	Section	Subject	Est. Compl.	Completed
W19/2025	Ordinary Council 17/09/2025	Donnelly, Patricia	Works and Infrastructure	Draft Waste Management Policy	19/11/2025	
247 MOTION 247 RESOLVED	Moved:	McLachlan, Paul Councillor Grine	Seconded:	Councillor Dixon		
<ol style="list-style-type: none"> That Council places the draft Waste Management Policy 2025 on public exhibition for a period of 28 days. That, if no relevant submissions are received during the public exhibition period, the draft Waste Management Policy 2025 be considered final and adopted. <p>24 Sep 2025 12:39pm Donnelly, Patricia - Target Date Revision Target date changed by Donnelly, Patricia from 15 October 2025 to 19 November 2025 - Moved to the first meeting following the close of Community exhibition on 24 September.</p>						



Cemetery Policy **DRAFT**

Last Updated: **15/10/2025** Revision: **5**

CONTENTS

1	OBJECTIVES	2
2	POLICY SCOPE	2
3	POLICY STATEMENT	2
4	FEES.....	2
5	SIGNIFICANCE OF BURIAL SITES AND MONUMENTS.....	2
6	INTERMENT SITES / RIGHTS	3
7	MONUMENTS	3
8	EXHUMATION	3
9	INTERMENT OF ANIMAL REMAINS	3
10	RESPONSIBILITIES.....	4
11	POLICY DEFINITIONS AND ABBREVIATIONS.....	4
12	POLICY AUTHORISATIONS.....	5
13	POLICY ADMINISTRATION.....	5
14	POLICY HISTORY.....	6

DRAFTING NOTE: Deleted text is coloured **RED**, added text is coloured **GREEN**

ACKNOWLEDGEMENT

Council acknowledges that within its local government area boundaries are the traditional lands of the Wonnarua people, the Awabakal people and the Darkinjung people. We acknowledge these Aboriginal peoples as the traditional custodians of the land on which our offices and operations are located, and pay our respects to Elders past and present. We also acknowledge all other Aboriginal and Torres Strait Islander people who now live within the Cessnock Local Government Area.

COUNCIL VALUES

Integrity, Respect, Teamwork, Accountability, and Excellence.

DISCLAIMER

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Cemetery Policy

1 OBJECTIVES

1.1 The objectives of this policy is to:

- 1.1.1 Meet legislative requirements in regards to the management and operation of Council's cemeteries.
- 1.1.2 Provide a dignified and responsive cemetery and memorialisation service to the community.
- 1.1.3 Provide places for quiet and safe remembrance of the deceased.
- 1.1.4 Provide sites within cemeteries for the lawful placement of human remains the deceased.
- 1.1.5 Consider the diverse religious, ethnic and cultural backgrounds of those using, working in or visiting being interred within cemeteries when making decisions relating to cemeteries including planning for the future use of cemeteries.
- 1.1.6 Provide equitable access to burial sites to all members of the community.
- 1.1.7 Provide conditions in cemeteries which have regard to minimising any risk to health or safety of persons working in or entering cemeteries.
- 1.1.8 Consider conservation and heritage issues when making decisions relating to cemeteries including planning for the future use of cemeteries.

2 POLICY SCOPE

2.1 This policy applies to:

- 2.1.1 Council Officials and approved contractors,
- 2.1.2 Funeral industry operators,
- 2.1.3 members of the community, and
- 2.1.4 all cemetery sites for which Council is the cemetery operator.

3 POLICY STATEMENT

- 3.1 Under the ~~Local Government Act 1993 (NSW)~~ Cemeteries and Crematoria Act 2013 (NSW) (the Act) and Cemeteries and Crematoria Regulation 2014 (the Regulation), Council as a 'Cemetery Authority' is required to establish policies and procedures in regard to the control of the management and operation of Council's cemeteries.
- 3.2 This policy outlines the overall principles that underpin how Council manages its cemeteries in order to comply with legislative requirements and to provide a dignified and responsive cemetery and memorialisation service to the community.
- 3.3 Council has produced a set of guidelines and permits to compliment this policy, including:
 - 3.3.1 Council's Cemetery Masterplan contains guiding principles that inform the development and operation of all of the cemeteries under its care, control and management.
 - 3.3.2 Council's Works within Council Cemeteries Guideline states the requirements for working within Council's cemeteries.
 - 3.3.3 Permits for specified works, exhumation or monumental work.

4 FEES

- 4.1 Fees and charges apply to Cemetery services. These fees are reviewed annually and can be found in Council's adopted Fees and Charges.

5 SIGNIFICANCE OF BURIAL SITES AND MONUMENTS

- 5.1 Burial sites and monuments are of cultural and historical significance to the community of Cessnock and may confer rights to individuals.

Cemetery Policy

- 5.2 ~~Council~~, In its activities relating to cemeteries, ~~Council~~ will aim to observe the significance of burial sites and monuments (along with any rights associated with such burial sites and monuments) within those cemeteries in which they are located.
- 5.3 Where a grave site is over 50 years old, it is subject to the *Heritage Act 1977* (NSW). Council must assess the significance of the proposed works and the significance of the grave and may refer the matter to the NSW Heritage Office for consideration prior to any works occurring.
- 5.4 Council has a number of its cemeteries listed under Council's Local Environmental Plan, and are recognised as being of local significance.

6 INTERMENT SITES / RIGHTS

- 6.1 Council may issue a Perpetual Interment Right upon application. Entitlement for use of the plot remains in perpetuity.
- 6.2 Council may, at its sole discretion, approve for the holder of a Perpetual Interment Right to bequeath their Perpetual Interment Right as if it were the holder's personal estate. Application to Council seeking amendment to the Perpetual Interment Right must be made.
- 6.3 Council may revoke a Perpetual Interment Right if the right conferred is not exercised within 50 years after it is granted.
- 6.4 Interments will only be permitted in Council cemeteries with written approval issued by Council.
- 6.5 ~~Council resolved on 12 December 2018 that it would not offer renewable interment rights at any of its cemeteries.~~ Council will not offer renewable interment rights at any of its cemeteries.

7 MONUMENTS

- 7.1 Council will not issue a monument permit in respect of a burial site except for the erection of a monument of a size and type approved by Council. Council's [Works within Council Cemeteries Guideline](#) outlines the permitted monument size and shape.
- 7.2 A monument permit will only be granted in respect of an interment site with the consent of the ~~Perpetual~~ Interment Right holder.
- 7.3 The ~~Perpetual~~ Interment Right holder is responsible for maintaining and repairing monuments. All monuments and monumental work must comply with AS 4204-2019 Headstones and Cemetery Monuments.
- 7.4 If Council is required to undertake any work relating to a monument so as to ensure public or employee safety it may recover these costs from the Perpetual Interment Right holder.

8 EXHUMATION

- 8.1 ~~The Cemeteries and Crematoria Act 2013 No 105 states that: 1. Exhumations are not to take place: a) except in accordance with the requirements of the regulations made under the Public Health Act 2010, and Note. See Division 4 of Part 8 of the Public Health Regulation 2012. b) unless an order for exhumation has been issued by the cemetery operator. 2. Without limiting subsection (1), any exhumation is to be carried out in accordance with any cultural or religious practice applicable to the deceased person whose remains are to be exhumed.~~ Exhumations may only occur in accordance with section 66 of the Act.
- 8.2 Exhumations can also occur where Council receives appropriate directions from the relevant government agencies.

9 INTERMENT OF ANIMAL REMAINS

- 9.1 Pursuant to section 69A and 106 of the Act, Council will permit the interment of cremated animal remains into an existing interment site or pre-purchased interment site upon application from an authorised interment right holder.

Cemetery Policy

- 9.2 Cremated animal remains must be interred within approved ash interment container not exceeding 250mm x 150mm x115mm.
- 9.3 Ash interment limits as per Council's Perpetual Interment Right Contract.
- 9.4 Interment rights may only be purchased and granted to persons.

RESPONSIBILITIES

Customer Service

- 9.5 Provide assistance with the lodgement of cemetery related enquiries and processing where necessary.

Cemetery Officer

- 9.6 Process and manage all cemetery administrative requests and enquiries.

Vegetation and Civic Spaces Coordinator

- 9.7 Supervision of all operational tasks within Council's cemeteries.
- 9.8 Ensure compliance with relevant current Australian cemetery standards and regulations.
- 9.9 Assist Cemetery Officer with cemetery enquiries.

Open Spaces and Community Facilities Manager

- 9.10 Manage Council's overall compliance with this policy and applicable legislation, regulations and standards.

Reporting

- 9.11 Council shall maintain a register of all interments, exhumations and perpetual interment rights in respect of each cemetery in order to comply with legislation and to provide information for historical research references for the public.

Records management

- 9.12 Staff must maintain all records relevant to administering this policy in accordance with Council's Records Management Policy.
- 9.13 Council is required to maintain certain records under the Act and Regulation, ~~Cemeteries and Crematoria Act 2013 (NSW)~~, *Public Health Act 2010 (NSW)*, *Public Health Regulation 2012 (NSW)*, *State Records Act 1998 (NSW)*, and the *Local Government Act 1993 (NSW)*.

10 POLICY DEFINITIONS AND ABBREVIATIONS

Act	means the <i>Cemeteries and Crematoria Act 2013 (NSW)</i> .
Council	means Cessnock City Council.
Council Official	includes Councillors, members of staff (permanent, casual or temporary), Council advisors, administrators, Council committee members, volunteers and delegates of Council.
Exhumation	means the removal of a dead person's remains (not being cremated remains) from a grave or vault, but does not include their removal from one vault for immediate transfer to another vault in the same cemetery or their temporary removal for the purposes of reburial in the same grave or vault or the re-interment of those remains in accordance with section 55 (4).
Perpetual Interment Right	Previously known as a right of burial, right of interment and burial licence. This is a legal document, which gives the licensee the exclusive right to use

Cemetery Policy

	the specified piece of land for burials and to place a monument over the grave.
Regulation	means the <i>Cemeteries and Crematoria Regulation 2014</i> (NSW).

11 POLICY AUTHORISATIONS

No.	Authorised Function	Authorised Business Unit / Role(s)
TBA	Determine applications to conduct works in Council Cemeteries.	Vegetation and Civic Spaces Coordinator
TBA	Determine applications for perpetual interment rights and order of interment.	Cemetery Officer

12 POLICY ADMINISTRATION

Directorate	Works and Infrastructure		
Responsible Officer	Vegetation and Civic Spaces Coordinator		
Associated Procedure	Council Cemeteries Guideline (DOC2013/019554)		
Policy Review Date	16/10/2028 [Actual date - three years from date of adoption unless legislated otherwise]		
Document Reference Number	Word version: DOC2025/165898 Final web version: TBC		

This policy supports Council's compliance with the following legislation:

- *Anti-Discrimination Act 1977*
- *Births, Deaths and Marriages Registration Act 1995*
- *Cemeteries and Crematoria Act 2013* (NSW)
- *Cemeteries and Crematoria Regulation 2014* (NSW)
- *Conservation of Cemeteries Act 1974*
- *Coroners Act 1980*
- *Crown Lands Management Act 2016*
- *Heritage Act 1977*
- *Human Tissues Act 1983*
- *Local Government Act 1993*
- *Occupational Health and Safety Act 2000*
- *Occupational Health and Safety Regulation 2001*
- *Privacy and Personal Information Protection Act 1998*
- *Public Health (Disposal of Bodies) Regulation 2002*
- *Public Health Act 2010*

Cemetery Policy

- *Public Health Regulation 2012*
- *State Records Act 1998*
- *Work Health and Safety Act 2011*
- *Work Health and Safety Regulation 2011*
- *Workers Compensation Act 1987*
- *Workplace Injury Management & Workers Compensation Act 1998*

This policy contributes to the achievement of the following desired outcome or objectives as per Council's Delivery Program:

- Objective 1.2.6a: Review and Update the Cemetery Strategic Plan

Related Documents (include reference document numbers)

- Records Management Policy (DOC2019/038769)
- Complaints Handling Policy (DOC2018/048382)
- Privacy Management Plan (DOC2014/005148)
- Guidelines for Works within Council Cemeteries (DOC2013/019554)
- Cemetery Strategy (DOC2013/044147)
- Cemeteries Masterplan Report (DOC2018/040017)

13 POLICY HISTORY

Revision	Date Approved / Authority	Description Of Changes
1	5 March 2003 / DC&RS 26/2003 – 781	New policy adopted
2	21 April 2010 (PM22/2010)	Periodic review
3	18 September 2013 (PM91/2013 - 581)	Periodic review
4	16 March 2022 (W17-2022)	Periodic review
5	TBA	Periodic review

Report To Ordinary Meeting of Council - 20 July 2022

Works and Infrastructure

Report No. WI49/2022

General Manager's Unit



SUBJECT: BUS SHELTER ADVERTISING

**RESPONSIBLE OFFICER: Economic Development & Tourism Manager - Tony Chadwick
Principal Engineer - Traffic and Transport - Warren Jeffery**

SUMMARY

The purpose of this report is to inform Council of the outcome of the investigation into bus shelter advertising as a potential new revenue source for Council.

RECOMMENDATION

That Council notes that the display of advertising in transport corridors is generally restricted and is permissible only with development consent in strictly confined cases, as provided in *State Environmental Planning Policy (Industry and Employment) 2021*, and *Environmental Planning and Assessment Act 1979*.

BACKGROUND

At its Ordinary Meeting of 20 April 2022, Council when considering Report WI22/2022 Bus Shelter Advertising resolved:

- 1. That the General Manager brings back a report outlining economic development opportunities available from Bus Shelter advertising.**
- 2. That the report include detailed information around road laws and safety that might be impacted through this strategy.**
- 3. That the report include how community organisations might better access the bus shelter signs for local promotion of events and programs.**

This report addresses items 1, 2 and 3 of the above resolution.

REPORT/PROPOSAL

Bus Shelter Economic Development Opportunities

Council currently explores opportunities to generate revenue from advertising where it is practical and allowable to do so. During the 2020/2021 financial year the Hunter Valley Visitor Information Centre generated \$17,335 from advertising and \$25,185 in the 2021/2022 financial year. Additional advertising opportunities are offered at the Cessnock Performing Arts Centre and via Council flag poles as per [Councils Fees and Charges](#).

Retail income from advertising is dependent on sign location and the exposure to people traffic. Estimates for billboard advertising within the Cessnock LGA high traffic areas would range from \$1,000 to \$3,000 per annum per square metre.

Preliminary legal advice received by Council shows that there is not an approval pathway under the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*

Report To Ordinary Meeting of Council - 20 July 2022

Works and Infrastructure

Report No. W149/2022

General Manager's Unit



or the *State Environmental Planning Policy (Industry and Employment) 2021*, to display advertisements in Cessnock LGA bus shelters (refer Legislative Implications).

Community Organisation Advertising

Community organisation advertising on bus shelters is allowable in accordance with *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*, Section 2.83, 2.100 and 2.101.

Council has a total of nine frames on bus shelters across the LGA to display educational and community information. Council staff can display information on these frames by gaining approval from the Media and Communication Team or the Ranger Team Leader. Council staff are responsible for installing and removing their posters once approval is received.

To maintain control of advertising material Council does not allow community groups to display notices in bus shelters unless approved by the General Manager.

Bus Shelter Advertising Road Laws and Safety

Adopted Bus Shelters Policy

Council's *Bus Shelters Policy* was adopted at Council's Ordinary Meeting of 20 October 2021, as an update and consolidation of the superseded and out of date *Bus Shelter Design* and *Street Seats and Bus Shelter Advertising* policies.

The update did not materially alter the intent of the policy, so far as it relates to bus shelter advertising. Point 6 of the *Bus Shelters Policy* states the following:

6. BUS SHELTER ADVERTISING

- 6.1 *Council will not enter into any commercial arrangements for the display of advertising materials on bus shelters.*
- 6.2 *Council's community service notices may be displayed on suitably equipped bus shelters with General Manager's approval.*

Adopted Signage Strategies

In response to a proliferation of varied and dissimilar signage, and a desire to improve streetscape, the quality of urban design, and engender pride in the sense of place, Council worked with the community to prepare suitable signage strategies. The development involved extensive consultation with residents, property owners, businesses, local interest groups and key stakeholders.

On 18 February 2015, Council adopted the Cessnock LGA Signage Strategy and Hunter Valley Wine Country Signage Strategy to guide the design and placement of signage in the public domain.

The Strategies highlighted that signage is a powerful tool for communities to:

- develop a strong brand for their region;
- create a positive first impression for visitors;
- provide important information about an area; and

Report To Ordinary Meeting of Council - 20 July 2022

Works and Infrastructure

Report No. W149/2022

General Manager's Unit



- assist navigation and way-finding.

The placement of commercial advertising signs in public bus shelters is inconsistent with the objectives and provisions of these adopted strategies.

Similarly, advertising in bus shelters is inconsistent with the provisions of *the (State Environmental Planning Policy (Industry and Employment) 2021)* and *Environmental Planning and Assessment Act 1979*. Relevant provisions of these documents are detailed in the 'Legislative Implications' section below.

OPTIONS

N/A

CONSULTATION

The draft *Bus Shelters Policy* was placed on public exhibition from 2 July 2021 to 1 August 2021. During the exhibition period, copies of the draft documents were made available for viewing on Council's Website.

Internal Consultation: Internal consultation on this matter has occurred with Council officers as follows:

- Principal Engineer - Traffic & Transport, Infrastructure;
- Principal Engineer – Design & Project Management, Infrastructure;
- Media and Communication Coordinator;
- Building Projects Coordinator; and
- Engineering Officer, Traffic & Transport.

External Consultation: External consultation on this matter has occurred as follows:

- Lindsay Taylor Lawyers;
- Public transport providers; and
- Transport for NSW (TfNSW).

STRATEGIC LINKS

a. Delivery Program

Delivery Program 2022 - 26: The recommendation of this report aligns with the following objectives:

- 1.3 Promoting Safe Communities; and
- 1.3.5 Improve the safety of the road network.

b. Other Plans

Cessnock City Council - Road Safety Strategic Plan (2020 - 2024): The recommendation of this report aligns with the following objectives:

- 4 Provide safe and efficient management & maintenance of Council's road assets:

Report To Ordinary Meeting of Council - 20 July 2022

Works and Infrastructure

Report No. W149/2022

General Manager's Unit



- 4.1.1 Set priorities for road construction and maintenance through Council's Delivery Program & Asset Management;
- 4.1.2 Ensure Council's road infrastructure works comply with Austroads Design Guidelines, Australian Standards and Transport for NSW Technical Directions; and
- 4.1.3 Conduct road safety audits as required.
- 5 Deliver safe, efficient and compliant road and transport infrastructure planning:
 - 5.2.1 Ensure compliant road design that delivers safe and efficient road and transport infrastructure that meets demand;
 - 5.2.2 Ensure design and construction of new or upgraded road and transport infrastructure associated with development is processed through Local Traffic Committee and Local Development Committee (Traffic) to facilitate mandatory compliance with Austroads Design Guidelines, Australian Standards and Transport for NSW Technical Directions;
 - 5.2.3 Ensure design and construction of new or upgraded road and transport infrastructure associated with Council works are processed through Local Traffic Committee to facilitate mandatory compliance with Austroads Design Guidelines, Australian Standards and Transport for NSW Technical Directions; and
 - 5.3.1 Review, assess and respond to road safety concerns brought to Council's notice from members of the community.

IMPLICATIONS

a. Policy and Procedural Implications

Council's *Bus Shelters Policy* was developed to ensure consistency and compliance with the *Environmental Planning and Assessment Act 1979*.

Any amendment to allow bus shelter advertising would cause Council to be in contravention of this legislation and its subordinate *State Environmental Planning Policy (Industry and Employment) 2021*.

b. Financial Implications

N/A

c. Legislative Implications

Council staff obtained preliminary legal advice regarding bus shelter advertising on 9 June 2022. A summary of the legal advice received was:

- Advertising sign approval requirements are complicated and require the development of a checklist to determine if a specific advertising sign proposal meets legislative requirements;
- In some circumstances public notices and community organisation advertising is exempt development under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*; and
- *State Environmental Planning Policy (Industry and Employment) 2021*, Chapter 3 Advertising and signage, regulates and restricts the display of advertisements in

Report To Ordinary Meeting of Council - 20 July 2022

Works and Infrastructure

Report No. WI49/2022

General Manager's Unit



transport corridors unless exempt development applies or the advertising is on behalf of TfNSW.

Legislation and Policies relating to signage are shown on **Table 1** below:

Table 1 – Legislation and Local Policy Regulating Signage

Legislation / Instrument / Policy	Relevance	
<i>Environmental Planning and Assessment Act 1979</i>	Part 4 Division 4.1	Sets out the circumstances in which development requires consent.
	Part 9 Division 9.3	Sets out the circumstances in which a council may order a person to alter, obliterate, demolish or remove an advertisement and any associated advertising structure.
<i>Roads Act 1993</i>	Section 138	Sets out the circumstances in which approval is required for works and structures in the road reserve, including forms of signage.
<i>State Environmental Planning Policy (Industry and Employment) 2021 – Chapter 3 Advertising and Signage</i>	Clause 3.6	Sets out that a person must not display an advertisement, except with the consent of the relevant authority.
	Clause 3.7	Identifies that the SEPP applies to all signage, other than: <ul style="list-style-type: none"> business identification signage, building identification signage, signage that, or the display of which, is exempt development under an environmental planning instrument that applies to it, and signage on vehicles.
	Clause 3.14	Sets out certain exemptions for advertisements on transport corridor land, which are carried out by or on behalf of RailCorp, NSW Trains, Sydney Trains, Sydney Metro or TfNSW.
	Division 3 of Part 3.3	Sets out requirements for specific types of advertising signage.
<i>Cessnock Local Environmental Plan 2011</i>	Land Use Table	Identifies the land use zones in which signage is permitted with or without consent, or is prohibited.
Cessnock Development Control Plan 2010	Chapter D.5	Sets out controls for signage that requires development consent. 5.1.3 Signage means any sign, notice, device, representation or advertisement that advertises or promotes any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes: (a) building identification signs, and (b) business identification signs, and (c) advertisements,

Report To Ordinary Meeting of Council - 20 July 2022

Works and Infrastructure

Report No. W149/2022

General Manager's Unit



Legislation / Instrument / Policy	Relevance	
		but does not include traffic signs or traffic control facilities.
		5.2.2 Prohibited Locations. h. Signs on public property or footpaths.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Division 2	<p>2.83 General requirements (1) To be exempt development under this code, development specified in this Division must comply with (a) – (i).</p> <p>2.100 Specified development - The construction or installation of a sign that provides information on, or advertises services or activities on a site for, a public or community institution or organisation is development specified for the purposes of this code. 2.101 Development standards - The standards specified for that development are that the development must— (a) not result in more than one sign facing any road frontage, and (b) not have a surface area of more than 3.5m², and (c) not be higher than 5m above ground level (existing), and (d) be located wholly within the boundaries of the site, and (e) be securely fixed and installed in accordance with— (i) AS/NZS 1170.0:2002, Structural design actions, Part 0: General principles, and (ii) AS/NZS 1170.2:2011, Structural design actions, Part 2: Wind actions, and (f) if on the site of a heritage item or draft heritage item—not be attached to a building, and (g) not be illuminated.</p>

Importantly, **Table 1** is not exhaustive and other legislation may apply in relation to the erection of signage in NSW.

d. Risk Implications

Safety Risk:

The presence of advertising signage on transport corridors contributes to signage proliferation and clutter which has the potential to cause driver visual distraction and reduce the effectiveness of authorised regulatory and warning signage in the public road reserve.

Reputational Risk:

Council would be exposed to reputational risk in authorising the installation of signage that is contrary to plans, policies and statutory provisions. As a public authority it is imperative that Council leads by example in compliance with legislation and adopted policies.

Report To Ordinary Meeting of Council - 20 July 2022

Works and Infrastructure

Report No. WI49/2022

General Manager's Unit



In addition, facilitating advertising signage, contrary to statutory requirements may compromise the community's perception of Council's compliance and enforcement staff, in the execution of their functions with respect the unauthorised display of advertising signage in public spaces.

e. Environmental Implications

Signage clutter compromises visual aesthetics and is a recognised negative environmental affectation.

f. Other Implications

N/A

CONCLUSION

Preliminary legal advice received by Council shows that there is not an approval pathway under the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* or the *State Environmental Planning Policy (Industry and Employment) 2021*, to display advertisements in Cessnock LGA bus shelters.

Community organisation advertising on bus shelters is allowable in accordance with *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. Council staff can display community information in bus shelters by gaining approval from the Media and Communication Team or the Ranger Team Leader. To maintain control of advertising material Council does not allow community groups to display notices in bus shelters unless approved by the General Manager.

As a public authority it is imperative that Council complies with relevant legislation, policies and statutory plans. Accordingly, it is concluded that facilitating bus shelter advertising is not a viable source of revenue to council.

ENCLOSURES

There are no enclosures for this report.