

ATTACHMENT "A"
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Shoalhaven City Council

Draft Development Control Plan No. 119

NOWRA HOTEL SITE & CIVIC PRECINCT
Bridge Road Nowra

September 2007

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with The Kann Finch Group



DISCLAIMER

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Attachments

DCP	Diagrams
DCP-01	Public Domain
DCP-02	Landscape
DCP-03	Site Plan

1. General Information

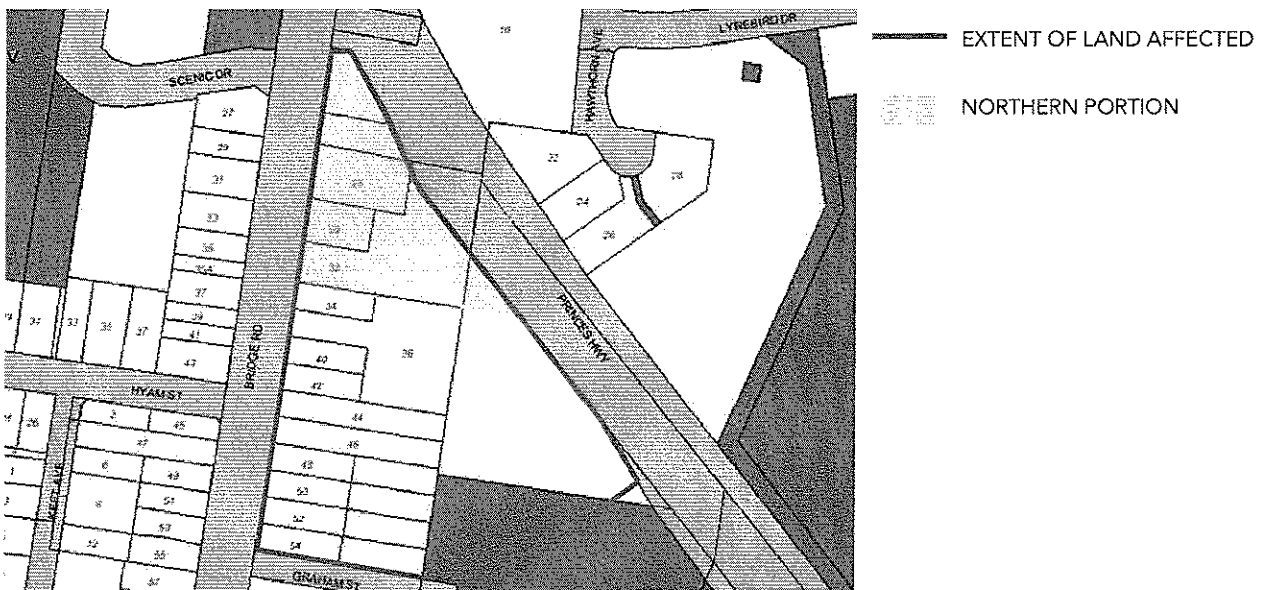
1.1 Introduction

This Development Control Plan (DCP) has been prepared to provide development direction and planning control of certain land zoned 3(g) (Business "G" (Development Area) at Bridge Road Nowra.

The plan has been prepared based upon the comprehensive site analysis presented within the master plan prepared for the Nowra Hotel and Cultural Centre Precinct by Shoalhaven City Council, Cox Humphries Moss, GHD and Envirolinks Design dated December 2005. The master plan should be read in conjunction with this development control plan as the contents of the site analysis contained within it directly informed it's principles and content.

1.2 Land to Which Plan Applies

This DCP applies to the land identified in the chart over page. The land is located towards the northern end and on the eastern side of Bridge Road Nowra. The land to which this DCP applies is commonly referred to as the "Hotel Site".



Lot 4	DP 1112482
Lot 5	DP 1112482
Lot A	DP 158942
Lot B	DP 158942
Lot 1	DP 194884
Lot 5	DP 813461
Lot 6	DP 813461
Lot 2	DP 552527
Lot 3	DP 552527
Lot A	DP 161574
Lot 1	DP 513571
Lot 5	DP 975062
Lot 6	DP 975062
Lot 7	DP 600782
Lot 8	DP 600782
Lot 8	DP 605984
Lot 9	DP 605984
Lot 9	DP 607132
Lot 10	DP 607132
Lot 10	DP 606121
Lot 11	DP 606121
Pt Lot 1	DP 130993
Pt Lot 2	DP 130993

Note: Exact land affected by this DCP to be confirmed / finally identified by Registered Surveyor.

1.3 Objectives of the Plan for the Site

The objectives of this DCP are:

- a) to create a town focal point and to create a strong identifiable gateway to Nowra
- b) to create opportunities for mid to high level views of the Shoalhaven River and surrounds
- c) to provide new opportunities for the establishment of a tourist hotel and associated development that will provide enhanced amenity and economic stimulus within Nowra.
- d) to improve existing streetscapes
- e) to provide sufficient guidance relating to traffic, access and car parking for future development proposals so as to ensure a clear, safe, convenient and pleasant environment for both pedestrians and motorists.
- f) to provide new and improved opportunities for quality apartment living within the Nowra area
- g) to provide guidance relating to the provision of suitable and attractive landscaping
- h) to promote a stronger pedestrian links to surrounding recreational areas and Nowra's business centre from the subject plan and civic precinct
- i) to provide guidance for future development proposals with respect to building design, height and bulk, layout and integration with existing development

1.4 Interpretation

The provisions of the plan apply to the extent of any inconsistency with other Shoalhaven City Council development control plans, codes or policies.

It should be noted that this DCP primarily relates to the potential to develop the northern portion of the land to which this DCP applies (shown as yellow) for the specific intent of developing a hotel style accommodation, permanent living and associated amenity for visitors and residents alike.

The remainder of the site which houses the existing Council Administration building, approved cultural Centre and associated vehicular access and parking are to remain as existing or approved i.e. current status is compatible with zoning and approved uses to remain unchanged.

2 Urban design principles

The land subject of this DCP is one of the most visually prominent sites within the Nowra / Bomaderry area. The land has been previously identified as a suitable site for development that may provide the township of Nowra with an improved sense of identity. The site is ideal for development that can provide a defined entrance or gateway to Nowra as well as providing a new benchmark for tourist and permanent living environments.

The following principles should be read in conjunction with the diagrams contained in the attachments section of this document.

2.1 Built Form and Height

<p>Principle Building form and height have the potential to impact upon the amenity of a place. Building form and height may also reinforce, improve or compliment an area's, character and nearby existing development. This section of the DCP provides guidance for future development proposals with respect to building form and height that should be adhered to.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> • To ensure that the form and height of buildings have a positive impact on the amenity of the area. • To ensure that the form and height of buildings improve and compliment the area's character and nearby development. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> • The built form of new development is to create a 'gateway' development for the Nowra Town Centre. • New development is to integrate with the existing Council Administrative Building, the new Performing Arts Centre and future Cultural Precinct. • New buildings and uses are to create an attractive environment that is equally useable by visitors and locals and set a new benchmark for the Nowra Town Centre in terms of tourist accommodation and residential living. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> • Provide a 'gateway' statement to the intersection of the Princes' Highway and Bridge Road by introducing a taller 'residential/serviced apartment' building of up to 9 storeys in height. • Provide a lower scale 'hotel building' of up to 4 storeys that will appropriately frame the northern face of the public forecourt space created by the existing Council Administration building to the east and the new Performing Arts Centre to the south. • Provide other residential/serviced apartment buildings of up to 7 storeys aligned along the Princes' Highway frontage that when combined with the 'gateway' and 'hotel' building centre create an inner landscape courtyard space with activated frontages at its ground level. • Provide a built form that enables the staging of future development. • Provide a built form of proportions and shape that will comply with the Residential Flat Code and SEPP65 for the relevant components.

2.2 Character, Siting, Setbacks and Building Separation

<p>Principle</p> <p>The character of a place is attributed to the scale, siting and style of buildings and other physical features of the area. Building siting, separation and setbacks are important determinants of urban form. Inappropriate building separation, setbacks or building siting can lead to certain amenity problems such as lack of visual and acoustic privacy and reduced natural daylight. This section of the DCP provides guidance for future development proposals with respect to character, siting, setbacks and building separation that should be adhered to.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> • To ensure that the development of the area contributes to and enhances it's character. • To ensure that buildings are appropriately sited so as to minimise potential for general amenity problems. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> • New buildings are to appropriately respond to the surrounding urban context including residential areas, street networks, open space and landscape in order to minimise negative environmental impacts and take full advantage of positive site attributes. • Buildings are to be sited in such a way that potential visual and acoustic amenity issues are minimised. • The potential for unacceptable overshadowing is to be minimised. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> • New development proposals are to; • be of contemporary nature and reflective of its uses, • incorporate appropriately modulated forms that are compatible with the scale and proportions of the existing Council Administration Building and new Performing Arts Centre. • provide a development that is integrated with landscape treatments and public open spaces. • provide clear definition of relationships between proposed individual buildings and the Council Administration Centre and new Performing Arts Centre, including the new Civic Forecourt. • provide appropriately defined pedestrian access points and circulation paths. • New buildings are to be sited so as to minimise adverse environmental impacts such as noise, overshadowing and winter winds and to maximise desirable attributes such as orientation to views, solar access summer breezes. • New buildings are to consistent with set backs and separation indicated on diagrams DCP-03 contained in the attachments to this document.

2.3 Landscape

<p>Principle Landscaping can enhance the appearance and amenity a place and is fundamental to the design of most development proposals. Development proposals incorporating suitable landscaping result in better aesthetic quality and amenity for occupants and adjoining properties. This section of the DCP provides guidance for future development proposals with respect to landscaping.</p> <p>Objectives(Desired Outcomes) To ensure that landscaping is used to enhance the appearance and amenity of the public domain. To ensure that development proposals incorporate landscaping that results in quality outdoor spaces for casual users and permanent occupants.</p>	
<p>Performance Criteria</p> <ul style="list-style-type: none"> • Landscaping is to enhance the appearance and amenity of development through the implementation of excellent landscape design. • Proposals are to include sufficient landscaping to ensure quality areas of open space are provided as part of new development proposals. • Landscaping is to integrate with that landscaping existing in the current public domain. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> • Landscape treatments are to be integrated with the Princes Highway landscape buffer zone. • Landscape treatments to be integrated with the desired streetscape to Bridge Road including street trees and road improvements and vehicular access points. • Integrate hotel port cochere' vehicular entry road with proposed Civic Forecourt landscape treatments. • Provide high quality, integrated landscape treatment to pedestrian circulation paths and courtyard space.

2.4 Interface between buildings and the existing and proposed public domain

<p>Principle</p> <p>It is important to ensure that new development integrates well with and contributes to the existing and proposed public domain. The public domain generally incorporates shared areas and spaces, the structures that form and relate to those spaces and the infrastructure that serves them. This section of the DCP provides guidance for future development proposals with respect to creating a suitable interface between buildings and the existing and proposed public domain.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> • To ensure that new development both integrates with and enhances the existing public domain. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> • New development proposals are to integrate in a positive manner to the existing and proposed public domain. • Areas of public and private space are to be clearly defined. • Potential for adverse overshadowing of civic spaces is to be minimised. • Development proposals are to provide opportunities for the casual surveillance of public places. • Development proposals are to enable opportunities for the provision of suitable and effective pedestrian connectivity. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> • Development proposals are to; • Maximise the provision of activated edges including street frontages and landscaped courtyard frontages. • Ensure clear definition of entry/exit points to all building including the provision of appropriate safety and security measures. • Minimise adverse shadow impacts between 9:00am and 3:00pm for mid-winter on the new Civic Forecourt Space to the Performing Arts Centre and surrounding residential development. • Provide over-viewing of courtyard space and pedestrian circulation areas. • Provide appropriate through site links and provision for future pedestrian connection to surrounding areas. • Create a strong visual axis between the Hotel entry and Performing Arts Centre entry through The Civic Forecourt.

2.5 Views

<p>Principle The land subject of this development control plan provides excellent opportunities for obtaining views of the Shoalhaven River and Barrengarry Range to the north. This section of the DCP provides guidance with respect to obtaining views.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> To ensure that new development obtains available views of the Shoalhaven River and Barrengarry Range. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> New development is to be designed such that opportunities available for obtaining views from the site are maximised. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> New development proposals are to be of a height and orientation so as to maximise views of the Shoalhaven River and Barrengarry Range.

2.6 Privacy

<p>Principle It is important that future development (particularly residential) is designed and orientated such that the privacy of its inhabitants (visual and acoustic) is protected. This section of the DCP provides guidance with respect to the mitigation of potential privacy issues.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> To ensure that development is designed and oriented such that potential visual and acoustic privacy are minimised. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> New development, particularly residential development, is to be designed in such a manner that reasonable levels of visual and acoustic privacy can be ensured. New development is to provide reasonable opportunities for views from living areas without affecting visual privacy. New development is to be designed such that a reasonable level of amenity with respect to noise for residential apartments is afforded to inhabitants. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> New development is to be designed so as to maximise visual and acoustic privacy between private living spaces. Residential development is to be designed in accordance with the provisions of State Environmental Planning Policy 65 and the Department of Infrastructure, Planning and Natural Resources Residential Flat Code for the residential components of the development.

2.7 Solar access & energy efficiency

<p>Principle Correct building orientation can significantly improve the amenity of a site and/or buildings. Internal temperatures and demand for heating and cooling can be greatly affected by the amount of solar access available to buildings. This section of the DCP provides guidance for future development proposals with respect to solar access and energy efficiency.</p> <p>Objective (Desired Outcome)</p> <ul style="list-style-type: none"> To ensure that new development is designed and orientated having regard to solar access and energy efficiency considerations. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> New buildings are to be designed and oriented so as to achieve appropriate levels of solar access and energy efficiency. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> Future appropriate levels of solar access are to be achieved in accordance with the provisions of ; State Environmental Planning Policy 65 and the Department of Infrastructure, Planning and Natural Resources Residential Flat Code for the residential components of the development, Environmentally Sustainable Design (ESD) principles, BASIX where applicable. Excessive overshadowing of private open spaces and private living spaces particularly in residential areas should be avoided.

3 Mitigation of environmental impacts

3.1 Noise attenuation

<p>Principle</p> <p>The major source of noise affecting the site comes from the Princes Highway which adjoins its eastern boundary. Certain measures should be taken so as to minimise the potential for noise to impact upon the future amenity of the site.</p> <p>This section of the DCP provides guidance for future development proposals with respect to noise attenuation.</p> <p>Objective (Desired Outcome)</p> <ul style="list-style-type: none"> To ensure that the issue of noise attenuation is given appropriate consideration and new development proposals are appropriately designed and constructed so as to protect the amenity of the development site. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> Development proposals are to reasonably ensure that noise from the Princes Highway does not adversely impact upon amenity. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> A quantities road traffic noise assessment is to be undertaken with consideration to the AS 367 -1989, Acoustics -Road Traffic Noise Intrusion -Building Siting and Construction.

3.2 Flooding

<p>Principle</p> <p>It is important to ensure that the land can be provided with flood free access and that all habitable floors are constructed above the flood planning level. It is also important to ensure that building materials used are flood compatible. This section of the DCP provides guidance for future development proposals with respect to flooding.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> To ensure the provision of flood free access to all new development. To ensure new buildings can withstand the force of flowing water. To ensure the maintenance of residential amenity during extended wet periods. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> New development is to be provided with flood free access. New buildings must withstand the force of flowing water during flood events. New development is to ensure that a reasonable level of residential amenity during can be maintained during extended wet periods. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> Whilst the subject site is nearby to the other flood affected lands, it has been established that the land subject of this development control plan is not affected by flooding. Therefore no specific conditions should affect the development of land with respect to flooding.

3.3 Soil, water and site management

<p>Principle</p> <p>It is important that all discharges from the site do not adversely impact upon the environment (built or natural). Discharges potentially harmful to the environment from building sites include polluted storm water and building waste. This section of the DCP provides guidance for future development proposals with respect to soil, water and site management.</p> <p>Objective (Desired Outcome)</p> <ul style="list-style-type: none"> • To help maintain the health of the environment – particularly streams and rivers. • To minimise the production of waste generated during construction . 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> • Development proposals are to incorporate measures that maintain the health of the environment – particularly streams and rivers. • The production of waste generated during construction is to be minimised through the implementation of waste minimisation principles. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> • Any proposed development of the site will need to comply with NSW and SCC legislative requirements for water, soil and waste management, specifically: • A sedimentation and erosion control plan prepared by a suitably qualified person • A Waste Minimisation and Management Plan (WMMP) prepared in accordance with Shoalhaven City Council’s Development Control Plan No.93 -Waste Minimisation and Management. • Maintenance of all stormwater drainage pipes and systems to ensure efficient discharge of stormwater in accordance with the approved stormwater drainage plan.

3.4 Remediation of contaminated land

<p>Principle</p> <p>The Environmental Planning and Assessment Act 1979 defines contaminated land as "...land in, on or under which any substance is present at a concentration above the concentration at which the substance is normally present in, on or under (respectively) land in the same locality, being a presence that presents a risk of harm to human health or any other aspect of the environment."</p> <p>This section of the DCP provides guidance for future development proposals with respect to potential site contamination.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> • To ensure that the site is suitable for development with respect to potential site contamination. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> • Land nominated for development is to be free of known site contaminants. 	<p>Acceptable Solutions</p> <p>The Master Plan prepared for the Nowra Hotel and Cultural Centre Precinct by Shoalhaven City Council, Cox Humphries Moss, GHD and Envirolinks Design dated December 2005 gave consideration to the possibility of the land subject of this DCP being contaminated.</p> <p>The Master Plan at Section 2.0, page 16 concludes that, through the completion of a preliminary site Investigation (PSI), the site is unlikely to be contaminated.</p> <p>The Master Plan concluded that no further investigations are necessary and that the site is suitable for development.</p>

3.5 ESD

<p>Principle The Council of Australian Governments (COAG) defines ESD as; “...using, conserving, and enhancing the communities resources so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be increased. Put more simply, ESD is development which aims to meet the needs of Australians today, while conserving our ecosystems for the benefit if future generations...” There are two main features which distinguish an ecologically sustainable approach to development:</p> <ul style="list-style-type: none"> • We need to consider, in an integrated way, the wider economic, social and environmental implications of our decisions and actions for Australia, the international community and the biosphere; and • We need to take a long-term rather than a short term view when taking those decisions and actions”. <p>This section of the DCP provides guidance for future development proposals with respect to the principles of ESD.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> • To ensure that new development proposals give due consideration to the accepted principles of ESD through the implementation of certain measures as required in relevant state and local policies. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> • Encourage the efficient use of natural resources. • Encourage the use of renewable energy sources within the design of new buildings. • Encourage the use of materials and products with recycled content, and recycling of construction waste. • Encourage the selection of building materials and products based on their life-cycle and environmental impacts. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> • Future development proposals are to demonstrate compliance with BASIX for residential components. • Future development proposals are to be accompanied by a waste minimisation and management plan prepared in accordance with Shoalhaven City Council’s DCP 93. • Future development proposals are to be designed in accordance with State Environmental Planning Policy 65 and the Department of Infrastructure, Planning and Natural Resources Residential Flat Code for the residential components of the development.

4 Traffic, transport and access

4.1 Public transport

<p>Principle</p> <p>Public transport within the Nowra area consists of a local bus service, the hub of which is located at Stewart Place. The bus service provides a basic level of access to key destinations of the Nowra CBD and connections to the Bomaderry train station.</p> <p>Trains run throughout the week from Bomaderry and Berry Stations, with access to Wollongong and Sydney requiring a stop to change electronic trains at Kiama. The train services operate at two hour intervals from early in the morning to late at night with extra commuter train services operating during the week. Taxis provide service 7 days a week to most of the Shoalhaven.</p> <p>This section of the DCP provides guidance for future development proposals with respect to public transport.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> • To ensure that future development can cater for and encourage the use of public transport systems. • To reduce car dependency for commuting to and from the site. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> • Development proposals are to cater for and encourage the use of public transport systems. • Development proposals are to contribute to an overall city-wide aim of a reduction in car dependency. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> • Future development proposals are to make provision for the parking of large rigid buses in accordance with applicable design guidelines. • A designated area should be made available for the collection and setting down of taxi passengers. • Future development proposals are to take into consideration the adopted Shoalhaven Integrated Transport Strategy.

4.2 Pedestrian / cyclist access

<p>Principle It is important to ensure that any proposed development of the site creates opportunities for pedestrian access and integrates well with existing pedestrian infrastructure.</p> <p>Objectives (Desired Outcomes)</p> <ul style="list-style-type: none"> To ensure that new development proposed for the site is safely accessible for pedestrians and cyclists including wheelchair and stroller users. 	
<p>Performance Criteria</p> <ul style="list-style-type: none"> New development proposals are to be safely accessible for pedestrians and cyclists including wheelchair and stroller users. 	<p>Acceptable Solutions</p> <ul style="list-style-type: none"> Future development proposals are to provide pedestrian access to residential development in accordance with the provisions of State Environmental Planning Policy 65, the Department of Infrastructure, Planning and Natural Resources Residential Flat Code and relevant Australian Standards. Future development proposals are to take into consideration the Shoalhaven Integrated Transport Strategy. The design and layout of proposed development is to make provision for a future cross-highway pedestrian connection.