



DRAFT PLANNING POLICY No. 5

Dual Occupancy Development Subdivision Policy

Adopted:

Effective:

Reference:34829

June 2007

ADOPTED BY COUNCIL:
XXXXX
and
BECAME EFFECTIVE ON:
XXXXX

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1. INTRODUCTION

Title of Policy

The title of this Policy is Shoalhaven Planning Policy (SPP) No.5 - Dual Occupancy Development – Subdivision Policy.

Where does this Policy apply?

This Policy applies to certain land zoned Residential 2(a1), 2(c) or 2(e) under Shoalhaven Local Environmental Plan 1985 (SLEP 1985), and that is located in Nowra, Bomaderry, North Nowra, West Nowra, South Nowra, Worrigeer, Huskisson, Vincentia, Sanctuary Point, St Georges Basin, Culburra Beach, Sussex Inlet, Mollymook, Mollymook Beach, Milton and Ulladulla.

This Policy only applies in existing developed areas, and aims to discourage grouped dual occupancy developments.

'Existing developed areas' relates to infill development, and refers to construction on scattered lots in developed neighbourhoods where services are already available.

Construction on large parcels of vacant land in relatively undeveloped neighbourhoods is not considered consistent with the meaning of existing developed areas.

What is the purpose of this Policy?

Despite the provisions of DCP No.100 (Subdivision Code), This Policy allows Council to consider applications for the subdivision of dual occupancy developments, provided that requirements, objectives, performance criteria and acceptable solutions as outlined within this policy are met to the satisfaction of Council.

What are the objectives of this Policy?

- To encourage the subdivision of dual occupancy development in appropriate locations, (being those in close proximity to centres) and to optimise the use of residential land in these areas.
- To increase the range of housing choice in Shoalhaven.
- To maximise use of existing services and facilities including transport systems, community facilities, roads, water and sewerage systems.
- To maintain and enhance the amenity of existing and future residential areas.
- To minimise the impact on adjoining or adjacent properties by considering the cumulative impact of development to which this policy applies.
- To ensure appropriate standards and controls are in place to guide the subdivision of dual occupancy development.
- To respond to demographic needs, specifically in relation to the ageing population.
- To implement agreed strategic direction e.g. Housing Strategy.

All development applications shall demonstrate how the proposed development satisfies the abovementioned objectives of this Policy.

It should be noted that the onus is on the applicant to satisfactorily justify compliance with all objectives and performance criteria as outlined within this Policy, as part of their Statement of Environmental Effects (SEE). If this is not provided, the application will not be considered.

What type of development does this Policy cover?

This Policy applies to approved (i.e. with council consent) dual occupancy development, including both attached and detached dual occupancy development.

This includes concurrent applications for subdivision and dual occupancy development.

How does this Policy relate to other Policies and Plans?

In cases of inconsistency between this Planning Policy and an environmental planning instrument, the planning instrument will prevail. This Policy should be read in conjunction with all environmental planning instruments, Development Control Plans and other policies relevant to each development proposal.

Dual Occupancy development that is assessed against the criteria in this Policy for possible subdivision will shall not result in any areas of non-compliance with Council's adopted DCP No.57 – Dual Occupancy Guidelines, except in relation to lot sizes and car parking. ~~and therefore the proposed dual occupancy development shall also satisfy the requirements of DCP No.57.~~

Where the abovementioned inconsistencies in relation to lot sizes (section 2.2 part d) exist between this Policy and DCP No.57, the requirements of this Policy shall prevail and be met. Where the abovementioned inconsistencies in relation to car parking (section 2.2 part i) exist, the requirements of both DCP No.57 and this Policy must be met.

Operation of this Policy

It is Council's intention to encourage well designed and innovative Dual Occupancy Development. The Policy is generally in the form of a Performance Based Approach document. All criteria identified in Section 2 of the Policy shall be addressed through consideration of the objectives, performance criteria and acceptable solutions. The requirements within this Policy are mandatory. Variations from the acceptable solutions are only achievable if it can be clearly demonstrated that the objectives and performance criteria will be satisfied.

Why has this format been selected?

This format has been selected to achieve a higher standard of urban housing, through encouraging the use of a performance based approach to design and assess the subdivision of dual occupancy developments.

Definitions

arterial road means indicated on the Shoalhaven Local Environmental Plan 1985 map by a continuous red band on white between bold black lines.

cul-de-sac refers to a street, lane etc closed at one end. The cul-de-sac head is the closed end and is designed to allow a turning area for vehicles.

existing developed areas relates to infill development, and refers to construction on scattered lots in developed neighbourhoods where services are already available. Construction on large parcels of vacant land in relatively undeveloped neighbourhoods is not considered consistent with the meaning of existing developed areas.

main road frontage in relation to land, means the frontage of that land to –

- (a) A main or arterial road; or
- (b) A road connecting with a main or arterial road, if the whole or any part of the frontage is within 90 metres (measured along the road alignment of the connecting road) of the alignment of the main or arterial road.

2. DESIGN ELEMENTS

Allotment size and location

Objectives:

1. To encourage the subdivision of dual occupancy development in appropriate locations and ensure:
 - Developments are located in close proximity to commercial centres;
 - Grouped dual occupancy developments are minimised; and
 - Minimization of the impact that subdivision of dual occupancy developments (creation of smaller allotments) has on the existing character and streetscape of the locality.

Mandatory Requirements:

- Minimum area of the allotment (prior to subdivision) shall be 800m², or in the case of a cul-de-sac, the minimum area of the allotment (prior to subdivision) shall be 900m².
- Minimum lot size of any dual occupancy development after subdivision shall be 350m².

Performance Criteria	Acceptable Solutions
<p>PC1: Allotments created after subdivision have convenient pedestrian access to a commercial centre. and where it is satisfactorily demonstrated that the following performance criteria can be met Council may consider minor variations to the minimum allotment size, only in exception circumstances and where it is satisfactorily demonstrated that the following performance criteria are met:</p>	<p>AS1: <ul style="list-style-type: none"> - Allotments created after subdivision are within 400m walking distance to a commercial centre. - Access route to the nearest service centre is of a gentle gradient (preferably with footpaths) that are convenient and allow accessibility to local services. Allotments created after subdivision shall contain the minimum areas required for private open space, landscaped area, car parking, clothes drying space etc. in accordance with Councils DCPs.</p>
<p>PC2: To minimise the occurrence of grouped dual occupancy subdivision developments.</p>	<p>AS2: <ul style="list-style-type: none"> - Allotments shall be located in 'existing developed areas'. - Corner allotments (once subdivided) shall create a separate road frontage for each lot. - Grouped (two or more) dual occupancy developments may not be subdivided if adjacent to or adjoining an existing subdivided dual occupancy development, unless it can be clearly demonstrated that objectives to reduce cumulative impacts (as indicated in PC6 and AS6 in Section 2; </p>

Performance Criteria	Acceptable Solutions
	<p><i>Building Design, Appearance and Townscape</i>) on surrounding development can be met through best practice design standards.</p> <ul style="list-style-type: none"> ➤ Where large lots characterize a streetscape, the applicant shall address how the proposed development compliments and positively relates to that streetscape.

Carparking

Objectives:

1. To ensure access and parking is considered at the initial planning stages of each application (where relevant), and ensure access and parking are incorporated as part of the overall design.
2. To provide convenient, accessible and safe car parking that meets the needs of residents and visitors.
3. To reduce the incidence of kerb side parking particularly in areas where high traffic volumes or narrow pavement widths exist.
4. Ensure carports and garages do not dominate the streetscape, to ensure the opportunity for natural surveillance is maintained.

Mandatory Requirements:

- Parking areas shall be nominated on Development Assessment (DA) plans.

Performance Criteria	Acceptable Solutions
<p>PC1: The design of driveways and provision of parking areas enhances the safety of pedestrians, cyclists and vehicles, due to the additional traffic generated by the development.</p>	<p>AS1:</p> <ul style="list-style-type: none"> – Where the subject land has frontage to a main road or arterial, or there is limited space available to provide safe roadside parking; one on-site visitor car space per dual occupancy dwelling shall be provided. – Adequate vehicular maneuvering area shall allow vehicles to enter or exit the site in a forward direction.
<p>PC2: Where the subject land is located in a cul-de-sac head, precautions shall be taken to minimise the impact of the development in relation to;</p> <ul style="list-style-type: none"> – off-street car parking requirements that are increased due to the lack of availability of space for on-street parking. – additional traffic generated by the development; and – ease of maneuverability of vehicles in cul-de-sac heads. 	<p>AS2:</p> <ul style="list-style-type: none"> – One on site visitor car space per dual occupancy dwelling shall be provided.

Performance Criteria	Acceptable Solutions
<p>PC3: Carports and garages should ensure they are designed to compliment the streetscape and maintain or enhance natural surveillance. They should not dominate the streetscape.</p>	<p>AS3:</p> <ul style="list-style-type: none"> - A maximum of 50% of a building frontage (width) on each lot shall be occupied by garages as measured between the corresponding side property boundaries at the adopted front building line setback. - Landscaping shall be maximised in between two or more garages to soften the appearance of blank garage doors and concrete driveways.

Building design, appearance and townscape

Objectives:

1. To encourage the creation of well designed dual occupancy development that is compatible and complementary to the surrounding built forms/sizes.
2. To maintain sensitivity to the landscape and environment of the locality.
3. To minimise cumulative impacts associated with multiple subdivided dual occupancy developments.
4. To minimise cumulative impacts resulting from dual occupancy developments in cul-de-sac heads.

Performance Criteria	Acceptable Solutions
<p>PC1: To encourage best practice design standards that ensure:</p> <ul style="list-style-type: none"> - compatibility between the existing local building forms and new development is maintained or enhanced. - the existing sense of place and street identity is supported through the new forms of development. - enhanced visual impact of additional built form. 	<p>AS1:</p> <ul style="list-style-type: none"> - Individual developments should be architecturally designed to address local land form, views, existing natural vegetation, solar orientation and natural amenity. - Use of a selection and/or combination of characteristic design elements and massing to help contribute to the existing streetscape. - To ensure the scale and appearance of new development is compatible and sympathetic to existing development in the locality, particularly where that locality or development site has heritage significance or distinctive character. - Variations in the design of individual proposals shall be provided to ensure diversity and minimise the amount of repetitive forms, unbroken roof ridge lines and unpunctuated facades. <p>provide visual interest, avoid large flat regular building planes, and to minimise bulk and scale.</p>

Performance Criteria	Acceptable Solutions
	<p>the design of walls/fencing to avoid unrelieved, "blank" walls.</p> <p>The widths of the roads conform to DCP No. 100 in order to facilitate extra traffic potential generated by increased densities.</p> <p>Relocatable or moveable dwellings and conversions of detached garages to create a dual occupancy development shall be consistent with the Standards for Temporary Moveable Dwellings for Aged or Disabled Persons and will only be permitted where the design, external materials and roof line are compatible with the existing dwelling and the standard of housing in the area.</p>
<p>E.g. Stepping back adjoining garages where located on the front elevation to the street; adding verandahs, patios and porches. subdivision or an estate... because...</p>	<p>"Mirror image" attached dual occupancy developments are generally not acceptable unless an acceptable a suitable design outcome can be achieved.</p> <p>Repetitive designs for dual occupancy developments will not be permitted.</p> <p>Private open spaces, recreation and clothes drying areas shall not be located forward of the front building line.</p>
<p>PC2: Ensure dual occupancy developments enhance existing streetscape by maintaining sensitivity to the natural landscape and environmental features of the locality.</p>	<p>AS2:</p> <ul style="list-style-type: none"> - Retain existing vegetation and natural landform where possible; and - Include a selection and/or combination of species consistent with existing vegetation in the area in landscaping plans. <p>External appearance shall integrate with the local streetscape.</p>
<p>PC3: Ensure dual occupancy developments reflect the functions and characteristics of the street in relation to:</p> <ul style="list-style-type: none"> ▪ Vehicle and pedestrian movements; ▪ Opportunity for community integration; and ▪ Resident and visitor safety. 	<p>AS3: Ensure the needs of localised street functions and characteristics are met, through documented, effective consideration of:</p> <ul style="list-style-type: none"> ▪ features such as schools, community and recreation facilities, open space and various services as part of the site selection and design. ▪ the visibility, width and design speed of driveways; ▪ pedestrian access that is visible and safe; ▪ maintaining high levels of natural surveillance; and ▪ maintaining consistency with or complementing existing setbacks.

Performance Criteria	Acceptable Solutions
<p>PC4: Where the subject land is located in a cul-de-sac head, the impact of the development in relation to the bulk and scale of the development that is exacerbated by narrower road frontages shall be minimised.</p>	<p>AS4: <ul style="list-style-type: none"> - Dual occupancy development shall be detached; and - Setbacks for each dual occupancy dwelling shall be staggered. </p>
<p>PC5: To minimise the impact on adjoining or adjacent properties, by considering the cumulative impacts of development to which this Policy applies.</p>	<p>AS5: Ensure that the cumulative impacts of multiple applications for the subdivision of dual occupancy development is considered by addressing:</p> <ul style="list-style-type: none"> - Environmental impacts; increased runoff, removal of vegetation - Safety; increased vehicle and pedestrian traffic; potential for loss of natural surveillance - Social impacts; overshadowing, privacy, noise, and the obstruction of views - Existing character (and historical features where relevant) of housing to ensure identified characteristic features of the townscape are maintained and/or enhanced. <p>In the case of new subdivisions, the location of lots to be developed for dual occupancy development shall be identified as part of the subdivision application.</p>

Housing Requirements

Background/Explanation

An assessment of the social impacts of an ageing population on the Shoalhaven confirmed a critical need for appropriate housing for an ageing population and people with various levels of ability.

(Refer "A Place for Aging?" Judith Stubbs and Associates April 2004)

Extensive research (including the abovementioned study) has shown there is a strong existing and future demand for housing developments that are designed to meet adaptable housing standards. Therefore, Council encourages dual occupancy developments to be designed to meet the Australian Standards for adaptable housing (AS4299).

Benefits of meeting the AS4299 standard include:

- Enables owners and/or residents to remain in their choice of residence for longer. (I.e. allows residents to remain close to friends through their existing neighborhood network, maintain community support through friendships and interest groups, and remain close to familiar local services.);
- Minimises the need for, and therefore the extra costs associated with, alterations and redevelopment of dwellings; and
- Improves environmental impacts (increased sustainability), through decreasing the need for extra materials if alterations and/or redevelopment is required.

To ensure implementation of the benefits as outlined above, Council has outlined minimum basic standards as acceptable solutions below, to be met by applicants. These standards shall be met for at least one of the dual occupancy dwellings to which this Policy applies.

Objectives:

1. To increase the range of housing choice and housing adaptability in Shoalhaven.
2. To encourage the development of housing suitable for people of any age or level of ability.

OPTION 1

Existing Dual Occupancy Developments:

Where dual occupancy developments have already been constructed (the applicant may choose to)

- meet the standards as outlined in the table below through alterations or redevelopment of one of the existing dwellings;

Or Council shall

- include as a condition of consent for both subject lots, under Section 88B of the Conveyancing Act 1919, that in the circumstance that alterations to development on or redevelopment of either lot takes place, the housing requirements of this Policy shall be adhered to as part of the development, prior to consent being able to be granted.

OPTION 2

Existing Dual Occupancy Developments:

- The housing requirements of this Policy are not mandatory for dual occupancy developments that have been approved and constructed before (insert date policy adopted).

Proposed Dual Occupancy Developments

Where either none or one of the dwellings exists for the proposed dual occupancy subdivision development, the requirements as outlined in the table below shall be met.

Performance Criteria	Acceptable Solutions
<p>PC1: To increase the provision of adaptable housing that is designed in such a way that it can be modified easily in the future, with minimum inconvenience and cost to suit the occupant's needs of any age or level of ability.</p>	<p>AS1: Provide one dual occupancy dwelling in each pair that includes the following structural elements:</p> <ol style="list-style-type: none"> 1. Vehicle Parking – including level hard surface (preferably covered); adequate space around parked vehicle for easy movement; accessible path connected to entry. 2. Level entry – at least one level entry, preferably main entry to dwelling; no level

	<p>change between internal and external; preferably covered, firm and slip resistant; 1550mm in front of entry door.</p> <ol style="list-style-type: none"> 3. Layout – on main entry level shall have living space, one large bedroom, kitchen and bathroom, laundry facilities; logical connection between rooms; good visibility for safety; no level changes on main entry level; general circulation space to move around furniture and fixtures. 4. Doors – wide doorways throughout with spacious approaches and corridors (850mm min); any change of floor surfaces to be flush at doorways. 5. Bathroom – level shower area; gently sloping floor from corners of room to single floor waste in shower; waterproof entire bathroom floor and 25mm above finished floor; reinforcement behind walls for future grab rail installation; the plumbing for basin waste to be fitted behind an internal wall; allow for generous space beside and in front of toilet. 6. Handles and controls (includes switches and GPO's) – locate within reach at a convenient height for use by a person sitting or standing; lever handles that are easy to activate with a minimum force and manipulation. 7. Safety and function – good visibility between all indoor and outdoor living areas; locks – all external doors keyed alike.
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Other Considerations:

- 1) ~~Council encourages proposals where the plan is prepared by a professional designer. Alternatively, a plan of a professional standard would be appropriate, as long as the final dual occupancy development results in a quality design outcome, to the satisfaction of Council.~~

Other requirements

- 2) ~~In the case of new subdivisions, the location of lots to be developed for dual occupancy development shall be identified as part of the subdivision application.~~

BARRINGELLA

mw 07.865

OFFICE USE

DP1103609

Registered: *16/10/2006*

Title System: CROWN LAND

Purpose: ROADS ACT, 1973

Ref. Map: PARISH #

Last Plan:

PLAN OF PUBLIC ROAD PROPOSED TO BE CLOSED UNDER PUBLIC ROADS ACT 1983

Lengths are in metres. Section 101: 4000

LGA: SHOALHAVEN

Locality: BARRINGELLA

Parish: BUANGLA

County: ST. VINCENT (15)

This is a plan of a road to be closed. (Section 101)

Surveying Regulation 2003

THE SURVEYOR GENERAL

64, 380 PRINCES HIGHWAY, BARRINGELLA NSW 2541

a surveyor registered under the Surveying Act, 2002, hereby certifies that the survey represented in this plan is accurate, has been made in accordance with the Surveying Act, 2002, and the Surveying Regulation 2003.

The road to be closed is a PUBLIC ROAD.

Ground in this plan is not a road or part of a road.

Signature: *[Signature]*

Date: *16/10/2006*

Office: *[Signature]*

Form used in preparation of Survey/Completion:

D.P. 876682

D.P. 806288

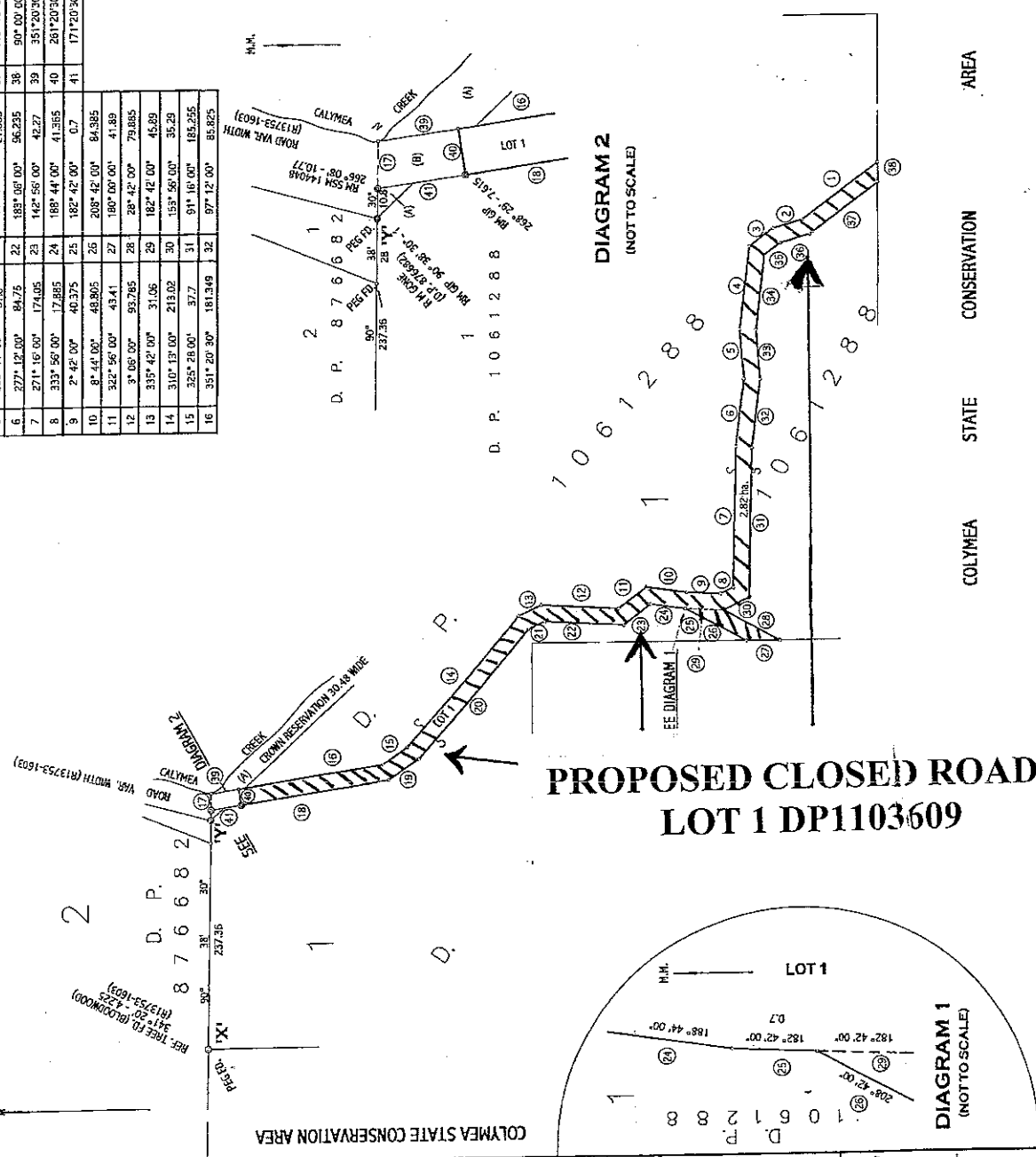
R 13753-1603

PLAN FOR USE ONLY for statements of intention to dedicate public roads, to create public reserves, drainage reserves, easements, restrictions on the use of land or positive covenants.

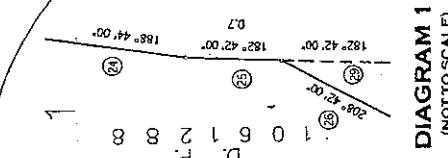
LOT 1 - PUBLIC ROAD TO BE CLOSED

SCHEDULE OF SHORT LINES

No.	Bearing	Distance	17	20° 38' 30"	20.385	33	85° 11' 00"	61.865
1	323° 15' 00"	117.605	17	270° 38' 30"	20.385	33	85° 11' 00"	61.865
2	343° 33' 00"	36.975	18	171° 20' 30"	185.970	34	95° 43' 00"	92.48
3	323° 14' 00"	37.085	19	145° 28' 00"	45.01	35	143° 14' 00"	24.785
4	276° 43' 00"	103.16	20	130° 13' 00"	211.16	36	163° 33' 00"	36.97
5	265° 11' 00"	61.8	21	155° 42' 00"	21.605	37	143° 15' 00"	106.18
6	277° 12' 00"	84.75	22	188° 08' 00"	56.255	38	90° 00' 00"	25.105
7	271° 16' 00"	174.05	23	142° 55' 00"	42.27	39	351° 20' 30"	34.655
8	333° 56' 00"	17.885	24	188° 44' 00"	41.365	40	261° 20' 30"	20.115
9	2° 42' 00"	40.375	25	182° 42' 00"	0.7	41	171° 20' 30"	37.96
10	8° 44' 00"	49.805	26	208° 42' 00"	84.385			
11	322° 56' 00"	43.41	27	180° 00' 00"	41.89			
12	3° 08' 00"	95.785	28	28° 42' 00"	79.885			
13	335° 42' 00"	31.06	29	182° 42' 00"	45.89			
14	310° 13' 00"	213.02	30	153° 58' 00"	35.29			
15	325° 28' 00"	37.7	31	91° 16' 00"	185.255			
16	351° 20' 30"	181.349	32	97° 12' 00"	85.825			



PROPOSED CLOSED ROAD LOT 1 DP1103609



AUTHORISED OFFICER
SHOALHAVEN CITY COUNCIL

[Signature] 30/10/06

Department of Lands Approval
I, **Gary Bligh**, in signing this plan certify (Authorised Officer) that all necessary approvals in regard to the allocation of the land shown herein have been given.

Signature: *[Signature]*
Date: *16/10/2006*
File Number: *MAOS-H-35*
Office: *MAOS/SA*

Subdivision Certificate
I certify that the particulars of this plan of the Environment Planning and Assessment Act 1979 have been exhibited in relation to the project.

Subdivision Certificate
I, **Gary Bligh**, in signing this plan certify (Authorised Officer) that all necessary approvals in regard to the allocation of the land shown herein have been given.

Signature: *[Signature]*
Date: *16/10/2006*
File Number: *MAOS-H-35*
Office: *MAOS/SA*

When the plan is to be lodged electronically in the Land Title Office, it should include a signature in an electronic or digital format approved by the Registrar-General.

State without a notary seal.

170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390 400

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

CHECKLIST PH 44233566 FAX 44233641 FILE 1-2006M750 (27)

SIGNATURES AND SEALS ONLY.

FOR SIGNATURES, SEALS AND CERTIFICATES SEE SIGNATURES FORM

Department of Lands Approval

(Subsidiary Office) in approving this plan certify that, all necessary approvals in regard to the direction of the land shown herein have been given.

Signature: SEE SIGNATURES FORM

Date:

File Number:

Office:

Subdivision Certificate

I certify that the provisions of a copy of the Environmental Planning and Assessment Act 1979 have been satisfied in relation to the proposed and out-lease

* (part 'subdivision' or 'out-lease')

Consent Authority: SEE SIGNATURES FORM

Date of endorsement:

Accreditation no:

Subdivision Certificate no: 9519

File no:

Note: This plan is to be lodged electronically in the Land Titles Office, it shall be in electronic or digital format.

* Public notices are impractical.

SURVEYING REGULATION 2006
CLAUSE 35(1)(b) AND CLAUSE 61(2)

MARK	MGA EASTING	MGA NORTHING	CLASS ORDER	METHOD	ORIGIN
PM2171	281026.196	6130758.608	B	FROM SCMS	SCMS
PM62081	289652.732	6126713.330	B	FROM SCMS	SCMS
PM62082	289446.688	6126855.872	B	FROM SCMS	SCMS
PM62083	287750.854	6127044.546	B	FROM SCMS	SCMS
PM109580	281023.071	6130234.448	B	FROM SCMS	SCMS
PM109581	282848.330	6130124.572	B	FROM SCMS	SCMS
PM120575	283507.043	6129837.896	U	TRVERSE	PLACED
PM109582	285223.086	6128606.370	B	FROM SCMS	SCMS
PM109583	285638.843	6127187.008	B	FROM SCMS	SCMS
PM120576	285788.727	6128675.008	U	TRVERSE	PLACED
PM120577	281833.875	6130256.386	N.A	TRVERSE	PLACED
PM120578	281952.840	6129522.840	N.A	TRVERSE	PLACED
PM109584	284891.650	6127044.951	N.A	TRVERSE	FOUND
PM109585	285302.589	6127864.063	C	FROM SCMS	SCMS

MGA COORDINATES ADOPTED FROM SCMS AS AT 27/2/2007
COMBINED SCALE FACTOR = VARIES

TRAVERSE TABLE

FROM	TO	BEARING	DISTANCE
PM2171	PM109580	180° 20' 34"	524.072 ME
PM109580	PM120529	66° 32' 24"	524.074 MGA GRND
PM120529	PM109581	97° 46' 29"	860.940
PM109581	PM120575	113° 33' 02"	974.250
PM120575	PM109582	107° 53' 08"	717.357
PM109582	TS5869	134° 04' 57"	1029.699
TS5869	PM109584	103° 04' 24"	580.630 ME
PM109584	PM109585	103° 04' 29"	590.584 MGA GRND
PM109585	PM109583	210° 56' 29"	945.368 ME
PM109583	PM62082	141° 37' 09"	845.350 MGA GRND
PM62082	PM62083	141° 37' 10"	863.570 ME
PM62083	PM109584	94° 15' 40"	1917.022 MGA GRND
PM109584	PM62082	89° 58' 50"	1070.036
PM62082	PM62081	121° 07' 34"	624.836
PM62081	PM62083	121° 07' 37"	275.705 MGA GRND
PM62083	PM62082	279° 52' 52"	1930.225 ME
PM62082	PM62081	279° 52' 45"	1930.227 MGA GRND

Registered:

Title System:

Purpose:

Ref. Map:

Last Plan:

PLAN OF

LAND TO BE ACQUIRED FOR THE PURPOSES OF THE ROADS ACT 1993

Lengths are in metres. Reduction Ratio 1:200

LGA: SHOALHAVEN

Locality: COMBERTON

Parish: CURRAMBENE

County: ST. VINCENT

This is sheet 1 of my plan in 8 sheets (insert if applicable)

Surveyor Registration, 2006

STEPHEN MICHAEL ROBINSON

SHOALHAVEN CITY COUNCIL

NO. 42, NOWRA 2541

a copy of this survey is available for inspection at the office of the Registrar of Land and Surveying in accordance with the Surveying Regulation 2006 and was completed on 27/2/2007. The survey relates to LOTS 1 TO 45.

(Note: specify the land actually surveyed or specify any other in the plan that is not the subject of the survey)

SEE SIGNATURES FORM

Surveyor registered and licensed under the Surveying Act, 2002

Delim line: "X" - "Y"

Type: Urban/Rural

Plans used in preparation of survey/computed

DP1011775 DP1094209 DP25371

R25543 1603 DP1025914

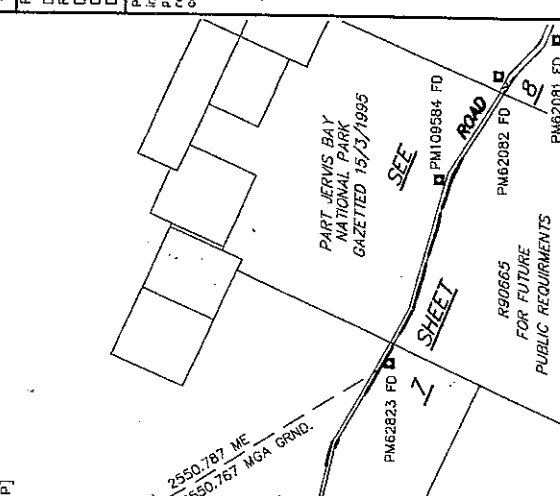
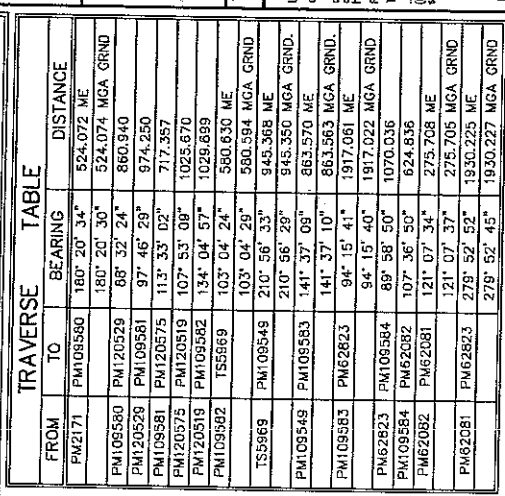
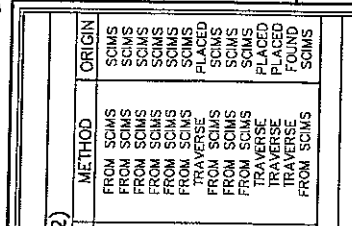
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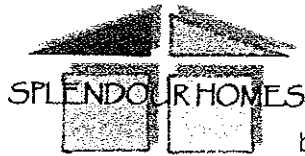
DP598272 DP877899

DP1004355 DP877899

PANEL FOR USE ONLY for statements of intention to dedicate public roads or to create public reserves, drainage reserves, easement restrictions on the use of land or post covenants.

LOTS 1 TO 45 ARE TO BE ACQUIRED FOR ROAD.



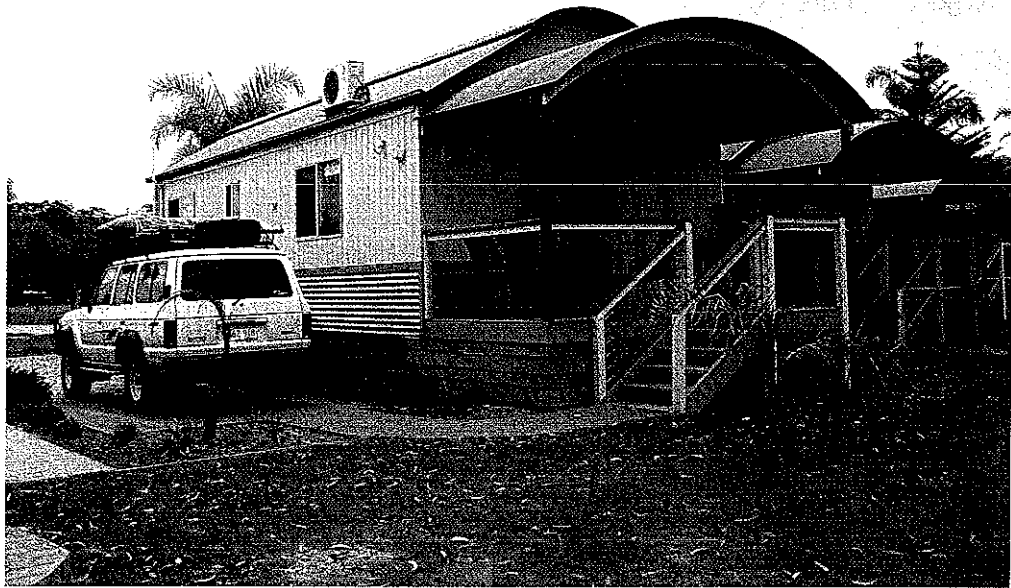


by **Alvannex Pty Ltd**

ABN 2971044548 Builders Lic No. 23435c

8-10 Sharon Road, Batemans Bay NSW 2536 Tel: (02) 4472 4199 Fax: (02) 4472 5036

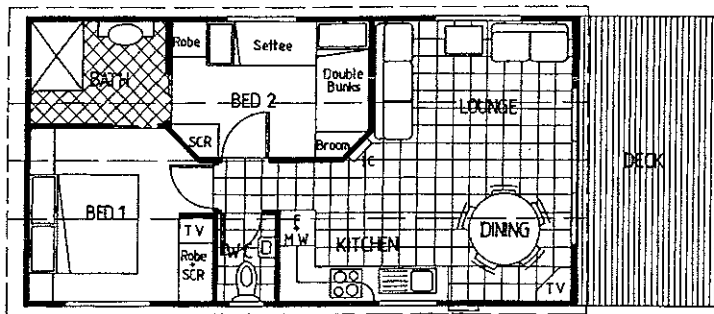
Website: www.splendourhomes.com.au Email: alvannex@splendourhomes.com.au



Cabin 50.5m²
Deck 12m²
TOTAL 62.5m²

Nelligen

The best ever single wide family cabin, comprising two bedrooms, a separate toilet



NELLIGEN
12.5m x 5.0m

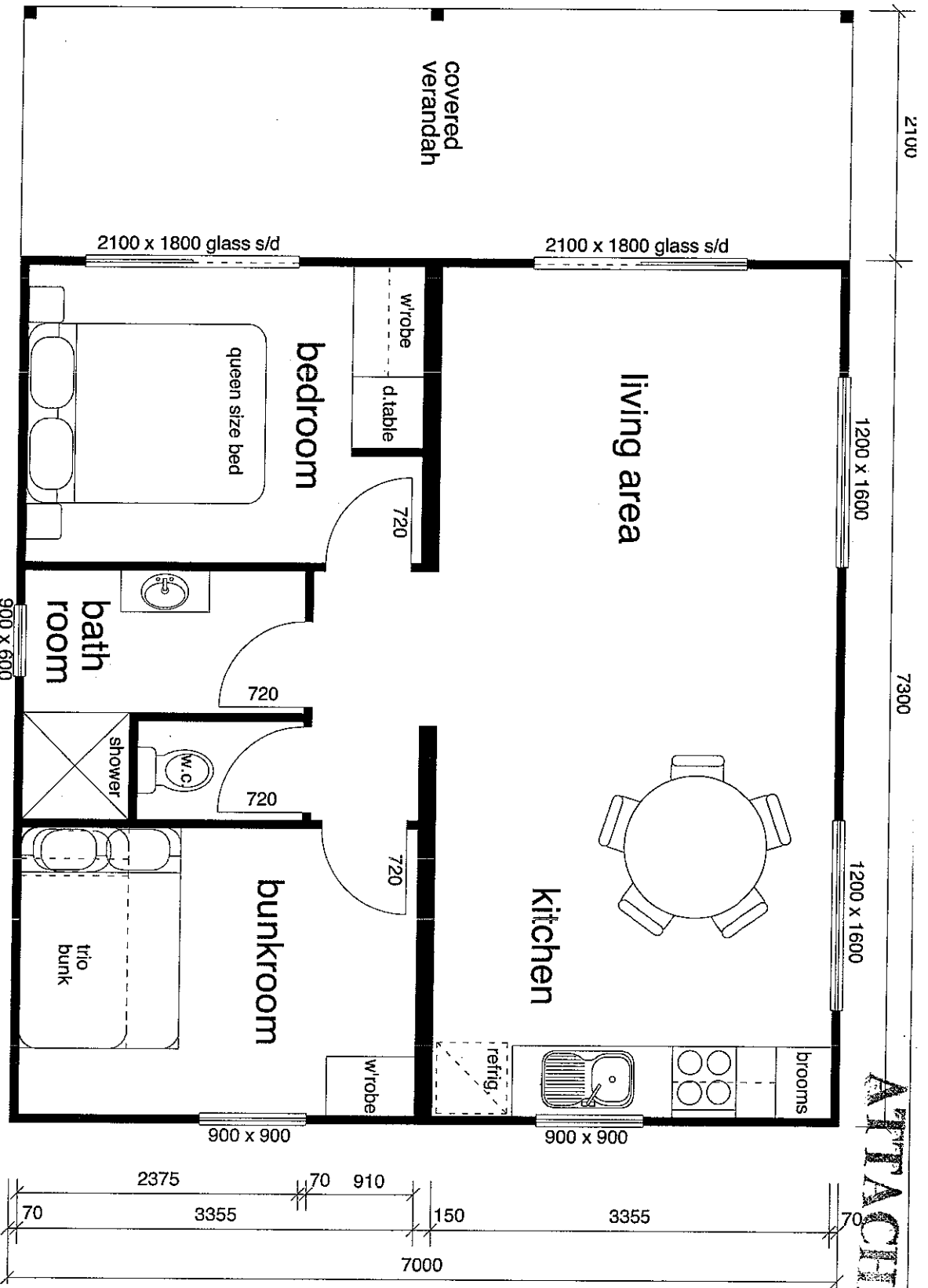
with basin, bathroom with large shower and vanity, a galley kitchen, and spacious living area. The Nelligen design is versatile according to overall site size and can be presented with luxury or budget fit out.

Front entry is enhanced

with a roof over the verandah. The roofline can be gable or curved. This cabin is our most popular model and suits any location.



ATTACHMENT



TITLE: THE SURF CABIN

CLIENT:

DATE: 8 - 05 - 2007

SCALE: 1:50

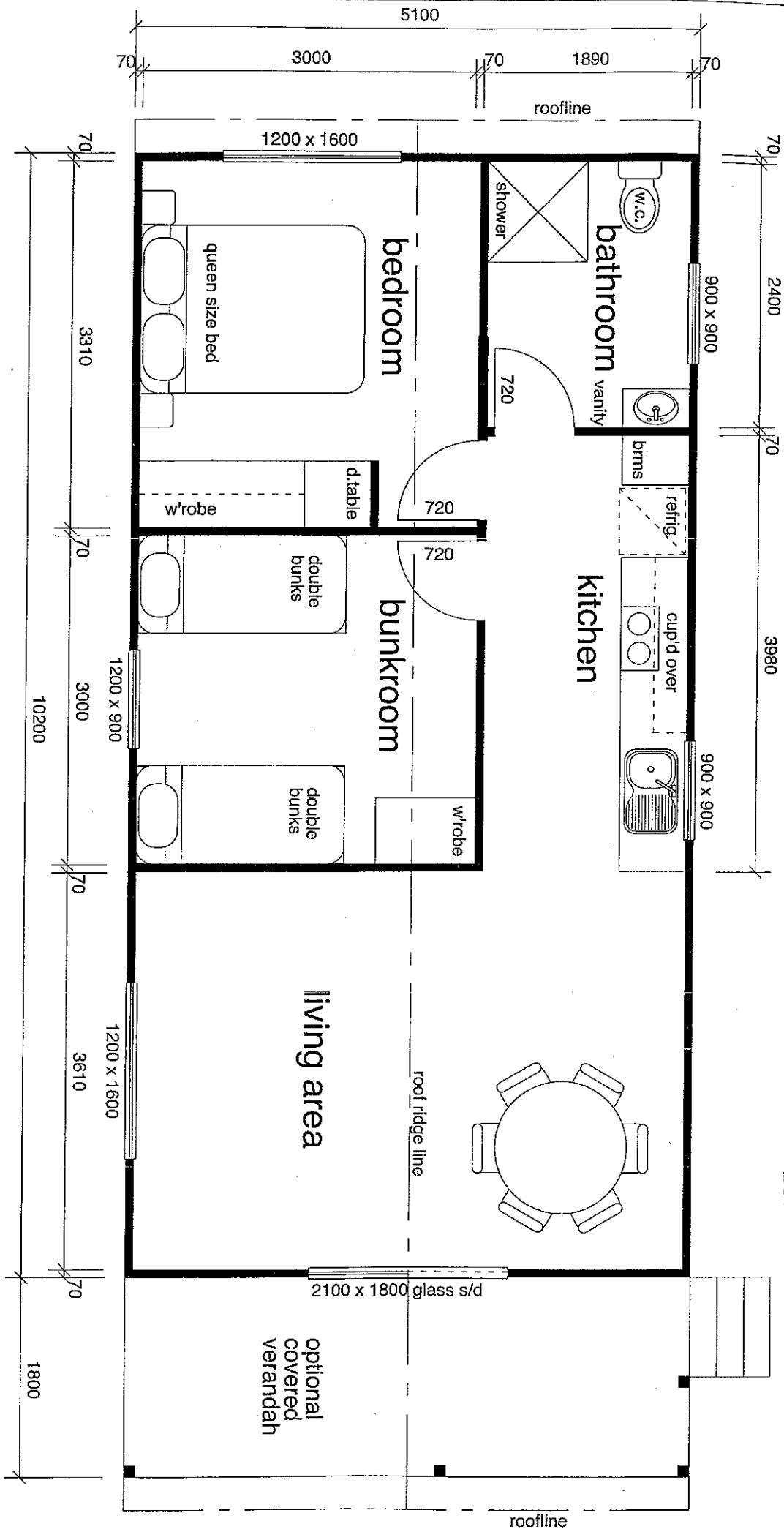
SIZE: 7.3m x 7m

DRAWN BY: BS

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Timberline Cabins

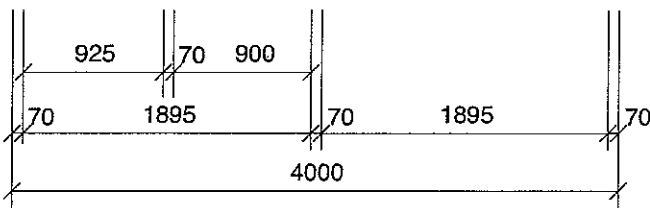
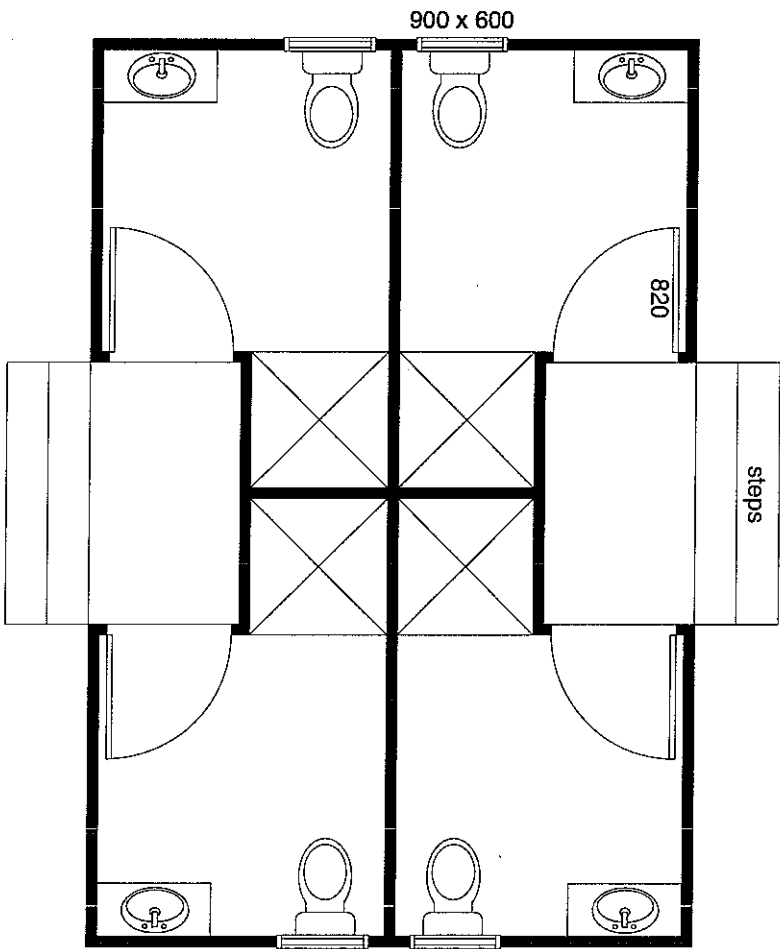
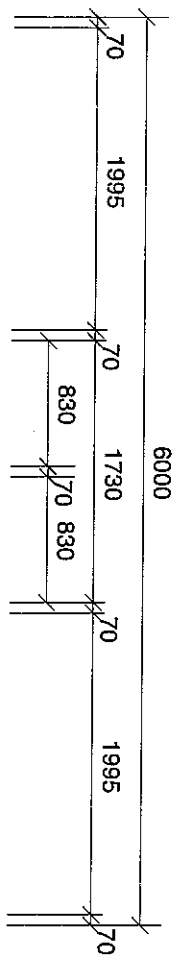
22 Myrtle Drive, PO Box 5004, Armidale NSW 2350 Telephone (02) 6773 8500
Free Call: 1800 642 162



Angophora (mark 2) 5.1m wide
 living area 52m²
 scale 1:50

Timberline Cabins
 22 Myrtle Drive, PO Box 5004, Armidale NSW 2350 Telephone (02) 6773 8500
 Free Call: 1800 642 162

ATTACHMENT



TITLE:	QUAD. AMENITIES - PLAN A
CLIENT:	
DATE:	8/5/07
SCALE:	1:50
SIZE:	6m x 4m
DRAWN BY:	BS
© COPYRIGHT RESERVED	

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