NOTE: This Chapter should not be read in isolation. You may need to consider other chapters of this DCP when preparing your application.

DRAFT CHAPTER N3: BERRY RESIDENTIAL SUBDIVISION

Table of Changes

Old Section	New Section	Category	Recommended Change	Reason
Throughout		Editorial	Change the font colour of terms defined in the DCP Dictionary to green and LEP Dictionary terms to blue.	To indicate the location of a defined term.
Title Page	Title Page	Update	Title page photo updated to show housing west of the Princes Highway.	New photograph relates to subject land.
1	1	Amendment	Rewrite Purpose of Chapter to focus on housing choice, supporting lifestyles and community connections and protecting character and scenic values.	Clarify purpose of Chapter and provide link to key objectives.
1	1	Deletion	Delete advisory note reference to view supporting map in appendix and embed map into Chapter (rename map Masterplan).	Embedding map is consistent with other Chapters and improves readability.
2	2	Correction	Change subject land reference from 'Schofield Land' to 'Schofield Lane'.	Correct minor typographical error.
2	2	Update	Update Subject Land Map.	Change figure to show updated property boundaries for Huntingdale Park subdivision and Princes Highway bypass. Subject land extent does not change.
-	3	New	Include 'Context' section.	Describe setting and development context. This is consistent with other area-specific DCP Chapters.
3	4	Amendment	Rewrite Objectives.	Rewritten objectives are less generic and more specific to the locality.
4	-	Deletion	Delete all existing planning controls within former section 4.	These controls relate to the now approved Huntingdale Park Estate and new controls are required for the Hitchcocks Lane subdivision (area rezoned by PP029).
4	5, 6 & 7	Amendment	Rewrite "Controls" section and split into three sections: • Part 5 applying to the entire precinct (including Huntingdale Park & area rezoned by PP029),	Provide specific place-based controls for new residential areas south of Hitchcocks Lane (area rezoned as part of PP029).

			• Part 6 applying to the subdivision of land to the south of Hitchcocks Lane (PP029 area), and • Part 7 applying to housing development within the Hitchcocks Lane subdivision (PP029 area).	
-	5.1	New	Update the Masterplan map and embed the map into the Part 5 Precinct-wide controls. Introduce controls requiring all new development to be consistent with the masterplan.	The Masterplan has been updated to reflect new development in the area and to include the rezoned Hitchcocks Lane residential area (PP029). Embedding the map is consistent with other Chapters in the DCP and improves readability.
-	6	New	Introduce area-specific controls for the subdivision of the new residential area south of Hitchcocks Lane (PP029 area) and provide short 'blurb' to establish the context for the subdivision.	Provide specific controls for the subdivision of the undeveloped residential land south of Hitchcocks Lane (PP029 area).
-	6.1	New	Provide an Indicative Layout Plan (ILP) for Hitchcocks Lane new residential area and controls requiring development to be consistent with the ILP.	To present development controls for the new residential area graphically and to summarise development outcomes in a user-friendly manner.
-	6.2	New	Introduce controls relating to Aboriginal Cultural Heritage for development within the Hitchcocks Lane subdivision (PP029 area).	To minimise impacts on cultural heritage and to ensure consultation with Aboriginal people and organisations is carried out and that Aboriginal cultural heritage is considered early in the design process for development.
-	6.3	New	Provide objectives and controls relating to visual impact, specifically requiring landscape screening to the southern and eastern boundaries of the Hitchcocks Lane subdivision (PP029 area). Include a graphic from the Visual Impact Assessment to complement the controls and illustrate intended outcomes.	To minimise the visual impact of development in sensitive locations in accordance with the recommendations from the Visual Impact Assessment by paa design (May 2019). Use of graphics improves interpretation.
-	6.4	New	Provide controls relating to subdivision of land and landscape design for Hitchcocks Lane subdivision (PP029 area).	Provide site-specific controls relating to new residential area south of Hitchcocks Lane to

				guide appropriate development in the area.
-	6.5	New	Provide controls relating to street layout and road specifications for Hitchcocks Lane subdivision (PP029 area).	Provide site-specific controls relating to new residential area south of Hitchcocks Lane.
-	6.6	New	Provide controls relating to flooding and stormwater management, including design controls for the proposed drainage reserve within the Hitchcocks Lane subdivision (PP029 area).	Provide site-specific controls relating to new residential area south of Hitchcocks Lane.
-	7	New	Provide housing development built form and landscaping controls for housing in Hitchcocks Lane subdivision (PP029 area).	To provide site-specific controls to encourage new housing to be compatible with the character of Berry, with a focus on minimising bulk and scale impacts of new development and encouraging landscaping.
5	8	Amendment	Update list of advisory information, including reference to the community-led Berry Strategic Plan.	Update the list of advisory information and include links.
-	9	New	Include all road reserve design specifications in an Appendix	Provide minimum road reserve widths and specifications for all proposed streets to ensure street design provides for efficient and safe traffic flows and provides amenity to the subdivision.

Draft Chapter N3: Berry Residential Subdivision

Contents

Figures

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Amendment history

Version Number	Date Adopted by Council	Commencement Date	Amendment Type
1	14 October 2014	22 October 2014	New
2	23 June 2015	1 July 2015	Amendment
3			Draft

1 Purpose

The purpose of this Chapter is to facilitate residential subdivision and development on certain land west of Berry Town Centre and the Princes Highway, Berry to meet the housing and lifestyle needs of the community into the future.

This Chapter promotes development that is compatible with the character of Berry and respects the scenic landscapes of the area.

2 Application

This Chapter applies to land generally bound by the Princes Highway, Schofields Lane and Kangaroo Valley Road as shown in **Figure 1**.

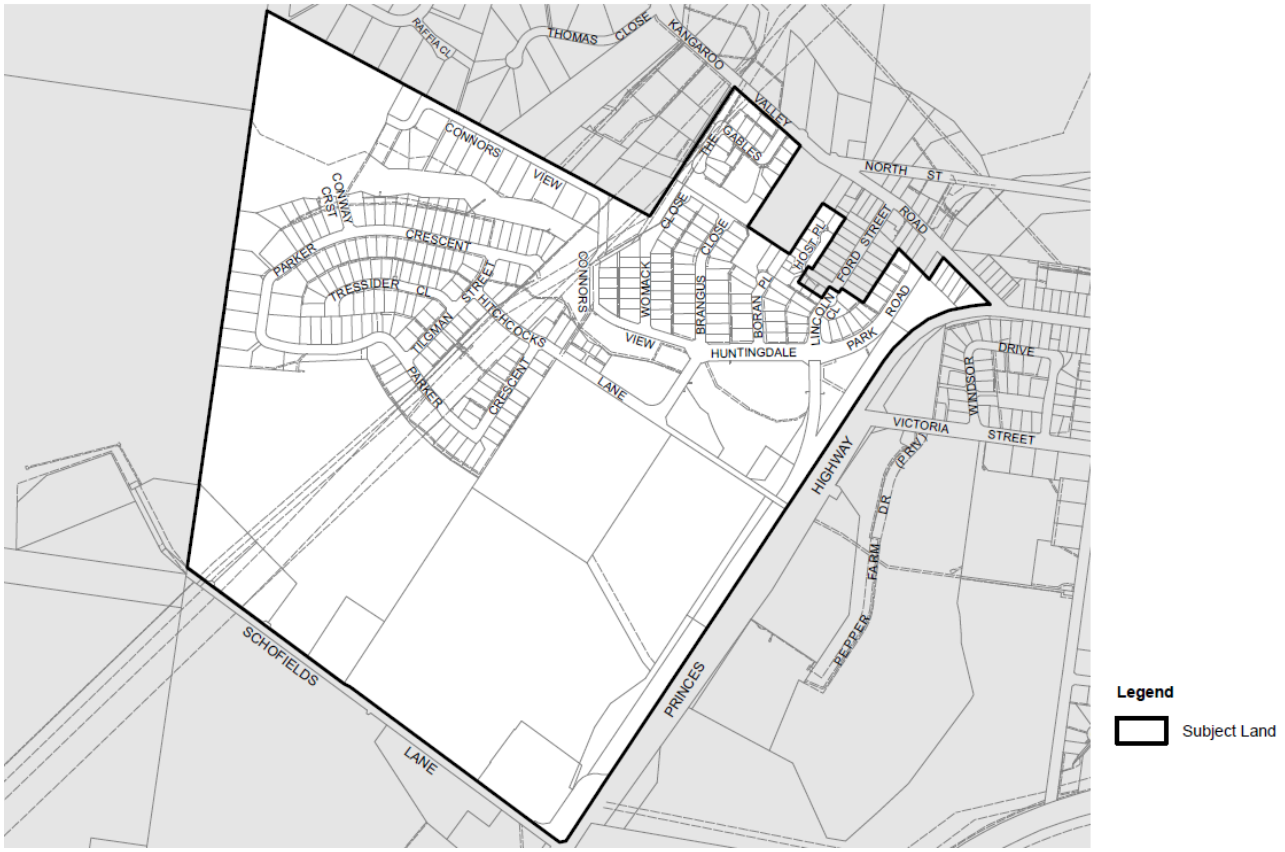

Figure 1: Subject Land Map

3 Context

Berry is a leafy, historic town surrounded by rural land in the north of Shoalhaven. Berry is a very popular place to live and visit, given its historic town centre, village character and landscape amenity. Berry also benefits from good connectivity to Nowra, Shellharbour and Wollongong.

The south-western edge of Berry is an important gateway to the town. The approach features scenic views of forested escarpment, prominent ridgelines and rural pastures. This area has undergone significant change since 2010.

Aged care facilities and a retirement village have been constructed on the eastern side of the Princes Highway, south of Victoria Street. The recently completed Berry Bypass included major infrastructure upgrades which changed the experience of entering the Town. Residential expansion of the Town towards the south-west is underway, in accordance with strategic growth plans. New housing has been delivered to the west of the Princes Highway, at the foot of the Berry escarpment in an area known as Huntingdale Park (part of the Subject Land within this Chapter).

Residential land in the south-west of Berry (the Subject Land) is located in a visually sensitive area. It is important for the design of new development to respect the scenic values and character of the area and enhance the natural features and landscape quality of Berry. In addition, the area is separated from the Berry Town Centre by the Princes Highway. New development presents opportunities to improve links between destinations on either side of the Highway by augmenting footpath and cycleway networks.

The planning objectives and controls within this Chapter build upon the themes and strategic priorities described within the community-led *Berry Community Strategic Plan 2016*, which was prepared by the Berry Forum and partners and endorsed by Council in December 2016.

Figure 2: Huntingdale Park, Berry from Princes Highway/Schofields Lane intersection.

4 Objectives

The objectives of this Chapter are to:

i. Provide new housing supply in residential zones and encourage variety in housing types and sizes to meet a wide range of household needs.

ii. Create a well-landscaped southern gateway to Berry and protect important escarpment views and rural vistas.

iii. Complement the character of Berry and highlight its natural attributes through high quality subdivision and housing design.

iv. Provide for attractive and functional public open spaces, convenient and enhanced walking and cycling links and a safe and efficient traffic network.

v. Encourage social interactions and foster community connections.

5 Precinct-wide Controls

The Section applies to all land to land in **Figure 1**.

5.1 Masterplan

The Masterplan at **Figure 3** illustrates how the objectives of this DCP will be met.

Performance Criteria	Acceptable Solutions
P1 Development is consistent with the Masterplan (**Figure 3**).	A1.1 Development is designed and delivered in accordance with the Masterplan (**Figure 3**). **Note:** Variations will only be considered where the applicant provides sound justification for the variation and the alternative solution meets the objectives of the Chapter.

Figure 3: Masterplan

6 Area-specific Controls – Hitchcocks Lane Subdivision

This Section applies to the Hitchcocks Lane Subdivision land and landscape screen planting area as shown in **Figures 3** and **4**.

Historically, this land was part of Graham Park, an artificial stock breeding centre built by the NSW Milk Board and the first of its kind in Australia. The centre closed in the 1980s and the site was used by the University of Wollongong for education until the early 2000s.

The subject land was first investigated for housing as part of growth planning in 2002. In 2014, the land was designated as a "Long-term Investigation Area" in the *Shoalhaven Growth Management Strategy (Version 1),* based upon the assumption that the neighbouring Huntingdale Park subdivision would provide the required housing supply for the following 15 years. However, as of early 2020, the final stages of Huntingdale Park have been released and there is limited supply of new housing lots available in Berry, especially suburban-sized lots (≤600m^2).

The subject land is cleared and relatively flat and is located between the modern housing estate of Huntingdale Park and the recently constructed Princes Highway Berry Bypass. Future housing in this area will be screened from view by densely planted landscaping along the southern boundary. This landscape screen will minimise the visual impacts of development whilst enhancing the southern gateway into Berry and delineating the south-western edge of the town.

6.1 Indicative Layout Plan

6.1.1 Objectives

The objectives are to:

i. Encourage a subdivision design that provides a sense of place and provides links to surrounding neighbourhoods and destinations, including the Berry Town Centre.

ii. Ensure residential development and accompanying infrastructure is planned and constructed in a coordinated manner.

Performance Criteria	Acceptable Solutions
P2 Development is consistent with the Indicative Layout Plan (ILP) (**Figure 4**).	A2.1 The subdivision is designed and delivered in accordance with the ILP (**Figure 4**). **Note:** Variations to the ILP will only be considered where the applicant provides sound justification for the variation and can demonstrate that the subdivision meets the objectives and controls within this Section and can accommodate development consistent with **Section 7** of this Chapter.

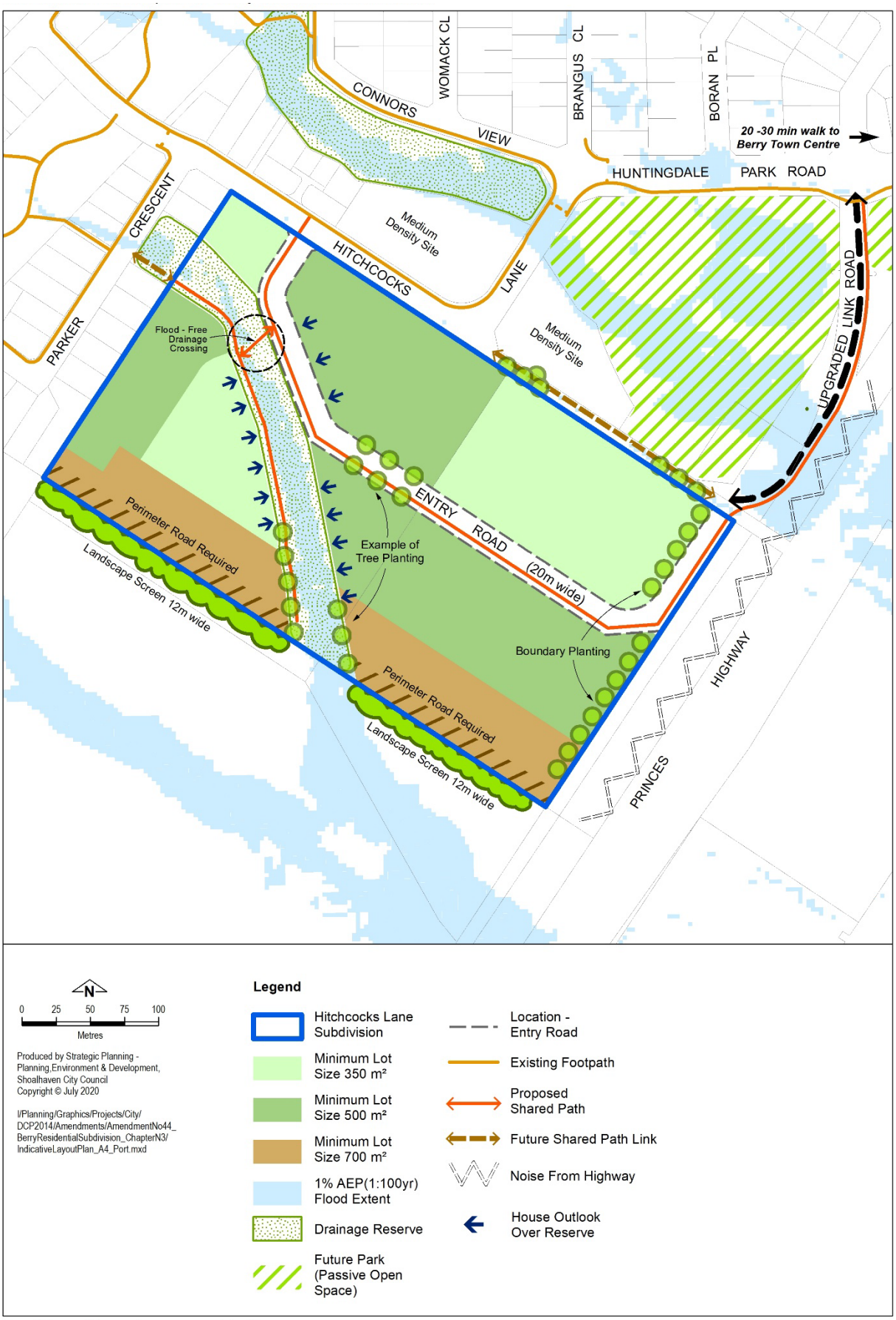

Figure 4: Indicative Layout Plan Hitchcocks Lane Subdivision

6.2 Aboriginal Cultural Heritage

6.2.1 Objective

The objective is to:

i. Ensure consultation with Aboriginal people and organisations is carried out in relation to development that may affect Aboriginal cultural and environmental heritage.

Performance Criteria		Acceptable Solutions	
P3	Impacts to culturally significant places and/or objects are avoided. Where culturally appropriate, Aboriginal cultural heritage and knowledge is incorporated into project design or interpretation.	A3.1	Acceptable solutions will vary as each situation requires an individual approach, consultation with stakeholders and culturally appropriate responses.

6.3 Views and Landscape Screening

6.3.1 Objectives

The objectives are to:

i. Protect important views of natural and pastoral landscapes and minimise visual impacts from development.

ii. Provide positive visual outcomes at the southern gateway to Berry with an emphasis on maximising soft landscaping features and enhancing the natural environment.

iii. Consider and reduce potential bushfire and flooding risks associated with landscape screening features.

iv. Ensure landscape screening areas and plantings are low maintenance.

Performance Criteria		Acceptable Solutions	
P4	The appearance of the housing area as viewed from the Princes Highway is effectively screened using trees and landscaping. Plant species are chosen to provide effective screening whilst minimising bushfire and flooding risks.	A4.1	A densely planted landscape screen is provided directly adjacent to the southern boundary (shown in **Figure 4**). The entire landscape screen must be established before any housing development occurs and shall incorporate all the following elements: a. A minimum 12 m wide area, of which 8 m is densely planted and 2 m either side is managed for easy access and maintenance. b. Vegetation screening that will be at least 15 m high at maturity and provides layered planting, including groundcovers, shrubs and trees.

c. Landscaping on top of small earth mounds to assist with screening and to reduce potential noise impacts from the highway.

d. Large trees positioned in a staggered manner and slightly offset from the centre of the planted area.

e. Plant species that minimise bushfire risk.

f. Fencing required for stock control with minimal visual impact such as post and wire.

g. Arrangements to ensure the landscape screen will be maintained in perpetuity.

Note: The establishment and maintenance of a landscape screen along the southern boundary (see **Figure 4**) will be implemented via a Planning Agreement prepared in accordance with the Environmental Planning & Assessment Act 1979 and regulations.

A condition of any consent issued for subdivision will require the entire Landscape Screen (**Figure 4**) to be established prior to the issue of any subdivision certificate within the site to ensure the screen is established before any dwelling construction.

A4.2 Despite **A4.1c**, no dense planting or bunding/mounding is allowable in the drainage reserve as part of the landscape screen construction to mitigate any potential flooding impacts. In addition, any bunding/mounding to create the landscape screen outside the drainage reserve must not block stormwater overland flow paths.

A4.3 Despite **A4.2**, tree planting within the drainage reserve is permitted to minimise visual impacts of development, where:

a. Trees are planted on the upper half of the waterway batters, and

b. The selected species and planting density will have no adverse flood impacts during a 1% AEP flood event.

		Note: Some considerations for landscaping within the drainage reserve include: • Limiting tree/stem density to reduce turbulence and resistance, • Use of species with flexible stems able to bend under flow, • Adequate spacing of vegetation, and, • Limiting the height of vegetation (lower heights can reduce the amount of debris created during a large flood).
	A4.4	Tree planting / landscaping is to be provided along the eastern boundary of the site that: a. Reduces visual impacts of development as viewed from the Princes Highway, b. Complements proposed landscaping within the subdivision and provides amenity to residents.
	A4.5	Existing mature trees are retained across the site wherever possible.
P5 Any required acoustic treatments are designed to contribute to the landscape setting.	A5.1	Landscaped mounds/berms are the preferred method for acoustic treatment.
	A5.2	Any acoustic mounds/landscaped berms shall complement the landscape and stormwater design of the subdivision.
	A5.3	Despite **A5.1**, any proposed acoustic fencing or barriers must be appropriately landscaped to soften views of any fence/barrier when viewed from public areas on each side (i.e. from both external roads and internally from adjacent public land/streets within the Hitchcocks Lane subdivision area).
	A5.4	Any acoustic treatments and accompanying landscaping must be constructed at subdivision stage.
	A5.5	Any acoustic treatments such as mounds and/ or fencing must be provided in the public domain and must not form part of

			a boundary or boundary fence on private property.
P6	Landscape screening and boundary planting is low maintenance once established.	A6.1	Species selection and plant densities minimise future maintenance requirements.
		A6.2	Durable heavy duty garden edging is provided to the planted areas.
		A6.3	Landscaping in the public domain is accessible for maintenance purposes including provision of parking spaces for required plant/machinery and having slopes no steeper than 1:3.
		A6.4	The maintenance period for the landscape screen and landscaping in the public domain shall be at least 3 years and maintenance activities are to be detailed in the submitted Landscape Plan. **Note:** Landscape maintenance activities include (but are not limited to): weed control, stock control, watering, fertilising, mulching, pruning and replacement of any unsuccessful plants. Any planted areas to be dedicated to Council must be weed-free and consist of healthy, established plants at the appropriate densities.

Figure 5: Artist impressions of mature vegetation screen along southern boundary

6.4 Subdivision and Landscape Design

6.4.1 Objectives

The objectives are to:

i. Provide a mix of lot sizes designed to support a range of high-quality housing choices.

ii. Promote subdivision layouts that respond to the natural environment and complement the historic and walkable subdivision patterns of Berry.

iii. Enhance the landscape qualities of the area and reinforce the character of Berry as "the Town of Trees".

iv. Ensure lot design facilitates high quality dwelling design to provide amenity to residents and neighbours.

6.4.2 Mandatory Controls

1. Subdivision provides for small lots measuring between 350m^2 and 500m^2 as shown in **Figure 4**; however, no more than 25% of the total site area is to be subdivided into small lots.

6.4.3 Performance Criteria and Acceptable Solutions

Performance Criteria		Acceptable Solutions	
P7	The subdivision pattern reflects the historic layout of Berry whilst responding to natural features and site constraints.	A7.1	The subdivision layout design reflects historical attributes of Berry, including: a. Small and easily navigated street blocks. b. Connected streets that encourage walking.

			c. Regular, rectangular shaped lots wherever possible. d. Maximised opportunities for landscaping in the public domain and on private properties. e. Road reserves that maximise and frame views to natural and rural landscapes.
		A7.2	Cul-de-sacs or no-through-roads shall be avoided.
		A7.3	Battle-axe lots shall be avoided.
		A7.4	Despite **A7.2** and **A7.3**, cul-de-sacs and battle-axe lots will only be considered in very limited circumstances where design benefits are clearly justified, e.g. to allow dwellings to face the drainage reserve. Any cul-de-sac or no-through-road must provide paths for pedestrians, directly linked to the surrounding path network. Provision of rear laneway access to lots is preferred; therefore, multiple battle-axe lots in a row will not be permitted.
P8	Subdivision design is sensitive to the landscape and environmental qualities of the area.	A8.1	A Landscape Plan, including a Landscape Maintenance Plan/Schedule, shall be submitted with any subdivision application. The Landscape Plan is to be prepared by a suitably qualified person and comply with the requirements of this Chapter and Chapter G3: Landscaping Design Guidelines of this Development Control Plan.
P9	Reinforce the character of Berry as "a Town of Trees" through generous planting of street trees.	A9.1	Street trees are required on all streets, except laneways, and are to be planted within the road reserve verge (nature strip).
		A9.2	Street trees are to be planted approximately every 15-20 m along streets, except laneways, with consideration given to location of underground services, driveways, sight distances and waste collection.
		A9.3	Street trees shall be chosen and maintained to enhance the public domain, including to provide shade along pedestrian paths.

		Note: A landscaping species list for Berry contains a list of trees suited to local conditions and to compliment the culture and aesthetics of the town. Other street tree species can also be considered.
	A9.4	Street trees are required to be proactively maintained throughout the development of the area to ensure robust growth habits and longevity. Maintenance activities shall be detailed in the Landscape Maintenance Plan/Schedule. **Note:** Maintenance of the street trees can include watering, weeding, mulching, tree guard maintenance, crown lifting/pruning, disease and pest management and replacement of failed specimens. Street trees must be in good condition upon dedication of road reserves to Council.
P10 Subdivision is designed to minimise bushfire risks in accordance with Planning for Bushfire Protection 2019 (NSW RFS).	A10.1	The subdivision layout is designed in accordance with standards published by the NSW Rural Fire Service (e.g. the provisions of Planning for Bushfire Protection 2019 or any future update), including provision of adequate Asset Protection Zones (APZs), perimeter roads and subdivision infrastructure and services.
	A10.2	The Landscape Plan for the subdivision considers bushfire risk.
P11 Subdivision lot layout and design optimises solar access to future dwellings to: a. Provide comfortable temperatures to living areas year-round, b. Promote energy efficiency and reduce energy costs associated with artificial heating and cooling, c. Protect solar access for all dwellings and private open spaces by minimising overshadowing impacts, and d. Provide opportunities for rooftop solar collectors.	A11.1	The dimensions, orientation and layout of lots in a subdivision are designed: a. In accordance with the requirements of Chapter G11: Subdivision of Land of this Development Control Plan. b. To ensure future dwellings and associated private open spaces can capture northern sun in winter for passive (natural) heating and natural light. c. To ensure future dwellings and associated private open spaces can be effectively oriented and shaded to passively (naturally) reduce heat gains in summer.

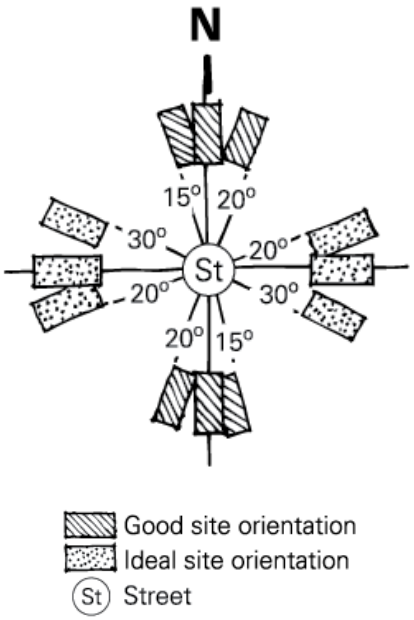

Figure 6: Lot orientation for optimal solar access.

Source: https://www.yourhome.gov.au/passive-design/orientation

Note: Subdivision design should maximise provision of lots with favourable orientation as shown in **Figure 6**. Lots that are orientated (angled) to face north-south or east-west provide good opportunities to design energy efficient solar passive homes (homes that can be heated and cooled naturally). In most climates, the ideal orientation for living areas is within the range 15°W–20°E of true or 'solar' north (although 20°W–30°E of true north is also considered acceptable).

P12 Ensure each lot within the subdivision can accommodate an efficient and comfortable dwelling that is consistent with the desired character of the area.

A12.1 The minimum width of lots are in accordance with **Table 1**.

Table 1: Minimum lot widths

Lot type	Minimum lot width*
Small lot (<400m^2), vehicle access via rear laneway	8 m
Small lot (<400m^2) vehicle access from primary street frontage	10 m
Lot ≥400m^2 <500m^2	12 m

Lot ≥500m^2	16 m
Corner lots (primary street frontage)	As for above +4 m

*measured at the front building line.

Note: The desired character of the area, including building lines/setbacks is described in **Section 7** of this Chapter.

Council may request indicative building envelopes and driveway crossovers/garage locations be shown on the subdivision plan to illustrate compliance with this Performance Criterion.

Lot widths can influence solar passive design opportunities, small lot design should ensure all future dwellings can optimise solar access and natural ventilation opportunities (i.e. provide access to natural light, warmth (in winter) and airflow).

P13 Noise impacts from the Princes Highway are ameliorated at subdivision stage to minimise the need for acoustic treatments to be incorporated into dwelling construction.

A13.1 The subdivision design addresses noise impacts from the Princes Highway on future dwellings.

Note: An Acoustic Assessment (Noise Impact Report) prepared by a suitably qualified acoustic consultant is to be submitted with any subdivision application to detail how **P13** will be achieved.

A13.2 Any noise barriers shall be located within the Hitchcocks Lane Subdivision land (see **Figure 4**) and not within the Princes Highway road reserve.

P14 Dwellings face towards streets and (where applicable) the drainage reserve, to provide casual observation over public spaces, improving safety and amenity.

A14.1 Subdivision layout enables dwellings to face and look over:

a. Streets (excluding laneways used for rear vehicle access)

b. The drainage reserve, where applicable (either directly or separated by a road) as shown in the ILP (**figure 4**).

A14.2 Rear boundaries must not face the drainage reserve.

Figure 7: Example of dwellings with outlooks over public space.

6.5 Street Network and Streetscape Design

Types of Streets

The local street network will be designed to safely accommodate people walking, cycling and driving. Streets will also be designed to maximise opportunities for landscaping and street tree planting to complement the leafy character of the area. Below is a brief description of the types and characteristics of the streets that will be constructed.

Entry Road

The proposed subdivision will have a minimum of two entry points as shown in the Indicative Layout Plan (ILP) (**Figure 4**) to maximise connectivity and cater for expected traffic volumes.

The Entry Road will have a relatively wide road reserve width of at least 20 metres, to accommodate a separated shared path for walking and cycling along its entire length, as well as underground services, street trees and generous verge widths (wide nature strips). In addition, the Entry Road will be designed to accommodate a future potential bus route.

Unnamed Link Road

The Unnamed Link Road runs alongside the western edge of the Princes Highway and links Huntingdale Park Road with the Hitchcocks Lane subdivision area (**Figure 4**). The road was constructed by Transport for NSW as part of the Princes Highway Berry Bypass and will be dedicated to Council.

This road requires upgrading to service the proposed housing development south of Hitchcocks Lane. It is important that any upgrading of the Unnamed Link Road avoids adverse flood impacts to existing urban land and the Princess Highway. Pedestrian and cyclist connections will be required along the entire length of the Unnamed Link Road, which skirts the future park and provides an efficient link to the Berry Town Centre.

Drainage Reserve - Access Streets

A drainage reserve will be provided to convey flood and stormwater as shown in the ILP (**Figure 4**).

The subdivision can include streets that adjoin the drainage reserve, allowing dwellings to face the street and the reserve. This arrangement provides for casual observation over the reserve and paths, improving safety and giving dwellings an attractive natural outlook. In addition, streets alongside the drainage reserve provide easy access for maintenance. Lower traffic volumes on these streets, combined with traffic calming design, can create a pleasant and safe shared environment between pedestrians, cyclists, and vehicles.

Perimeter Road

A perimeter road to meet bushfire management requirements is required to be provided along the southern boundary of the Hitchcocks Lane subdivision area. This will ensure separation between homes and the landscape screen along the boundary and provide access for firefighting vehicles.

Other Streets

All other streets within the subdivision will be planned and managed to reduce traffic volumes and speeds, to increase amenity and improve safety for residents, especially pedestrians and cyclists.

Laneways

Laneways are secondary frontages providing rear vehicular access to properties. They do not act as a primary street frontage. Laneways are encouraged when small and/or narrow lot layouts justify access to garages/car ports at the rear of properties, and where alternative vehicle access is necessary or desirable for properties fronting main streets or green spaces.

Laneways are narrow public roads that have very low traffic volumes and are designed to be shared by all users whether they are walking, cycling or driving. Laneways do not provide separate footpaths or on-street car parking.

A common character feature in older and historic streets is the unobtrusiveness or absence of driveways and garages in the streetscape. Providing rear laneways creates safe and attractive residential streets by removing garages and driveway crossovers from the street frontages, improving the street presentation of houses and maximising on-street parking spaces and street tree plantings.

Figure 8: Examples of rear laneway access

6.5.1 Objectives

The objectives are to:

i. Provide an efficient and safe street network.

ii. Encourage walking and cycling journeys by providing convenient links within the neighbourhood and to surrounding areas and key destinations.

iii. Create attractive streetscapes that reflect a sense of place and maximise landscaping opportunities.

iv. Ensure the orderly development of land with coordinated provision of necessary infrastructure.

6.5.2 Mandatory Controls

1. Direct vehicular or pedestrian access to/from the Princes Highway is prohibited.

2. The major new road connection required to be constructed is the Entry Road, illustrated in the ILP (**Figure 4**). If subdivision occurs in stages, the entire Entry Road will need to be constructed before the capacity of the existing local road network is exceeded.

> **Note:** The Traffic Study submitted with any subdivision application shall detail any required upgrades for intersections outside the Hitchcocks Lane subdivision area to cater for the increased traffic flows from development. Any required upgrades shall be provided by the developer.

3. Streets are to be designed in accordance with Tables 3 to 6 and Figures 9 to 13.

Note: The road reserve widths in this Section describe the minimum acceptable. Carriageway widths are measured from lip to lip. In some areas, additional widths may be required, for example to accommodate large or emergency vehicle movements or parking bays.

Entry Road Specifications

Table 2: Minimum widths - Entry Road

Verge			Carriageway		Verge	Total	Kerb
Offset	Path	Planting	Lane	Lane	Planting		
1 m	2 m	2.5 m	4.5 m	4.5 m	5.5 m		Layback / barrier
5.5 m			9 m		5.5 m	20 m	

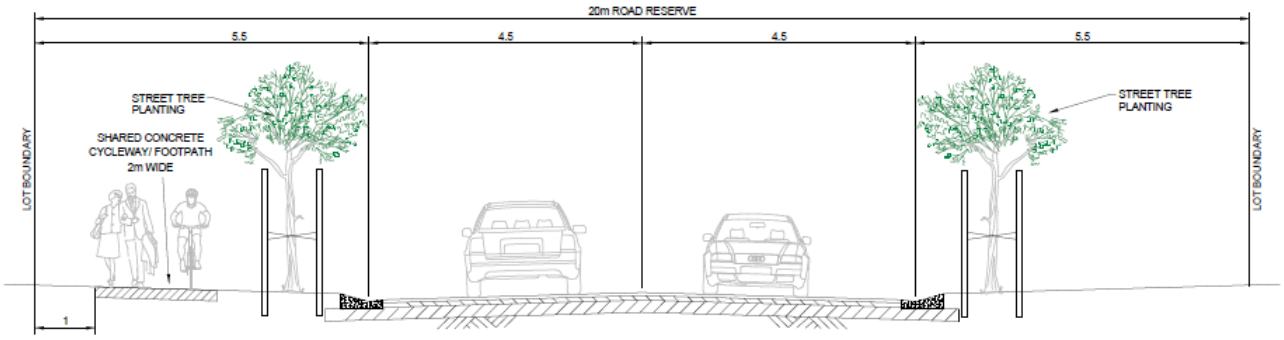

Figure 9: Entry Road Cross-Section – Minimum widths

Source: Allen Price & Scarratts Conceptual Road Cross Sections 14/9/2020

Drainage Reserve - Access Streets Specifications

Table 3: Minimum widths - Drainage Reserve - Access Streets

Verge (adjacent to housing)	Carriageway		Verge (adjacent to reserve)	Drainage Reserve	Total (approx.)	Kerb
Planting	Lane	Lane	Planting			Layback / barrier
5 m	3 m	3 m	1.5 m			
5 m	6 m		1.5 m		12.5 m	

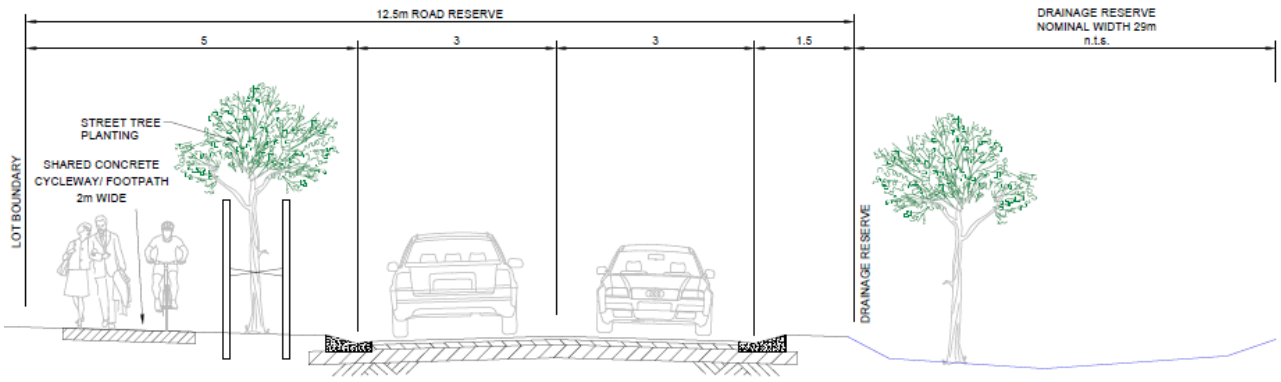

Figure 10: Drainage Reserve Streets Cross Section - Minimum widths

Source: Allen Price & Scarratts Conceptual Road Cross Sections 14/9/2020

Note: Where roads are provided directly adjacent to the drainage reserve, except for the Entry Road, the verge width next to the drainage reserve may be reduced to a minimum of 1.5 m subject to adequate provision of shared paths, utilities, street trees, bollards and compliance with safety standards and any bushfire management requirements

Note: As part of the active transport network, a shared path is required to run along the southern side of the drainage reserve as shown in the Indicative Layout Plan (**Figure 4**). This shared path can be provided within the road reserve (as shown in **Figure 10** above) or within the drainage reserve provided flood risks are managed in accordance with Shoalhaven DCP 2014 and any relevant state policy.

Laneways Specifications

Table 4: Minimum widths - Laneways

Verge	Carriageway		Verge	Total (approx.)	Kerb
Planting	**Lane**	**Lane**	**Planting**		
2.5 m	3 m	3 m	2.5 m		Layback / barrier
2.5 m	6 m		2.5 m	11 m	

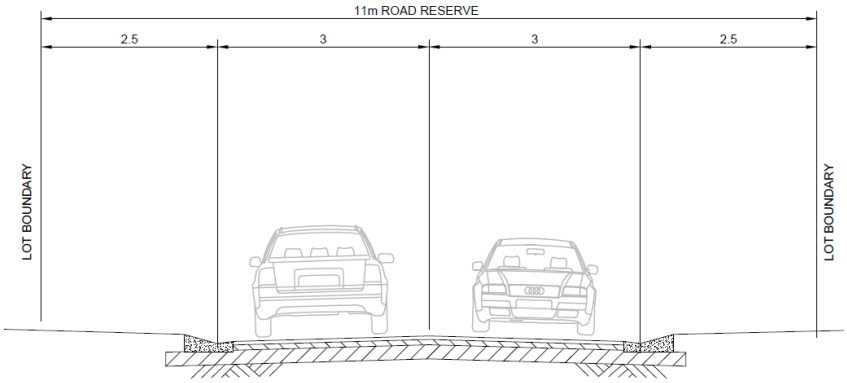

Figure 11: Laneways Cross Section - Minimum widths

Source: Allen Price & Scarratts Conceptual Road Cross Sections 14/9/2020

Note: Laneways provide rear access to lots and conditions will be included on any consent issued to designate laneways as no stopping/no parking zones.

Perimeter Road

Table 5: Minimum widths - Perimeter Roads

Verge	Carriageway		Verge	Total (approx.)	Kerb
Planting	**Lane**	**Lane**	**Planting**		
3 m	4 m	4 m	5 m		Layback / barrier
3 m	8 m		5 m	16 m	

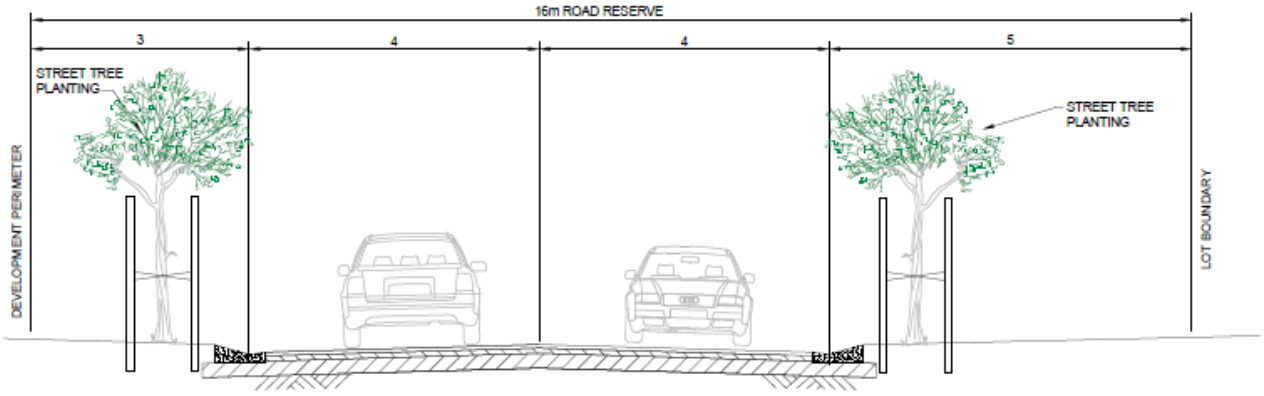

Figure 12: Perimeter Road Cross Section - Minimum widths

Source: Allen Price & Scarratts Conceptual Road Cross Sections 14/9/2020

Note: A reduced verge width (e.g. of 3m) may be acceptable between the road carriageway and the development perimeter.

Other Streets Specifications

Table 6: Minimum widths – Other Streets

Verge	Carriageway		Verge	Total (approx.)	Kerb
Planting	Lane	Lane	Planting		
5 m	3 m	3 m	5 m		Layback / barrier
5 m	6 m		5 m	16 m	

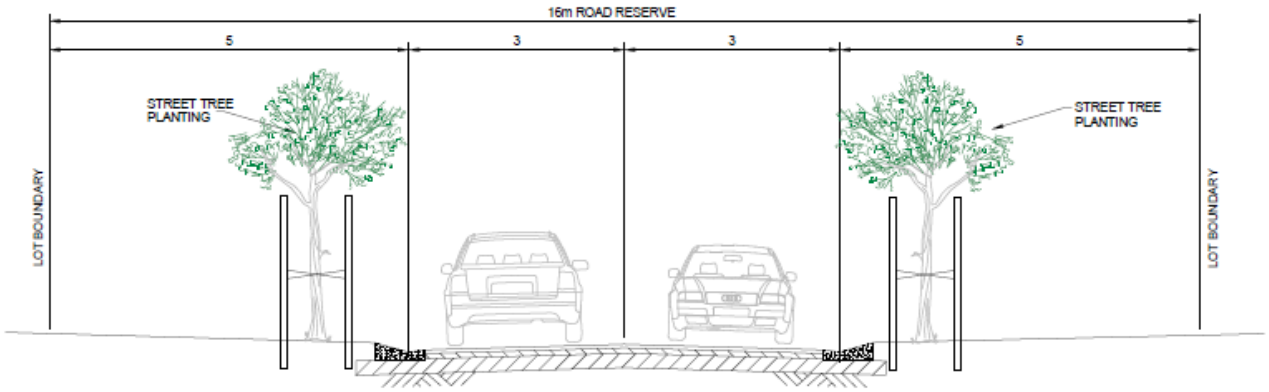

Figure 13: Other Streets Cross Section - Minimum widths

Source: Allen Price & Scarratts Conceptual Road Cross Sections 14/9/2020

4. Each stage of the subdivision will need to provide access to a flood free access road for vehicles and pedestrians (above the 1% AEP extent) in accordance with Chapter G9: Development on Flood Prone Land of this Development Control Plan.
5. The Unnamed Link Road must comply with the following design requirements:
    a. A minimum 10% AEP event level of service from flooding. This lower level of service for flooding for the Unnamed Link Road is only allowable if there is another site access that is flood free in a 1% AEP event. If the Unnamed Link Road forms the only access road for a subdivision, it will be required to be upgraded to be flood free in a 1% AEP flood event.
    b. The construction of the Unnamed Link Road must result in zero afflux in existing urban areas in a 1% AEP event and no more than 100mm afflux in land zoned RE1 Public Recreation in a 1% AEP event.
    c. Any potential afflux within the Princess Highway road corridor needs to comply with Transport for NSW specifications.
    d. Huntingdale Park Road must remain flood free during a 1% AEP event.
6. Any drainage reserve road crossing must provide flood free access for vehicles and pedestrians (above the 1% AEP extent) and must be designed so as not to worsen flood conditions elsewhere in accordance with Chapter G9: Development on Flood Prone Land of this Development Control Plan.

7. All shared use paths, cycleways and pedestrian paths must be designed as follows with regard to flooding:
    a. The entire shared use path, cycleway or pedestrian path surface must be located above the 20% AEP event flood level based on the projected 2050 scenario.
    b. The shared use path, cycleway or pedestrian path must be located within an area of H1 Hazard Vulnerability Classification in a 1% AEP event. The H1 Hazard Vulnerability Classification limits the velocity-depth product to 0.3m^2/s, the depth of floodwaters shall not be more than 0.3m and the velocity of floodwaters must not exceed 2m/s in a 1% AEP event.
    c. Flood warning signage must be provided for all shared use paths and cycleways adjacent to a waterway or any form of permanent or floodwater with a Hazard Vulnerability Classification greater than H1.

Note: A shared path/cycleway/footpath can be constructed in the drainage reserve provided the above flood-related requirements are met.

6.5.3 Performance Criteria and Acceptable Solutions

Performance Criteria	Acceptable Solutions
P15 The street network safely accommodates all modes of transport (walking, cycling, public transport and driving) and efficiently caters for anticipated traffic volumes.	A15.1 A Traffic Study is to be prepared in accordance with the controls within this Development Control Plan and relevant Australian standards and submitted with applications for subdivision. The Traffic Study must detail: a. How the proposal will cater for active forms of transport (encourage walking and cycling and maximise safety for pedestrians and cyclists). b. How the proposal will effectively distribute and manage traffic volumes. c. How local traffic speeds will be managed through road design and, where necessary, through use of traffic calming devices. d. Safe crossing points for pedestrians and cyclists, especially at the entry from Hitchcocks Lane, e. How the subdivision will accommodate a possible future bus route through Huntingdale Park. f. On-street parking provisions.

	g. Emergency vehicle access to all parts of the subdivision. A15.2 Any Traffic Study must address the cumulative impacts of development. The Traffic Study must detail any required infrastructure upgrades to the surrounding road network to cater for traffic generated by the development. A15.3 Any Traffic Study must consider impacts of proposed staging of development on the surrounding road network. Note: Chapter G11: Subdivision of Land and Chapter G21: Car Parking and Traffic of this Development Control Plan provide additional design requirements to be considered in the preparation of a Traffic Study.
P16 Street layout and design provides for safe and convenient links within the subject site and to surrounding areas.	A16.1 All streets within the subject site are to be designed to produce a low speed environment, considering road geometry, sight distances and resident amenity. Where traffic management and calming devices are required, these must be identified on the subdivision plans. A16.2 The street network maximises connectivity to efficiently distribute traffic flows, minimise travel distances and encourage walking and cycling.
P17 Walking and cycling is convenient, safe, accessible and pleasant.	A17.1 Shared paths (accommodating pedestrians and cyclists) and footpaths are to be provided as shown in the ILP (**Figure 4**). A17.2 Shared paths and footpaths are designed and constructed to be accessible for a wide range of users at all stages of life and comply with Council's Engineering Design Specifications. A17.3 Footpath links are used to minimise travel distances around the subdivision area and to key destinations such as the Berry town centre.
P18 Laneways are used to provide safe vehicle access to the rear of some properties (especially small or narrow lots) and to enhance neighbourhood character by:	A18.1 Laneways are utilised to provide rear access to small lots (<400m^2) and / or narrow lots: (<12 m frontage) A18.2 Despite **A18.1**, laneways may not be required for small lots (<400m^2) which

a. Enabling diverse housing types and ensuring small lots have a strong relationship with the street. b. Improving street presentation of houses (kerb appeal). c. Removing garages and driveways from primary roads thereby maximising on-street parking and street tree planting opportunities along primary streets. d. Providing more space on primary roads and in front yards for soft landscaping, reminiscent of historic streetscapes in Berry.	have access to a street that directly adjoins the drainage reserve. A18.3 Laneways are short in length (generally <70 m long) to reduce visual impacts, provide for sight distances, casual surveillance ('eyes over the street') and well-connected streets. A18.4 Laneways are designed in accordance with AUSTROADS standards and Crime Prevention Through Environmental Design (CPTED) principles, including provision of lighting where necessary. A18.5 Laneways are designed to enable safe and efficient waste collection. **Note:** The following will be included as a condition of consent for any subdivision which includes lots that have laneway access: A restriction as to user is to be included on property titles via a Section 88B instrument to restrict driveways on the front boundary where lots have vehicle access via a rear laneway. Laneways are to be designated no stopping zones and parking within the carriageway will not be permitted.
P19 Streetscapes are designed to reflect a sense of place and be compatible with the character of Berry, through: a. Maximising soft landscaping opportunities on street verges and in front yards b. Minimise the visual dominance of hardstand areas and ensure vehicle access does not interfere with landscaping opportunities.	A19.1 Verge widths within the road reserve (excluding for laneways) are a minimum of 5 m wide to accommodate street tree plantings and soft landscaped areas compatible with the character of Berry. A19.2 Despite **A19.1**, where roads are provided directly adjacent to the drainage reserve, except for the Entry Road, the verge width next to the drainage reserve may be reduced to a minimum of 1.5 m subject to adequate provision of shared paths, utilities, street trees, bollards and compliance with safety standards and any bushfire management requirements. A19.3 Despite **A19.1**, the verge width for a perimeter road may be reduced to 3 m adjacent to the development perimeter subject to adequate provision of utilities and compliance with safety standards and any bushfire management requirements.

	A19.4 All utility services are provided underground within the verge of the road reserve.
	A19.5 Where narrow lots (<12 m) have vehicle access on a primary road frontage (and not via rear laneway access), indicative driveway locations are to be identified on subdivision applications to ensure future driveways do not conflict with the Landscape Plan and street tree planting.

6.6 Flood and Stormwater Management

A drainage depression runs from the north-western corner of the site to the south-east, eventually joining to Broughton Creek. Land within the drainage depression is classified as flood affected land within the 1% AEP flood extent by the Broughton Creek Floodplain Risk Management Study (2012). The drainage depression will be managed as a reserve to mitigate flood risk, convey stormwater flows and manage water quality impacts (see **Figure 4** for location of drainage reserve). A shared path (for pedestrians and cyclists) is to be provided along one edge of the drainage reserve, to promote active transport and add to the existing network of paths in Huntingdale Park (see **Figure 4** for the indicative location of the shared path).

Development within the Hitchcocks Lane subdivision area (**Figure 4**) will occur above the Flood Planning Level and be designed and managed to ensure there are no off-site flooding impacts and to maintain water quality.

6.6.1 Objectives

The objectives are to:

i. Manage flood risks and stormwater flow paths and systems to ensure the safety of people and property.

ii. Mitigate the impacts of development on water quality.

iii. Integrate water sensitive urban design measures to maximise amenity and enhance riparian ecology.

iv. Ensure stormwater systems are appropriately designed and installed to minimise the ongoing maintenance costs as much as possible.

6.6.2 Mandatory Controls

1. All land within the 1% AEP flood extent is to be included within a drainage reserve (refer to **Figure 4**), which is designed and managed to convey floodwaters and stormwater flows in accordance with the requirements of Chapter G9: Development on Flood Prone Land and Chapter G2: Sustainable Stormwater Management and Erosion/Sediment Control of this Development Control Plan.

Performance Criteria	Acceptable Solutions
P20 Risks associated with flooding are minimised.	A20.1 Subdivision proposals must comply with the requirements of Chapter G9: Development on Flood Prone Land in this Development Control Plan.
P21 Stormwater is managed using Water Sensitive Urban Design (WSUD) principles and water quality in local watercourses is protected.	A21.1 Subdivision proposals must comply with the requirements of Chapter G2: Sustainable Stormwater Management and Erosion/Sediment Control of this Development Control Plan.
P22 Stormwater and flood management infrastructure is designed to manage flood and stormwater flows effectively, whilst minimising ongoing maintenance costs.	A22.1 Ongoing maintenance costs are considered in the design of stormwater systems and infrastructure and an Operation and Maintenance Plan shall be submitted to Council for all stormwater treatment measures proposed, whether the asset is to remain in private ownership or to be handed over to Council. **Note:** The maintenance period for the stormwater treatment devices shall be at least 3 years and maintenance activities are to be detailed in the submitted Landscape Plan. A22.2 All flood and stormwater related infrastructure must be accommodated on the development land (i.e. the area shown as Hitchcocks Lane Subdivision area in **Figure 4**). A22.3 Subdivision design makes provision for access to the drainage reserve for ease of maintenance purposes.

7 Housing Development Hitchcocks Lane

This Section applies if you are building a dwelling or ancillary building within the Hitchcocks Lane subdivision area (see **Figure 4**).

Good design adds to local character by respecting and enhancing features that make a place special. It is important to respect the historic and heritage character of Berry when designing new dwellings. This can be achieved through simple design choices, such as:

- Taking cues from the natural environment,
- Preserving views,
- Sensitive material and colour choice,

- Providing generous landscaping, and
- Designing homes to have a similar or smaller bulk and scale to existing houses.

Preserving the authenticity of a place is an important consideration as places with heritage character undergo change, as is occurring with new housing development in Berry. Best-practice heritage-sensitive design can interpret or reference certain character features from period homes and traditional streetscapes but does not seek to exactly replicate heritage facades and make new buildings appear as if they were old (ICOMOS Burra Charter 2004). Therefore, the following controls do not provide rigid or prescriptive requirements to reproduce historical architecture in a modern setting. This Section offers flexibility to accommodate a range of dwelling designs compatible with the local character of Berry.

The desired character for the Hitchcocks Lane Subdivision is to provide a variety of well-designed dwellings that are cohesive with traditional streetscapes and which have generous landscaped areas. Plentiful areas of soft landscaping (including trees, shrubs, gardens and lawns) are a defining feature of Berry. Planning controls in this Section therefore focus on setting parameters for bulk and scale of development and optimising provision of soft landscaped areas (green space around buildings).

Figure 14: Landscaping examples

Note: The examples in **Figure 14** show how landscaping has been used to integrate mid-century and contemporary housing forms into older, traditional streetscapes.

In the event of any inconsistency between this Chapter and the Generic Chapters, the provisions in this Chapter will prevail.

7.1 Building Form – Bulk and Scale

7.1.1 Objectives

The objectives are to:

i. Provide dwellings similar in bulk and scale to existing development in Berry, and provide sufficient space around dwellings for landscaping, front and rear yards and to soften the visual impacts of buildings and hard surfaces.

ii. Promote diverse and varied streetscapes that reflect a sense of place.

iii. Provide a range of housing types and sizes to suit a wide range of households and encourage smaller-sized dwellings on small lots to improve housing choice and mitigate any potential impacts on the streetscape.

Note: The provision of small lots in this area seeks to encourage smaller-sized dwellings to suit a wide range of households, noting 2-bedroom dwellings are currently in short supply.

Performance Criteria	Acceptable Solutions
P23 Housing is comparable in bulk and scale to existing development, to maintain amenity for residents and neighbours and protect the village character of the area. The bulk and scale of a dwelling is proportionate to lot size.	A23.1 The maximum gross floor area of all buildings on a lot must not exceed 50% of the lot area. **Note:** For guidance on calculating gross floor area (including exclusions) see the definition in Shoalhaven LEP 2014.
P24 Adequate separation is provided between buildings to provide access to natural light, solar access, ventilation, landscaping, views and privacy and to mitigate the potential visual impacts of development.	A24.1 Side setbacks are progressively increased in accordance with **Table 2** and **Figure 15** to reduce bulk and overshadowing impacts while maintaining adequate sunlight and ventilation to adjoining dwellings and private open spaces. **Table 7: Side setbacks for dwelling houses** Lot width: 9m or less — Minimum side setback: 900 mm on each side Lot width: Greater than 9m — Minimum side setback: One minimum side setback equivalent to 10% of the width of the allotment, up to a maximum of 2.5 m. 900 mm on the remaining side. A24.2 For dual occupancy, side setbacks (measured from the boundaries of neighbouring lots) are to be 10% of the width of the allotment, up to a maximum of 2.5m. **Note:** The width of the allotment for the purposes of calculating the side setback is the average width of the allotment over the length of the building. Where setbacks are not specified in this Section, setbacks from the Generic

Chapters of this Development Control Plan apply according to the type of development proposed.

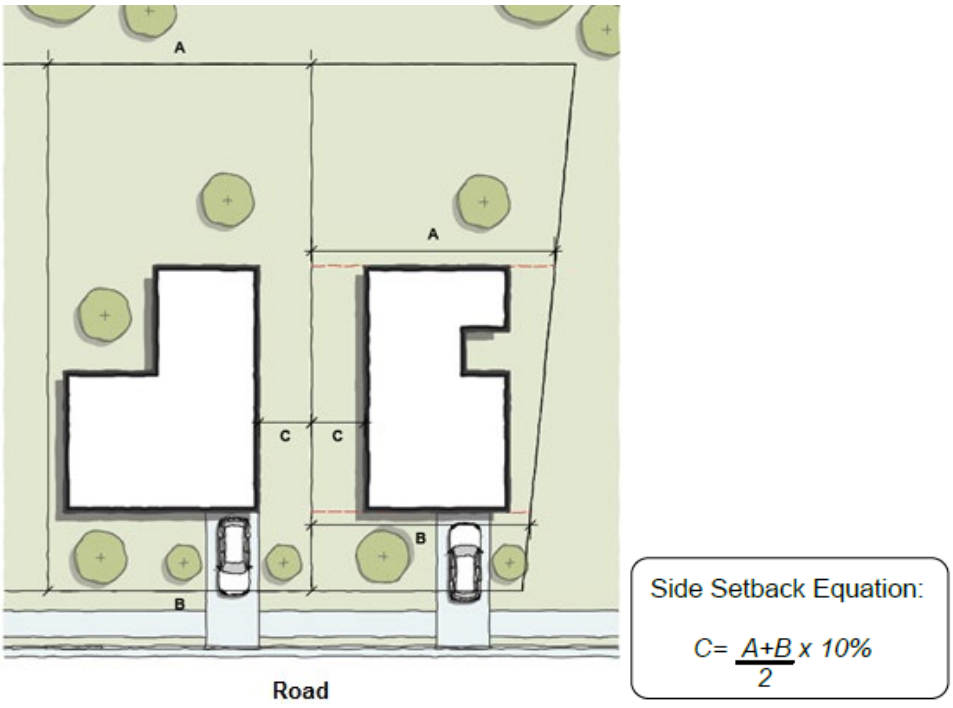

Figure 15: Side setback – ground floor calculation

P25 Provide adequate on-site car parking for dwellings whilst minimising the visual dominance of garages, car parking spaces and hardstand driveways on the streetscape.

A25.1 As much as possible, limit the amount of hardstand area used for driveways, parking and vehicle circulation forward of the front building line (in the front setback/yard area).

A25.2 Triple fronted garages are not permitted.

A25.3 Where lots have rear lane access, vehicular parking and access must be provided from the laneway.

A25.4 Permeable paving for driveways and parking spaces can be considered to support stormwater infiltration with the choice of product to be approved by Council's Engineering Section. Areas of permeable paving will not be counted as landscaped area.

Note: The character of Berry is reflective of its history and many of the historic dwellings were built before households had a car or cars. Therefore, modern dwellings with multiple car parking spaces need to carefully consider the location and appearance of parking structures and

	driveways to provide complementary streetscapes. On-site car parking and vehicle access is to be provided in accordance with the Generic Chapters (in particular Chapter G21: Car Parking and Traffic) in this Development Control Plan. Before constructing a driveway, you need to obtain a Section 138 approval permit to undertake construction.
P26 Roof treatments are integrated into the building design, making a positive contribution to the streetscape and minimising urban heat island effects.	A26.1 Minimum roof pitch is to be 22.5 degrees for hips and gables or 5 degrees for mono pitched skillions. A26.2 Roof materials and colours that minimise the retention of heat from the sun are encouraged. Roof colours and materials must be chosen to minimise glare to neighbours and stark, highly reflective white and bright colours are not appropriate due to the visually sensitivity of the area. A26.3 Any proposed green roof will need to conform to relevant technical and engineering standards. **Note:** Roof design is a key external house feature and needs to balance many factors to optimise building performance and add to streetscape character. Important considerations when designing a roof include appearance, bulk, climate (wind, drainage), eave design, internal space (ceiling heights and servicing space), insulation, maintenance, budget and solar collector efficiency. Consider local climate and heating and cooling needs when choosing a roof. Light coloured roofs reflect sunlight and reduce solar absorption, providing a cooling effect on roof spaces, dwellings and outdoor air temperatures (reducing the urban heat island effect). Roofing manufacturers will provide solar absorption values for colours and materials to meet BASIX commitments (BASIX provides state-wide building sustainability requirements).
P27 Encourage new development that provides visual interest to the streetscape and is sympathetic to the surrounding landscape.	A27.1 Building design shall use detail and articulation of building elements to add visual interest and a balanced appearance to facades.

A27.2 Minimise the length of unbroken walls and glazed areas.

A27.3 Building articulation with lightweight materials is encouraged to minimise the visual impacts of elements that exaggerate the built form and add unnecessary building bulk.

Figure 16: Modern sensitive design examples

7.2 Landscaping, Amenity and Sustainability

7.2.1 Objectives

The objectives are to:

i. Maximise opportunities for landscaping on private property to soften the appearance of the built form and provide streetscapes that are sensitive to the character of Berry.

ii. Protect important landscape views by complementing landscaping and tree planting in the public domain.

iii. Provide useable outdoor areas, to provide residents with a range of health and lifestyle benefits.

iv. Encourage water and energy efficient dwellings.

Note: Sustainable house design is recognised as a priority in the community-led Berry Strategic Plan. Good resources to assist with energy efficient, cost-effective sustainable house design include:

- yourhome.gov.au, and
- builtbetter.org

Designing efficient dwellings includes considering size to meet household needs. Smaller homes can cost less to build and reduce waste, enhance energy efficiency, reduce bulk and character impacts and increase diversity, contributing to greater affordability and housing choices for a range of households.

Performance Criteria	Acceptable Solutions
P28 Landscaped areas provide outdoor space for residents and green space around buildings and: a. add interest and appeal to the neighbourhood, b. reflect the well-landscaped character of Berry, c. limit building footprints and ensure a balance between built and landscaped elements, d. assist in managing stormwater and microclimate impacts, and e. support biodiversity.	A28.1 At least 35% of the lot must be landscaped area. A28.2 Each landscaped area shall have a minimum dimension of 1.5 m in any direction. A28.3 A minimum of one (1) tree must be planted in the front or rear yard of each housing lot. The location of the tree to be planted is to be shown on the site plan. Alternatively, retaining an existing, healthy tree on the subject lot will fulfil this requirement. A28.4 Consideration should be given to planting deciduous trees on smaller blocks to allow for winter sunlight to living areas and private open space areas. A28.5 Site Analysis Plans submitted with the development application must indicate the extent of landscaped area and nominate the location of any trees to be retained or planted. **Note:** Landscaped areas must be pervious (capable of water infiltrating through **and** capable of growing plants or grass) in accordance with the landscaped area definition in Shoalhaven Local Environmental Plan 2014. A landscaping species list for Berry contains a list of trees and plants chosen to suit the local climate and compliment the culture and aesthetics of the town. Other tree species will also be considered.
P29 Sustainable house design provides comfortable, healthy and efficient homes that save residents' energy, water and money (by reducing ongoing running costs).	A29.1 The orientation of dwellings, location of living areas and the positioning, size and shading of windows and other openings takes advantage of free sunlight and air movement (breezes) to passively (naturally) heat and cool rooms.

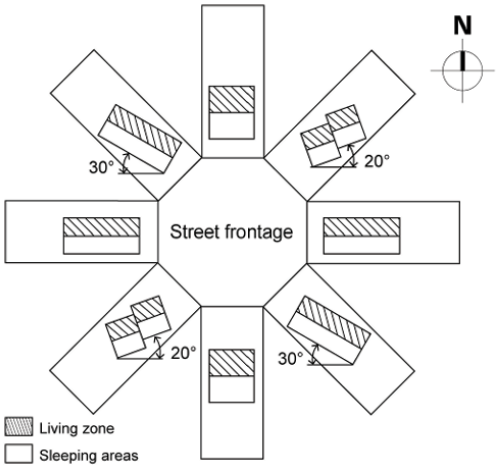

Figure 17: General dwelling orientation principles.

Source: https://www.yourhome.gov.au/passive-design/orientation

Note: Careful siting of dwellings on the block to make best use of sunlight and winds and other passive design features minimises the need for costly mechanical heating and cooling and increases energy efficiency. As a general rule, design living spaces to take advantage of northern sun in winter (and exclude summer sun through eave design and other shading) and place bedrooms on the southern side for cooling comfort. Minimise or shade west-facing windows to living areas which get hot afternoon summer sun, or locate utility rooms (garages, storage, laundries etc) on the western side of homes. Considering site specific opportunities such as views and access to breezes is another important factor in passive design.

Additional information on passive design for homes (maintaining comfortable indoor temperatures naturally) can be found at: www.yourhome.gov.au/passive-design

A29.2 External clothes lines drying facilities are required for all dwellings and must be located behind the building line.

A29.3 For new dwellings, the installation of a rainwater tank a minimum of 6000 L in size is required for stormwater detention

	with 100% of the roof area of the dwelling draining to the tank. **Note:** Additional rainwater tank guidance can be found in Chapter G2: Sustainable Stormwater Management and Erosion/Sediment Control of this Development Control Plan. Reuse of stormwater generated by development is encouraged, and rainwater can be used to minimise potable water usage for outdoor use, and toilets and laundry.
P30 Ensure dwelling design minimises noise impacts from the Princes Highway and protects residential amenity.	A30.1 Dwellings should be designed and constructed to minimise noise in living and sleeping areas and private open space areas. **Note:** An Acoustic Assessment (Noise Impact Report) prepared by a suitably qualified acoustic consultant may be required for dwelling applications (with specific requirements and considerations to be detailed in the acoustic assessment submitted with the subdivision application). Any required Acoustic Assessment shall propose design or construction noise mitigation measures where necessary to ensure future residents are afforded an acceptable residential noise environment. The acoustic assessment shall consider relevant planning policies and guidelines, and relevant Australian Standards. Noise sensitive design guidance can be found in the NSW Department of Planning document: *Development Near Rail Corridors and Busy Roads – Interim Guidelines 2008*
P31 Dwellings look over and address street frontages and, where applicable, face the drainage reserve to: a. Encourage social interactions. b. Make the interface between public and private areas safe and attractive. c. Allow more space for a landscaped front yard. d. Improve primary street presentation.	A31.1 Dwellings are sited to face the street with visible front entries and with habitable rooms fronting the street. A31.2 Dwelling design features that encourage people to use their front yard spaces are promoted. **Note:** Features such as porches, verandas, decks, balconies, pergolas, and front gardens encourage people to use their front yard spaces and encourage neighbourhood interactions,

	making for friendly, safe and attractive streetscapes. A31.3 Dwellings on lots that directly adjoin the drainage reserve or lots fronting a road adjacent to the drainage reserve, must be designed to face and look over the drainage reserve. Dwelling design shall avoid rear yards, backyard fences, garages, and inactive frontages (blank walls) facing the drainage reserve. A31.4 On corner lots, dwellings must address both the primary and secondary road frontage and carports or garages must be accessed from the secondary road frontage. A31.5 On lots with rear laneway access, carports and garages must be located and accessed from the laneway and opportunities for looking over and casual observation of the laneway should be considered in design (e.g. windows, balconies).
P32 Boundary fencing is of a high quality, promotes safety and surveillance and does not detract from the streetscape or public domain.	A32.1 All fences adjoining the public domain (public spaces such as streets and the drainage reserve) must contain open elements that make them at least 50% transparent. A32.2 Colorbond or solid timber paling or lapped / capped fencing can only be used internally between dwelling lots or facing laneways. **Note:** Refer to Chapter G12: Dwelling Houses and Other Low Density Residential Development and Chapter G13: Medium Density and Other Residential Development of this Development Control Plan for more fencing provisions.


Figure 18: Fencing examples

8 Advisory Information

8.1 Other legislation or policies you may need to check

Note: This Section is not exclusive, and you may be required to consider other legislation, policies and other documents with your application.

Council Policies & Guidelines	• Shoalhaven Contributions Plan 2019
External Policies & Guidelines	• Planning for Bushfire Protection, NSW RFS • Development Near Rail Corridors and Busy Roads – Interim Guidelines 2008, NSW Department of Planning • Berry Community Strategic Plan 2016, The Berry Forum and partners • Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013 (Burra Charter) • Your home: Australia's guide to environmentally sustainable homes, Australian Government: yourhome.gov.au • Built Better: the low carbon living knowledge hub for a better built environment, Swinburne University of Technology, CRC for Low Carbon Living & Global Buildings Performance Network: builtbetter.org/
Legislation	• State Environmental Planning Policy (Infrastructure) 2007 (cl.102 Impact of road noise or vibration on non-road development) • State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 • State Environmental Planning Policy Exempt and Complying Development Codes