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 NB4: MOSS VALE ROAD NORTH URBAN RELEASE AREA

Chapter NB4: Moss Vale Road North Urban Release Area

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Amendment History

Version Number	Date Adopted by Council	Commencement Date	Amendment Type
1			Draft

1 Purpose

The purpose of this Chapter is to guide the development of the Moss Vale Road North Urban Release Area (URA) in accordance with the provisions of Part 6 of Shoalhaven Local Environmental Plan 2014 (SLEP 2014).

Advisory Note: In addition to the provisions outlined in this Chapter, you must also refer to:

- Supporting Document 1: Integrated Water Cycle Assessment.
- Supporting Document 2: Landscape Specifications.
- Supporting Document 3: Vegetation Management Plan Requirements.
- Moss Vale Road North Species List [link].

In the event of an inconsistency between a provision in this Chapter and a provision in a generic Chapter in this Development Control Plan, the provision in this Chapter will prevail to the extent of the inconsistency.

2 Application

This Chapter applies to the Moss Vale Road North URA within the suburb of Badagarang (**Figure 1**).

3 Context

The URA was first identified as a "New Living Area" in Council's adopted *Nowra-Bomaderry Structure Plan* (2008). It was confirmed with land use zones and other planning controls guiding its release in SLEP 2014. The URA is also recognised as part of the Nowra-Bomaderry Regional Release Area identified in the *Illawarra-Shoalhaven Regional Plan* (2021). The URA has a significant role in providing a supply of new, diverse, and affordable homes and the infrastructure necessary to support a new community.

The URA is located in a pastoral landscape of scenic value providing a transition in land use and topography from the heavily forested Cambewarra Range and the urban settlement of Nowra-Bomaderry. Located on the lower, southern slopes of the Cambewarra Range, the area is highly visible from Moss Vale Road, the Cambewarra Mountain Lookout, and the Princes Highway.

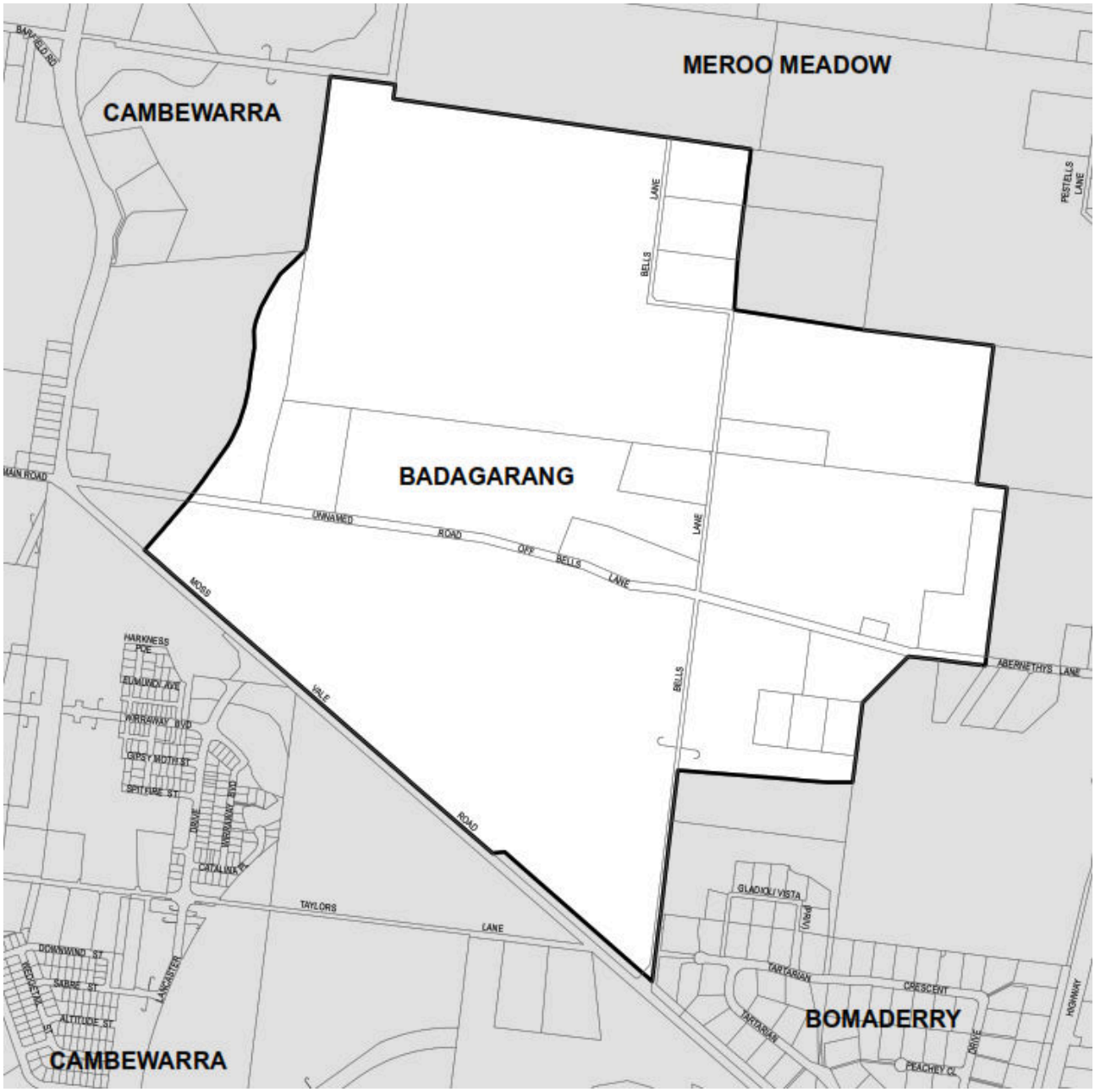


Figure 1: Subject Land

4 Objectives

The objectives of this Chapter are to:

i. Provide key development objectives and controls to deliver sustainable living, economic vitality, and community wellbeing principles.

ii. Promote neighbourhood design which achieves healthy, active and high-quality urban design outcomes.

iii. Ensure the environmentally sensitive development of the Moss Vale Road North URA occurs in an integrated and efficient manner.

5 Vision

The Moss Vale Road North URA is a highly desirable residential area providing a variety of lot sizes, dwelling types, styles, and densities to meet a range of budgets. A diverse range of housing appeals to potential residents, including first-home buyers, downsizing retirees, and young families. Higher densities are concentrated in high amenity areas, easily serviced by public transport, and close to public open space, with lower housing density transitioning into the rural landscape adjacent to the URA.

The URA complements its natural environment by retaining significant assets, including riparian corridors and elaborate views of natural features including creeks, wooded backdrops, and pastoral landscapes. The URA incorporates large environmental areas enabling management of riparian corridors, significant and remnant vegetation, and integration of water sensitive urban design. Emphasis is placed on the conservation of existing vegetation in riparian corridors and open space areas.

The URA contains a passive open space network providing a variety of recreational opportunities complemented by an integrated movement network for pedestrians and cyclists.

6 Key Development Outcomes for Moss Vale Road North URA

The Indicative Layout Plan (ILP) at **Figure 2** illustrates the key desired outcomes for the URA.

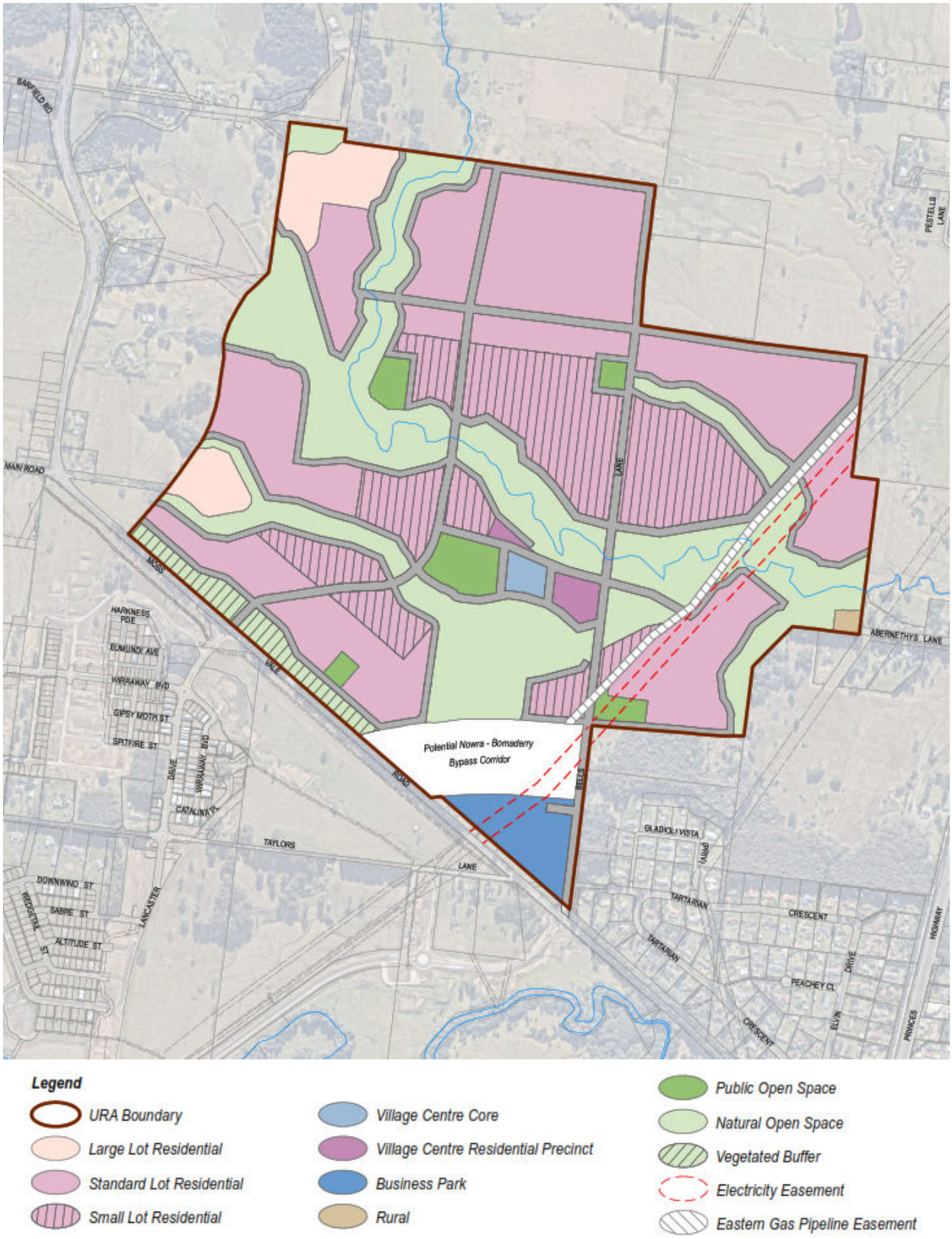


Figure 2: Indicative Layout Plan

Setting and achieving key development outcomes ensures the URA meets the Vision. Each application seeking Council's development consent for the subdivision of the URA should address the following objectives in a Design Verification Statement:

1. The URA provides housing diversity by enabling the development of various dwelling types to meet the Shoalhaven's communities' identified housing needs.
    a. Medium density development is concentrated in areas within 400m of the Village Centre, areas of high amenity adjacent to the riparian corridors and open space areas and areas adjacent to certain collector roads.
    b. Medium density development directly fronting the Village Centre Core and the Village Green provides an active frontage of business or allied health uses addressing the street to encourage pedestrian activity, enhance public security, improve the amenity of the public domain, and support the economic viability of the Village Centre.
    c. Where small lots (lots under 500m^2) are provided they:
        i. Are generally located within 400m of the Village Centre and formal open space,
        ii. Engage with the street and open space by minimising the dominance of garages and vehicular parking spaces, especially where adjoining riparian roads, and
        iii. Maximise access to open space areas.
2. The defined street hierarchy is determined by the placement and design of road types and achievement of the intended function. The street hierarchy is important to enable a safe, accessible and well-connected movement network of shared use pathways and public transport routes. The street types include:
    a. *Collector Roads (Entry)* - provide an attractive entry boulevard characterised by tree lined verges, planted road blisters and shaded footpaths that connect two large open space areas. Tree-lined boulevards are generally access restricted streets and are the focus for small lot development.
    b. *Collector Roads (Tier 1 and Tier 2)* – provide an attractive circulation network through the URA which will facilitate future public transport routes. All dwellings within the URA are approximately 400m walking distance, and a maximum of two intermediate intersections from the Collector Road network. Collector Roads are characterised by tree lined verges and shaded footpaths.
    c. *Local Streets* – provide access from the Collector Roads and circulation within residential areas. Local streets are important components of the street network as they facilitate permeability within the URA.
    d. *Retail Streets* – provide access within the Village Centre. Local streets are important components of the street network as they encourage pedestrian activity.
    e. *Access Streets (Tier 1 and Tier 2)* - provide lower tier access and circulation within residential areas.

f. *Riparian Streets* – provide access to the high amenity riparian areas and a connection to the wider URA.

g. *Rear Laneways* – provide rear access and waste collection for small lots. They are designed to be short in length to optimise passive surveillance and minimise the visual impact of the laneways. They are functional and include a level of amenity.

3. Open space areas will meet environmental sustainability objectives and be adaptable spaces. They will function to protect and enhance riparian corridors and significant and remnant vegetation, incorporate water sensitive urban design elements, and create opportunities for passive recreation. The controls for the open space network also ensures:

   a. elements of environmental heritage are incorporated within open space areas to contribute to their protection and management.

   b. all homes are within an 800m walk via a formed footpath to more than one open space area.

   c. users feel safe and secure.

   d. adequate places are provided to sit and dwell.

4. Prior to development in the URA, adequate essential infrastructure must be in place or arrangements made to provide it, to ensure the orderly and economical delivery of the URA. The specific infrastructure considered to be essential in this regard is set out in **Section 7** of this Chapter. New development should not occur in the absence of the provision, or satisfactory arrangements for the provision, of such essential infrastructure.

7 Satisfactory Arrangements for Local Infrastructure

When assessing a development application, Council will consider whether satisfactory arrangements exist or are proposed by the developer for the provision of good quality infrastructure essential to support the proposed development and the orderly and economic development of the URA.

Infrastructure includes, but is not limited to, open spaces, parks, local roads, footpaths and stormwater drainage. The provision of this essential infrastructure is important as it facilitates the timely delivery of new housing, increases liveability, and meets the ongoing needs of a growing population. New development should not occur in the absence of the provision of or satisfactory arrangements for the provision of such essential infrastructure.

The URA is a large and diverse new urban area which requires a range of infrastructure to support it during the development phase and into the future. The infrastructure listed in Table 7**Table 1** is considered essential to support the orderly and economic development of land within the URA. The table categorises the infrastructure to be funded and delivered through a Local Infrastructure Contributions Framework and the infrastructure required to be delivered as part of any development.

The Local Infrastructure Contributions Framework for the URA could include, but is not limited to, the *Shoalhaven Development Contributions Plan 2019*, a new development contribution plan specific to the release area, voluntary planning agreements, and Government funding initiatives. Any proposal for future dedication of land to Council should ensure that a suitable mechanism for the land dedication is established at Development Application stage in accordance with Council's Planning Agreement Policy.

The essential infrastructure is identified in **Figure 3**.

Table 1: List of Essential Infrastructure

Council Contributions Framework	Delivered by Development
Road Infrastructure	
• External connections (3) to the existing road network at Moss Vale Road, Bells Lane and Pestells Lane. • The construction of specified lengths of Collector Roads and key roundabouts identified in **Figure 3**. • The design of these components will contribute to delivering the flood evacuation route in accordance with section 8.4.	• Network of roads in accordance with section 8.9 and providing a flood evacuation route in accordance with section 8.4. • Dedication of roads to Council at no cost and subject to standard dedication process.
Bridges	
New or upgraded bridges (5) on specified parts of the Collector Road Network and identified in **Figure 3**.	• New or upgraded bridge on Abernethys Lane identified in **Figure 3**. •
Drainage Infrastructure	
Nil.	• 1 wetland, 1 detention basin, 13 bio-retention basins and a selection of other devices (e.g. gross pollutant traps, sediment basins and trash racks) identified in Supporting Document 1: Integrated Water Cycle Assessment. • Dedication of infrastructure to Council at no cost. Subject to entering into a planning agreement at Development Application stage.
Open Space	
• A district park (2.38ha) containing a multi-sports court, playground, amenities block, car parking (including provision for mobile library service) and embellishment. • A district park (1.15ha) containing a nature-based playground, amenities block, and car parking.	• 3 Local Parks in accordance with locations identified on the ILP (**Figure 2**) containing embellishments such as nature play/playground, exercise equipment, seating etc in accordance with the *Shoalhaven Community Infrastructure Strategic Plan*. • Dedication of land and infrastructure to Council at no cost. Subject to entering into a

Council Contributions Framework	Delivered by Development
	planning agreement at Development Application stage.
Natural Areas	
Nil	• Vegetation establishment and management, extended developer maintenance and handover periods, and maintenance funding. • Dedication of land to Council at no cost. Subject to entering into a planning agreement at Development Application stage.
Contributions to Established City-wide Infrastructure	
• Northern Shoalhaven Sports Stadium • Nowra Swimming Pool Extension • Planning Area 1 Recreation Facilities Upgrade • Nowra Integrated Youth Services centre • Shoalhaven Community and Recreation Precinct • Shoalhaven Entertainment Centre • Shoalhaven City Library Extensions • Shoalhaven Regional Gallery • Citywide Fire & emergency Services • Shoalhaven Fire Control Centre • Contributions Management and Administration	Nil

The provision of essential infrastructure needs to be properly sequenced to result in the best outcome for the MVRN URA. Core infrastructure, services and facilities are to be established at the early phases of each development stage (refer to **Figure 3**).

Note: Refer to the Shoalhaven Contributions Plan 2019 for further detail on the local infrastructure projects for the URA.

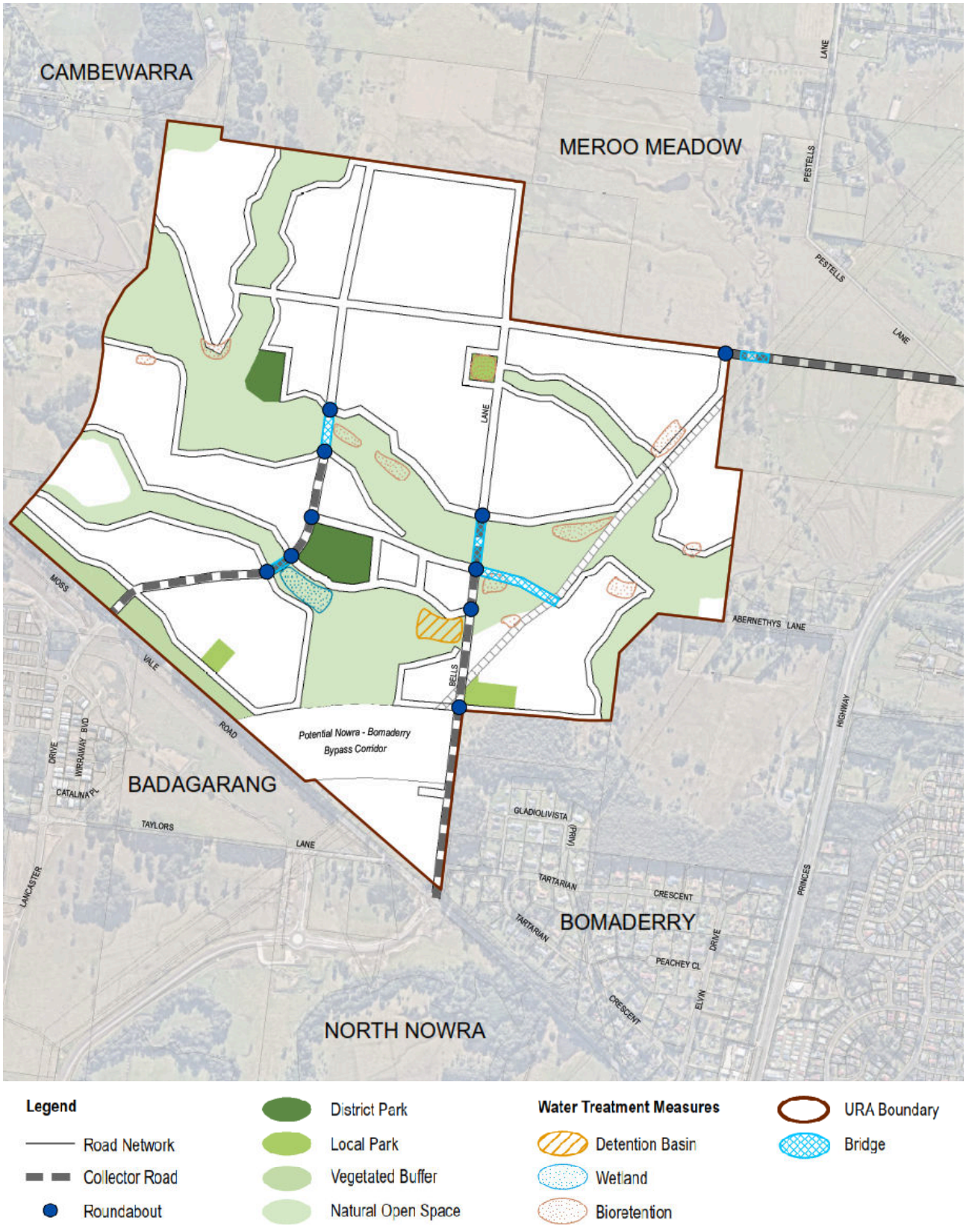


Figure 3: Satisfactory Arrangements for Infrastructure

8 Subdivision Controls

8.1 Indicative Layout Plan

The Indicative Layout Plan (ILP) at **Figure 2** illustrates the key outcomes for the URA.

The specific objectives are to:

i. Ensure development is undertaken in a coordinated manner which responds to the topography, views, natural environment, and in accordance with the Indicative Layout and Staging Plan.

ii. Provide a variety of lot sizes to facilitate a range of housing types in appropriate locations.

iii. Deliver a vibrant mixed use neighbourhood centre to service the needs of the suburb of Badagarang.

iv. Require a well-connected and legible movement network providing a variety of routes for vehicles, pedestrians, and cyclists both within the URA and connecting to surrounding areas.

v. Supply public open space which enhances existing landscape values, protects significant and remnant vegetation, provides opportunities for stormwater management, and improves the amenity for future residents.

Performance Criteria	Acceptable Solutions
P1 Development is undertaken in a coordinated manner consistent with the ILP.	A1.1 Development within the URA is in accordance with the ILP (**Figure 2**). **Note**: The ILP is to be read in conjunction with the provisions in this Chapter, broader Development Control Plan, SLEP 2014 and other relevant policy documentation and legislation. Variations to the ILP may be considered where the applicant provides sound justification and can demonstrate that the proposal meets the intent of the relevant objectives and provisions in this Chapter. This justification to be provided in the required Design Verification Statement. A1.2 Subdivisions must demonstrate consistency with the following residential density targets in relation to the ILP: • Large Lot Residential (1,000m^2+ lots): less than or equal to 10 dwellings per hectare. • Standard Lot Residential (500-999m^2 lots): 11-20 dwellings per hectare.

	• Small Lot Residential and Medium Density / Integrated Housing (300-499m^2 lots): 21-33 dwellings per hectare. **Note:** Density is measured exclusive of roads.

Note: Development under the high voltage power line easement is restricted. Early discussions with Endeavour Energy regarding underground trenching and alternative infrastructure/ easement arrangements is encouraged.

8.2 Staging

The specific objectives are to:

i. Recognise development of the URA will occur progressively over several years and that early stages have the potential to influence long term outcomes for the area.

ii. Ensure the development of the URA is appropriately sequenced and enables efficient, orderly release of residential land, business land and essential infrastructure.

iii. Supply a coordinated and managed open space network delivered in a timely manner with development at each stage.

iv. Provide for reasonable flexibility in development staging where appropriate.

v. Mitigate against adverse impacts on the community and environment during and following development.

Performance Criteria	Acceptable Solutions
P2 Development is staged to enable orderly development and provision of necessary infrastructure.	A2.1 The staging of the URA is undertaken in accordance with **Figure 4** and development and infrastructure are delivered in an orderly manner ensuring the needs of the community are appropriately met. A2.2 Variations to the staging plan shown in **Figure 4** (including substages and concurrent delivery of stages) will be considered if the orderly delivery of the overall development and associated infrastructure is not compromised and the community is not unreasonably impacted. Where alternative staging is proposed it must demonstrate: • Sufficient utility services and infrastructure (including reticulated water, sewage, electricity, gas,

stormwater, telecommunications, road, pedestrian, cyclist and community) is or will be made available to service the proposed development prior to its delivery.

- The design of the infrastructure takes into account demands generated by projected growth associated with future development stages.
- Contiguous vehicular access to an existing street network will be provided at each stage of development.
- Waste vehicles can safely and efficiently service each stage of development.
- Adequate evacuation routes for bushfire and flooding will be provided at each stage of development.
- Contiguous active transport connections to open space and collector roads will be provided at each stage of development.
- Adverse drainage/stormwater and landform impacts will be avoided in respect of nearby/neighbouring properties and the public realm.
- An appropriate quantum and type of open space will be delivered to support the needs of the community at each stage of development in accordance with the Shoalhaven Community Infrastructure Strategic Plan.
- Development will not excessively or unreasonably impact on amenity or the activities of the community including residents, businesses and visitors to the area.

Note: To ensure access to residential properties is provided in the early stages of development, Council may consent to the construction and operation of temporary access roads.

		Temporary access arrangements must comply with Council's Engineering Specifications. Temporary turning heads may be required to facilitate waste collection and must be sealed.
	A2.3 To the extent that it is practical, early development in the URA is to consider the layout, orientation and scale of future stages of development and whether the proposed development cohesively integrates with and complements these stages. Council may require the applicant to submit concept plans showing how the proposed development would integrate with potential future stages of development on the land or on adjoining land.	**Note:** Early coordination with adjacent sub-stages/ owners regarding infrastructure delivery is encouraged.

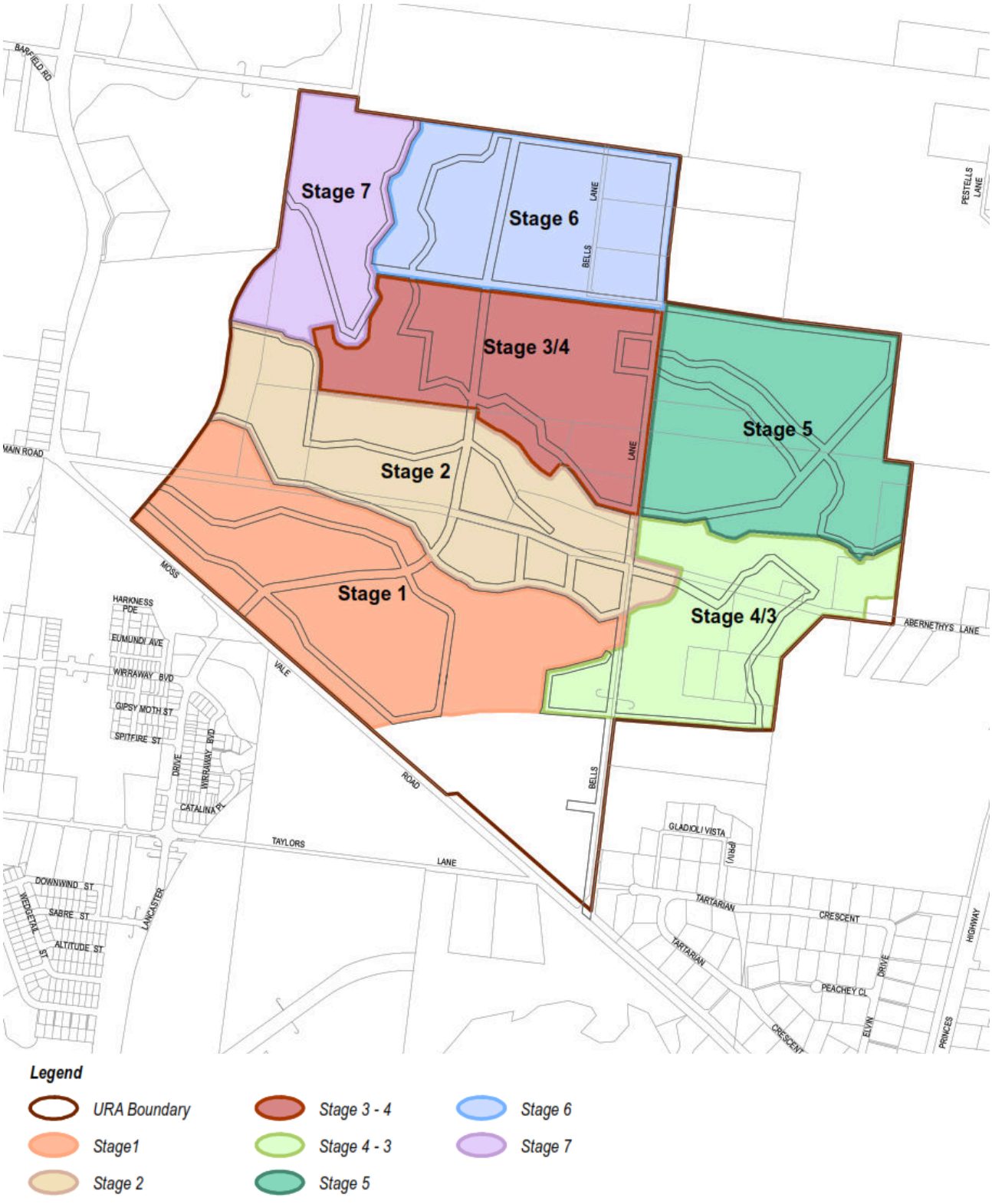


Figure 4: Indicative Staging Plan

8.3 Aboriginal Cultural Heritage

The specific objectives are to:

i. Recognise Aboriginal people as the First Nations' People of Australia and traditional custodians of the land.

ii. Conserve Aboriginal objects and Aboriginal places of heritage significance.

iii. Minimise impacts of development on Aboriginal cultural heritage.

iv. Celebrate Aboriginal culture and language and recognise and reflect Aboriginal connection to Country.

Mandatory Controls

1) Subdivision applications are to be accompanied by an Aboriginal Cultural Heritage Assessment (ACHA), prepared in respect of all proposed impacts (inclusive of riparian corridor enhancement works). The ACHA must be undertaken by an archaeologist in accordance with the current State government guidelines, policies and codes of practice including in regard to consultation.

Performance Criteria	Acceptable Solution
P3 Aboriginal cultural heritage is protected, respected and celebrated.	A3.1 Aboriginal Cultural Heritage is considered and managed in accordance with Shoalhaven DCP Chapter 2: General and Environmental Considerations. A3.2 Subdivision layout, the design of the public domain areas and the design of the Village Centre incorporate the NSW Government's Connecting with Country Framework as part of the design approach, drawing on ACHA findings and developed in consultation with relevant Aboriginal stakeholders. This includes (but is not limited to) the design of wayfinding signage and interpretive elements such as signage, art, furniture and facilities. Note: Clause 5.10(8) of Shoalhaven Local Environmental Plan 2014 outlines the consent requirements for carrying out development in an Aboriginal place of heritage significance.
P4 Place names incorporate local Aboriginal language to enhance and strengthen the cultural connection to place.	A4.1 New public spaces, places and roads give preference to the use of local Aboriginal language for naming purposes. A4.2 For Aboriginal naming, the NSW Geographical Names Board, Traditional

	Custodians and local language subject matter experts are consulted.

8.4 Managing Flood Risk

Parts of the URA are currently exposed to high hazard flash flooding from the Abernethys Creek catchment and tributaries. The nature of this flooding makes early evacuation difficult and safe occupation of flood prone land during flood events is an unviable risk management strategy. In order to reduce the risk of flooding on future development within the URA, filling is required to a level at or above the Probable Maximum Flood (PMF) event. Error! Reference source not found. identifies the current PMF extent and the indicative area that is required to be filled. Once filling in the locations indicated on **Figure 5** has occurred, flow routes will be altered and the PMF extent in future development areas will be reduced.

Flood modelling has been undertaken to investigate any potential impacts associated with the required filling on flood impacts and risk within the catchment. This modelling confirmed the required filling within the URA would result in no adverse flood impacts on downstream communities.

The existing road network servicing the URA, including the Princes Highway, is at risk of inundation from various flood events. Evacuation of the URA may be necessary for floods larger than the 1% Annual Exceedance Probability (AEP) event; alternatively, residents may need to remain-in-place for the duration of any isolation resulting from flooding of local roads and the Princes Highway. An evacuation route will be provided from the release areas using the Collector Road network connecting Moss Vale Road and Pestells Lane (identified in **Figure 5**).

The site is in the South East Zone of the NSW State Emergency Service (SES). Council will work with the NSW SES to include evacuation requirements into the Local Flood Plan.

The specific objectives are to:

v. Ensure development on flood prone land is consistent with the NSW Flood Prone Land Policy (2023), the NSW Flood Risk Management Manual (2023), and the Flood Risk Management Toolkit (2023) (or any subsequent versions).

vi. Minimise the flood risk to life and property, including to downstream properties, associated with the use of land considering the full range of flooding.

vii. Enable key community services and infrastructure that respond to flood events to function during flooding.

viii. Allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change.

ix. Consider areas within the floodplain for amenity and recreation use where compatible with flood function and flood risk.

x. Avoid adverse or cumulative impacts on flood behaviour and the environment.

xi. Enable the safe occupation and efficient evacuation of people in the event of a flood.

Mandatory Controls

1) The finished level of all lots and roads must be at or above the Probable Maximum Flood Level (PMF) level.

2) Fill must not extend into the riparian corridors of Abernathy's Creek and its tributaries.

3) Subdivision and drainage infrastructure must be provided to ensure no adverse downstream flood impacts.

Performance Criteria	Acceptable Solution
P5 The design and construction of the subdivision including evacuation routes and stormwater drainage infrastructure ensure communities are kept safe from flood impacts.	A6.1 Flood risk is considered and managed in accordance with the Shoalhaven Development Control Plan Chapter G9: Development on Flood Prone Land and the NSW Government's NSW Flood Prone Land Policy, NSW Flood Risk Management Manual and Flood Risk Management Toolkit. A6.2 Stormwater detention infrastructure has been provided in accordance with the Moss Vale Road North Integrated Water Cycle Management Strategy (IWCMS) and Contributions Plan. **Note:** Refer to Clauses 5.21 and 5.22 of SLEP 2014 which set out requirements for flood planning and special flood considerations.
P6 Stormwater treatment and detention infrastructure is protected from flood damage.	A6.1 Stormwater treatment and detention infrastructure must be installed above the 1% AEP flood level as identified using Australian Rainfall and Runoff (ARR1987) design parameters.

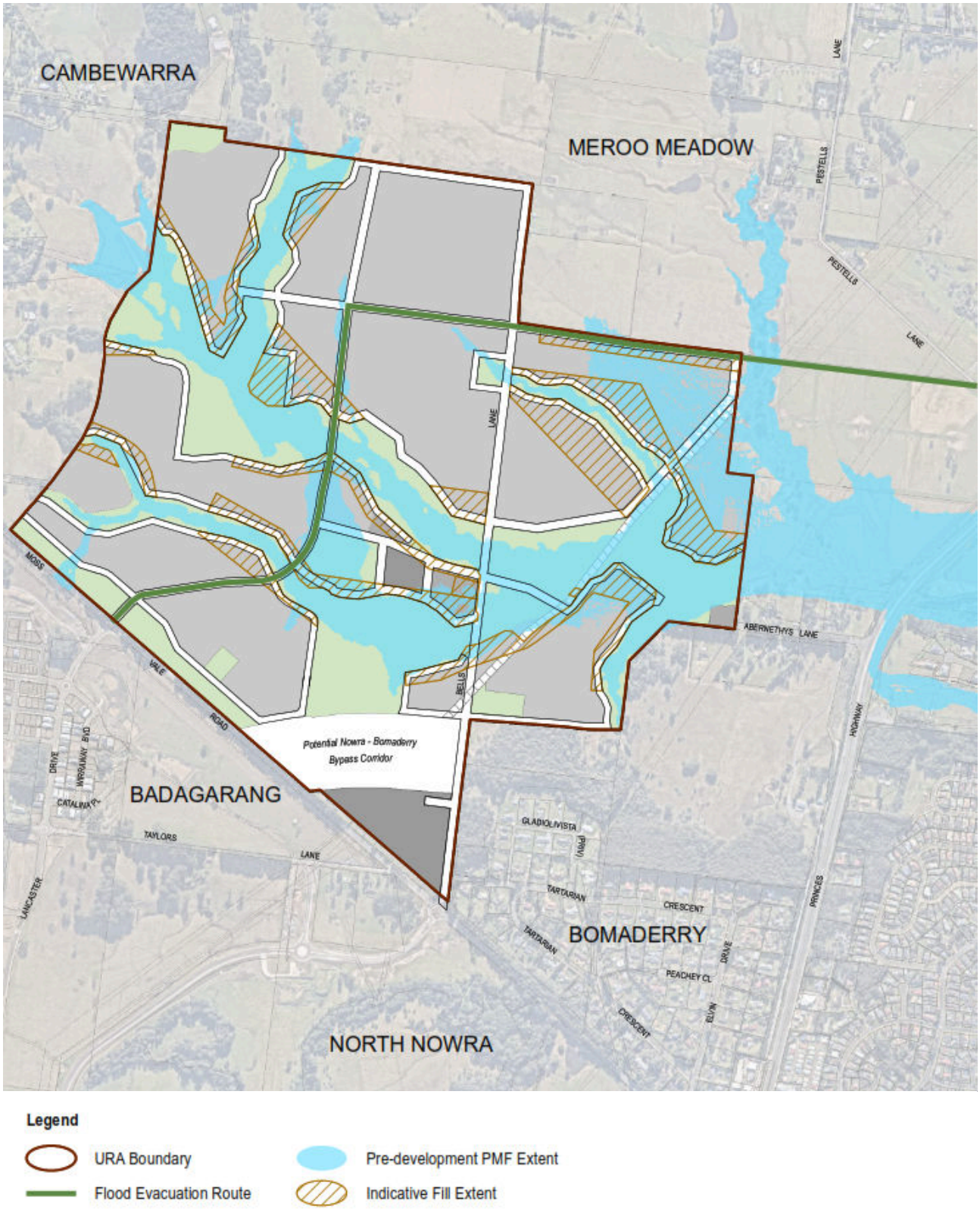


Figure 5: Extent of Flooding and Indicative Area of Fill and Flood Evacuation Route

8.5 Bushfire Considerations

The MVRN URA is characterised as bush fire prone land and this risk has been carefully considered through the planning process for the URA.

The subdivision of land within the URA must comply with *Planning for Bush Fire Protection 2019* (PBP), especially (not exclusively):

- Provision of asset protection zones (APZs) to comply with Table A1.12.2 for residential development and Table A1.12.1 of PBP for Special Fire Protection Purpose (SFPP) developments.
- Access is to be provided in accordance with Table 5.3b of PBP which will include, but not limited to, a staging plan that demonstrates more than one access road in and out of the development at each subdivision stage (where that stage includes three or more allotments).

Note: Residential subdivision on bush fire prone land requires an approval from the NSW Rural Fire Service, known as a Bush Fire Safety Authority. Applications for the NSW Rural Fire Service's approval must address the extent to which the subdivision complies with Planning for Bushfire Protection, including the preparation of a bushfire assessment. For full requirements, refer to Appendix 2 of PBP *Submission Requirements, Performance based Solutions, and Bush Fire Design Briefs*.

Indicative APZ requirements have been established based on residential development and potential future bushfire fuel loads (**Figure 6**). Greater APZs will be required for Special Fire Protection Purpose developments. APZs may increase or decrease depending on the development outcomes of the bushfire assessments that will be required at the subdivision stage.

Note: Asset protection zones along Riparian and Vegetated Buffer Streets are to be located within the road reserve where possible (except where adjacent to the large lot areas). The entire road reserve should provide for the APZ. The verge (riparian and buffer side) is to be widened as required*. Where there is a transition between APZ widths, a smooth transition is preferable (i.e., not stepped). Short-fire run modelling results endorsed by the NSW Rural Fire Service should inform reduced APZs.

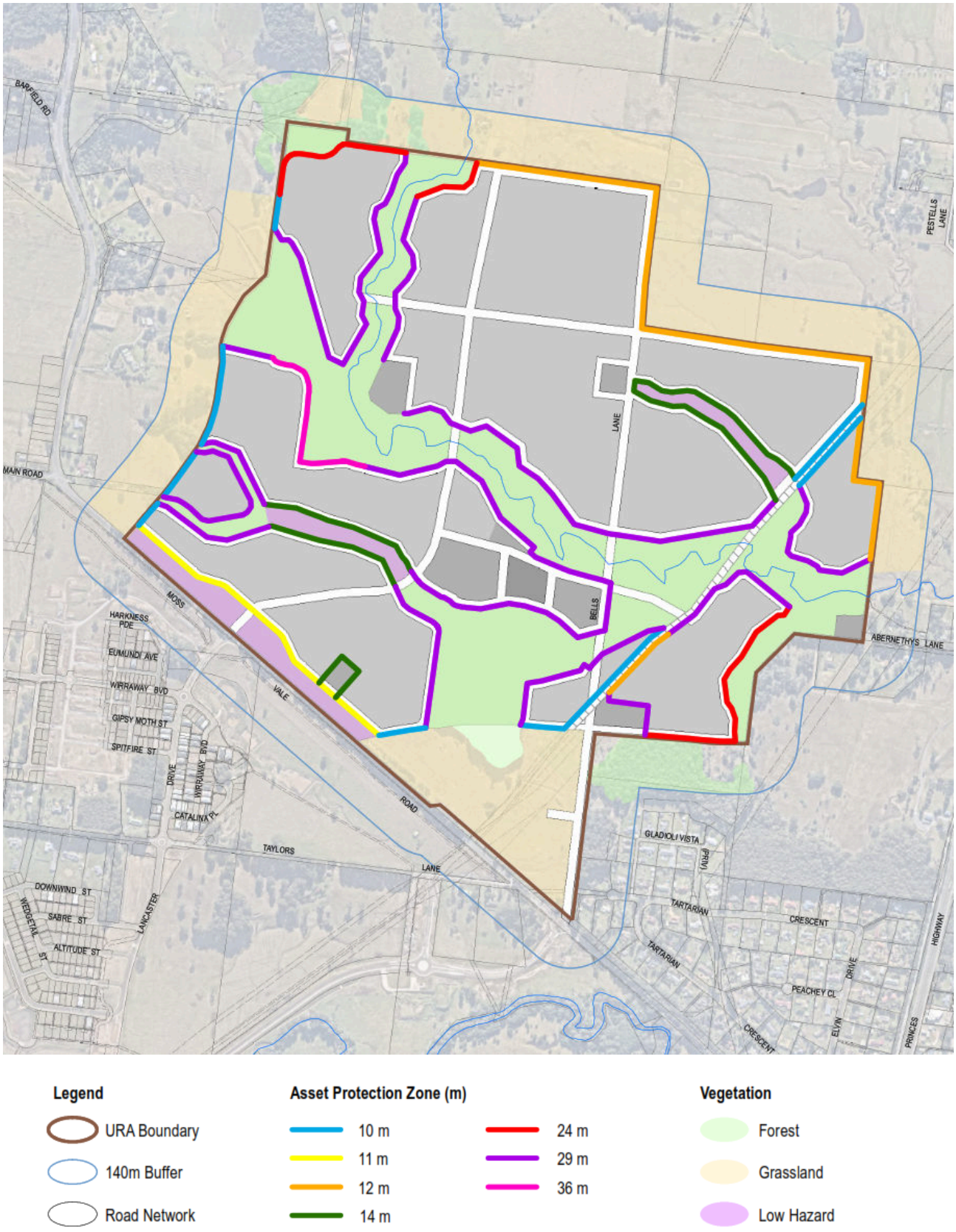


Figure 6: Bushfire Considerations – Asset Protection Zones

8.6 Managing Natural Resources and Environmental Heritage

The specific objectives are to:

i. Achieve a high standard of environmental performance and management of natural assets and environmental heritage.
ii. Protect and enhance remnant vegetation through incorporation within the open space and stormwater network.
iii. Retain the maximum number of established trees as possible in the public domain within the URA.
iv. Mitigate the impacts of development on water quality and quantity.

Performance Criteria	Acceptable Solutions
P7 Significant and remnant vegetation and habitat for threatened species is retained and protected.	A7.1 Significant and remnant vegetation (including native vegetation) within the public domain, including in open space areas, is retained and opportunities for enhancement are included. **Note**: Threatened species have been identified in this URA. A comprehensive flora and fauna assessment is to be prepared by a suitably qualified and experienced person and is to include an analysis of constraints and opportunities and identify/ map areas for rehabilitation. Refer to Chapter G5: Biodiversity Impact Assessment of this Development Control Plan for further information. An arborist report may be required to consider any trees for removal for risk and safe useful life expectance (SULE). A7.2 Hollow bearing trees are to be retained except where tree removal is required for safety reasons. Where removal is required, the trunks and large limbs (>20cm diameter) are to be re-used as coarse woody debris in the riparian E2 Environmental Conservation zone in locations where they are unlikely to be washed downstream. **Note:** An arborist assessment may be required to identify any unsound trees that require removal. Conditions of consent may be imposed regarding the removal of hollow bearing trees, including but not limited to fauna protection measures such as hollow inspections pre and post felling, soft

	felling and ecologist presence during felling.
	A7.3 Impact mitigation and management measures shall be proposed to protect threatened species, including, but not limited to, bats.
P8 Riparian corridors are protected and improved to: • Improve water quality and riparian vegetation. • Improve ecological health and integrity. • Maintain and enhance habitat values. **Note**: The riparian corridors are linear tracts of land associated with the Shoalhaven River drainage system. They are important for maintaining biodiversity, water quality and bank stability. They are a significant component of the Nowra-Bomaderry conservation strategy and represent both constraints and opportunities to urban development.	A8.1 Continuous riparian zones are provided along Abernethy's Creek and other unnamed tributary creeks. **Note:** It is anticipated that the riparian corridor will be dedicated to Council and managed as one continuous natural area. A8.2 Each development application that includes the subdivision of land zoned E2 Environmental Conservation must be accompanied by a 5-year Vegetation Management Plan (VMP) that has been prepared in accordance with Supporting Document 3. A8.3 Each development application is supported by appropriate erosion and sedimentation controls to minimise exposed earth forming in the riparian zones during earth forming stages of the subdivision, and until the site is fully developed. A8.4 Riparian zones and associated buffers are to be retained and enhanced using local native species to improve the ecological functions of the watercourses. A8.5 Buffers are vegetated to protect the integrity of the riparian zone from weed invasion, littering, sedimentation, erosion control pollution, impacts of climate change and to provide wildlife corridors to facilitate the movement of fauna through the landscape. A8.6 Flat metal grass edging is required to separate turfed areas and riparian vegetated areas along Riparian Streets. A8.7 Fencing within riparian corridors shall be minimised and is not permitted across watercourses. Where fencing is required for safety purposes, the design must allow terrestrial and aquatic fauna to pass through.

		A8.8	Waterway crossings are to be designed in accordance with NSW Department of Primary Industries Fish Passage Requirements for Waterway Crossings (see the Council and Developer Toolkit for more information).
P9	Elements of environmental heritage are incorporated within open space areas to ensure their protection	A9.1	Subdivision layout, the design of the public domain areas and the design of the Village Centre incorporate identified environmental heritage. This includes (but is not limited to) wayfinding signage and interpretive elements such as signage, art, furniture and facilities.

8.7 Landscape Strategy

The specific objectives are to:

i. Achieve a landscape setting to balance the built form through well planted streets, open spaces, treed backdrops and lot sizes that provide opportunities for planting in private open space areas.

ii. Protect, maintain and enhance areas containing environmental heritage, remnant vegetation and established trees.

iii. Enhance both the public and private amenity within the URA.

iv. Contribute to the overall water sensitive urban design approach within the URA.

v. Protect the valuable landscape and environmental values of the URA.

vi. Establish a vegetated buffer adjacent to Moss Vale Road to mitigate acoustic and visual impacts.

Performance Criteria		**Acceptable Solutions**	
P10	Landscaping is provided to complement and soften the built form and surrounding natural landscape and provide high levels of amenity.	A10.1	A landscape strategy, prepared by a suitably qualified person, is submitted at the subdivision DA stage consistent with: • Chapter G3: Landscaping Design Guidelines of this Development Control Plan, • Chapter G11: Subdivision, • Supporting Document 2: Landscape Specifications, and • Shoalhaven City Council's Community Infrastructure Strategic Plan.

			As a minimum, the landscape strategy is to include: • A Landscape Plan. • Entry treatment (only for stages that include entry from Moss Vale Road, including Bells Lane). • Extensive landscaping and street tree planting that incorporates deep rooted canopy trees as per Supporting Document 2. • Protection of remnant vegetation and established trees in the public domain. • Allow for the protection and enhancement of riparian corridors and works in conjunction with the Vegetation Management Plan. • Provision of avenue tree planting along the collector road system. • Establishment of a street lighting and furniture palette consistent with Supporting Document 2. • Inclusion of any relevant signage detailing local history, Aboriginal cultural values, environmental education themes and the like. • Deep soil planting to enable a substantial tree cover to be created over time. • Detail of vegetation (low growing shrubs and ground covers only) within the electricity easement area which must not exceed 3m. • Removal of existing noxious and environmental weed species. • Rehabilitation of E2 Environmental Conservation zones in accordance with the Vegetation Management Plan for the land.
P11	Landscaping works are delivered in a timely manner.	A11.1	Street tree planting is to be implemented at the subdivision stage to ensure plantings are visually consistent in height, spread and form across each stage of the development.

P12 A vegetated buffer: • Provides a visual and acoustic buffer. • Rehabilitates and regenerates natural vegetation via a VMP prepared by a suitably qualified ecologist/restoration contractor. • Minimises chance of vehicle strike along Moss Vale Road.	A12.1 A 45-75m vegetated buffer is to be provided along Moss Vale Road (refer to **Figure 7** and the ILP at **Figure 2**) and is to include: • Rehabilitation of native vegetation via a VMP. The VMP must include natural regeneration occurring on the site, as well as revegetation (including multi-strata and canopy species) of any areas as required. • A fauna fence along Moss Vale Road to minimise chance of vehicle strike. **Note:** It is anticipated that the vegetated buffer will be dedicated to Council. The VMP may be an addendum to any riparian VMP. The perimeter road reserves are to be located outside the Vegetated Buffer as indicated in **Figure 7**.

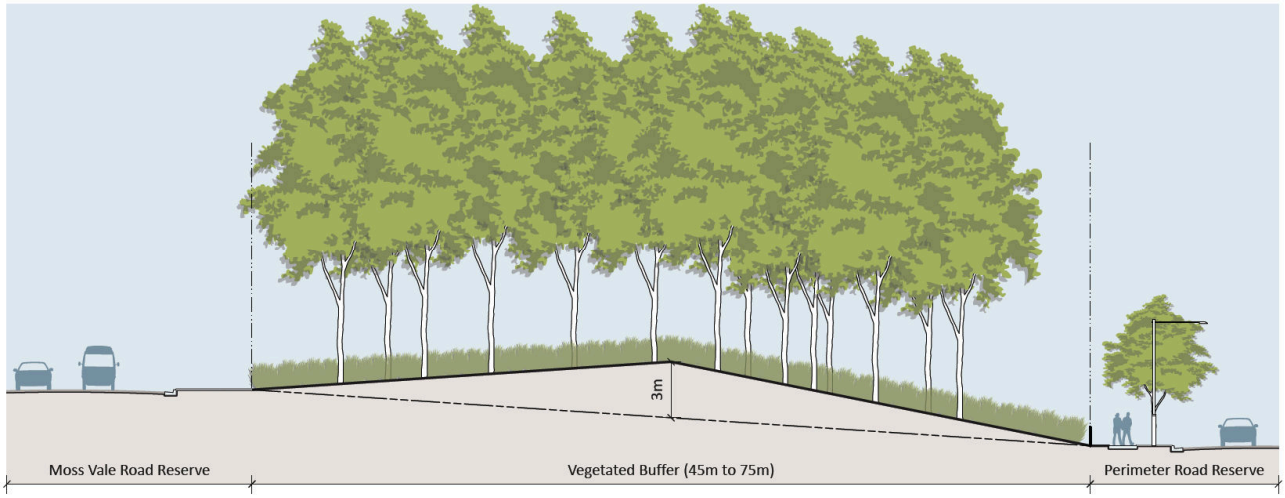


Figure 7: Vegetated Buffer Typical Section

8.8 Open Space System

The specific objectives are to:

i. Provide future residents of all ages, abilities and backgrounds access to high quality, high amenity open space areas catering for a range of passive and active recreational, social and cultural activities.

ii. Ensure the connected network of open spaces within the URA are accessible and incorporate pedestrian and cycle routes.

iii. Provide multi-functional open space areas recognising and responding to the different functions, characteristics and topographical qualities of the area.

iv. Incorporate significant areas of natural value within the open space network.

v. Ensure the design and embellishment of the open space is of high quality, robust, low maintenance and addresses the vision of the URA and the Shoalhaven City Council's Community Infrastructure Strategic Plan.

Performance Criteria	Acceptable Solutions
P13 Open space areas are of a high amenity, safe, accessible, inclusive, comfortable, well connected, and provide for a diversity of uses (both passive and active) to encourage physical movement, activity and social interaction.	A13.1 Open space areas are provided in accordance with Chapter G11: Subdivision of Land and the Shoalhaven Community Infrastructure Strategic Plan (CISP), including the desired standards of service (quantum, access, characteristics, level of embellishment) specified in the CISP. A13.2 Open space areas are delivered in accordance with the Indicative Layout Plan shown in **Figure 2** (in terms of both quantum and location) and include the overall provision of: • 64 ha of public open space (including parks, riparian corridors and vegetated buffers). • 2 district parks (as per the classification framework and provision standards defined in the Shoalhaven CISP). • 3 local parks (as per the classification framework and provision standards defined in the Shoalhaven CISP). • Linear recreation areas within riparian corridors and along infrastructure easements. A13.3 Variations to the Indicative Layout Plan shown in **Figure 2** may be considered if an equal or better outcome can be demonstrated that ensures at a minimum: • An equal or greater total quantum of public open space is provided. • A minimum of five parks are provided including at least 2 district parks and 3 local parks. • Diversity of uses, functionality, accessibility, safety and amenity are equal or improved.

		• Active transport connections to public opens spaces are equal or improved (including in terms of quality, safety and distances). • Water sensitive urban design measures and the management of stormwater and floodwater are equal or improved. • Environmental and sustainability outcomes are equal or improved.
	A13.4	All parks are accessible via a shared use pathway and bike parking is provided within all parks.
	A13.5	Open space embellishment does not compromise revegetation through any Vegetation Management Plan.
	A13.6	**Note:** Refer to Supporting Document 2 for plant species and furniture/embellishments suitable for open space areas.
P14 Open space is delivered in a timely manner	A14.1	Open space is to be provided at final design levels prior to the issuing of any occupation certificates for a development stage or in accordance with a planning agreement for the site.

8.9 Street Network and Hierarchy

The specific objectives are to:

i. Achieve a safe, functional and convenient movement network for private vehicles, public transport, pedestrians and cyclists.

ii. Provide a high quality, visually attractive, connected and clearly discernible hierarchy of streets within and beyond the URA that is informed by natural features, terrain and views. Street types are discernible through variations in carriageway width, pedestrian amenities, street tree planting, and on-street parking.

iii. Ensure adequate carriageway and verge widths are provided to allow streets to perform their designated functions within the street network and to accommodate essential services and stormwater drainage.

iv. Promote passive surveillance of publicly accessible areas to increase pedestrian and cyclist safety.

Mandatory Controls

1) The major street network is to be provided in accordance with the Indicative Layout Plan at Error! Reference source not found. and the Street Hierarchy and Network

Plan at **Figure 8**. The major Street Network includes Collector Roads, Retail Streets, and Riparian Streets.

2) The proposed minor street network, and any variation to the major street network is to be designed to achieve the following principles:

- A defined street hierarchy and permeable, grid-based street network as per the key development objectives.
- Minimise the number of roads and road crossings in vegetated buffer areas and riparian corridors to ensure minimal roads are established on land zoned for environmental purposes.
- Walking and cycling is encouraged by ensuring the majority of allotments are within 400m walking distance from the Collector Road and open space network.
- Maximised connectivity between residential areas, the village centre, and open space.
- Take account of topography and accommodate significant and remnant vegetation.
- Optimise solar access opportunities for dwellings.
- Provide frontage to and maximise surveillance of open space and riparian corridors.
- Provide views and vistas to key landscape features, including riparian corridors.
- Maximise the use of water sensitive urban design measures.
- Provide well landscaped, traffic-calming, and connected streets.

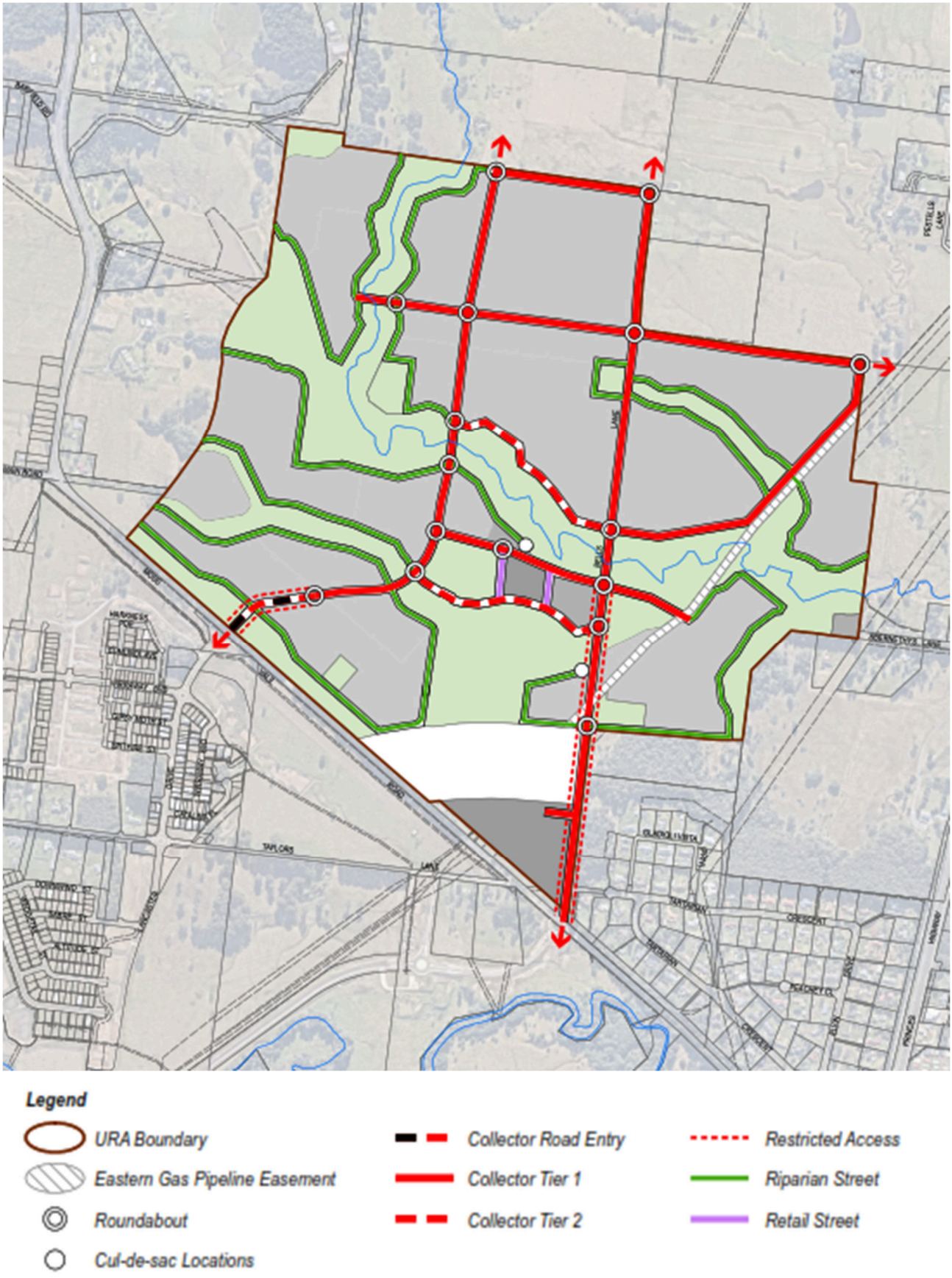


Figure 8: Street Hierarchy and Network Plan

3) Streets are designed in accordance with Chapter G11: Subdivision and Supporting Document 1: Subdivision Technical Guidelines, unless specifically varied in this section. Carriageway Table widths are measured from invert to invert.

> **Note:** Construction of roads is to be in accordance with the requirements of Chapter G11: Subdivision of Land. Indicative layouts are diagrammatic only and do not represent the minimum widths to true scale.

4) No direct vehicular access or waste collection is permitted on the restricted access section of the Collector Roads, as illustrated by the dashed line in **Figure 8**.

> **Note:** At the subdivision stage, a restriction is to be included on a Section 88B Instrument on lots located on the restricted access section of the Collector Roads to restrict vehicular access to a rear laneway or shared driveway only.

5) The Collector Road network is designed to accommodate buses facilitating future public transport planning and delivery of services.

> **Note:** Collector Roads (Tier 1 and Tier 2) and Local Streets have been designed to accommodate buses to provide flexibility for future route planning.
>
> The requirements of Transport for NSW's Guidelines for Bus Capable Infrastructure in Greenfield Sites must be considered and complied with in any application.

6) All streets must incorporate appropriate road geometry, traffic management, and calming devices to produce a low-speed traffic environment. Traffic management devices are to be identified at subdivision DA stage.

7) Street trees are required on all streets and are to be placed within the verge. Placement of street trees will consider underground services, driveways and easements. Street tree species are to be selected from the relevant street plan list at Supporting Document 2. Street trees are planted with appropriate root guards to protect underground infrastructure, pathways, kerb and gutters. Street tree planting is alternated with street lighting.

8) Construction of verges provide adequate space for underground service allocation and street trees as per:

   - For verges between 3-3.6m in width: In accordance with Figure 3 of Chapter G11: Subdivision - Supporting Document 1: Subdivision Technical Guidelines.
   - For verges greater than 3.6m in width: The NSW Streets Opening Coordination Council's Guide to Codes and Practices for Streets Opening.

> **Note**: Where rear laneways are required, underground service allocation is to be provided along the primary street frontage, not the laneway.

The centre line for street trees is determined as an equal distance from the kerb to the trench for the water service allocation.

If water mains are located under the footpath or hard stand areas, connections and service lines must be installed at the time of water main construction and extended into the property boundary by a minimum 0.5m. Pathcocks are to be raised to surface and incorporated if located in hardstand and footpaths. Early consultation with Shoalhaven Water is encouraged.

8.9.1 Collector Road (Entry)

Table 2: Minimum Cross-section Widths –Collector Road (Entry)

Verge (m)			Carriageway (m)			Verge (m)			Total Reserve
Offset	Path	Plant	Lane			Plant	Shared Path	Offset	
1.5	1.5	1.5	7	2	7	1.2	2	1.2	24.9m
4.5			16			4.4			

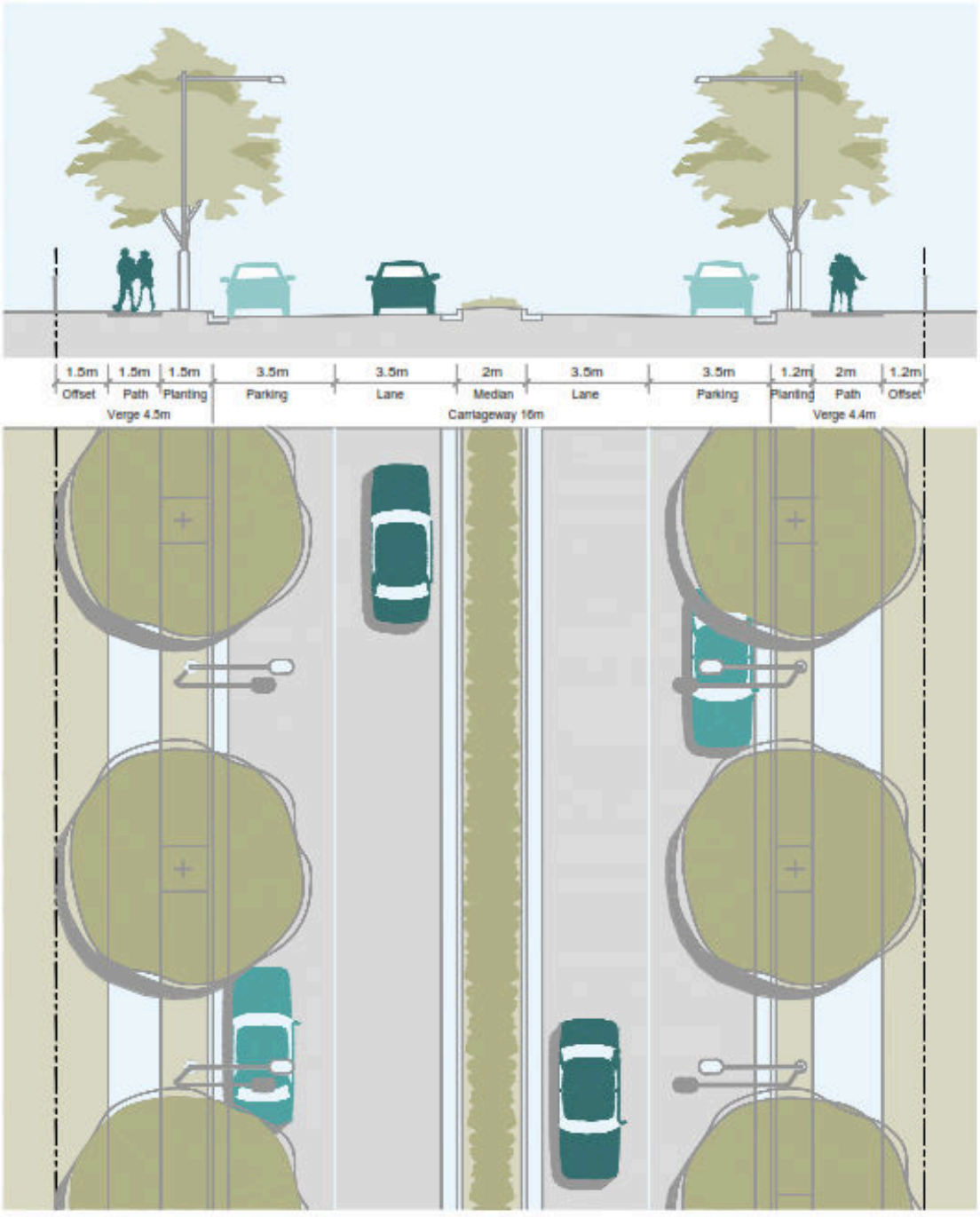


Figure 9: Typical Plan and Section – Collector Road (Entry)

8.9.2 Retail Streets

Table 3: Minimum Cross-section Widths –Retail Streets

Verge (m)		Carriageway (m)			Verge (m)			Total Reserve
Retail Path	Plant	Parking	Lane	Parking	Plant	Path	Offset	
3	2	2.5	7	2.5	2	1.8	1	21.8m
5		12			4.8			
Driveways are not to be provided along sides of retail streets – rear servicing is required. Raingardens are encouraged within verge planting areas and between carparking bays								

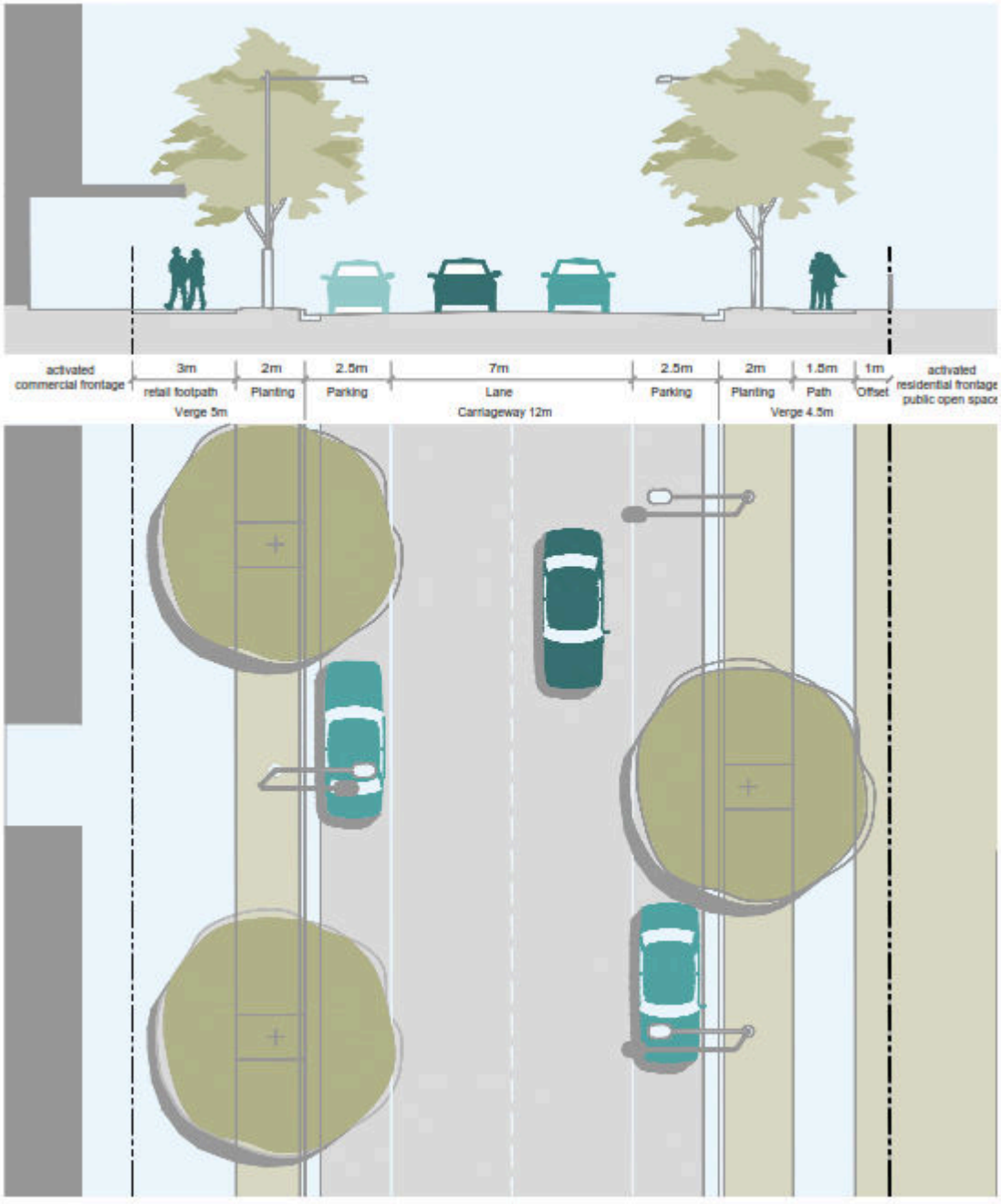


Figure 10: Typical Plan and Section –Retail Streets

8.9.3 Access Street – Tier 1

Table 4: Minimum Cross-section Widths – Access Street – Tier 1

Verge (m)			Carriageway (m)	Verge (m)			Total Reserve
Offset	Path	Plant	Lane	Plant	Path	Offset	
1	1.5	1.5	9	1.5	1.5	1	17m
4				4			

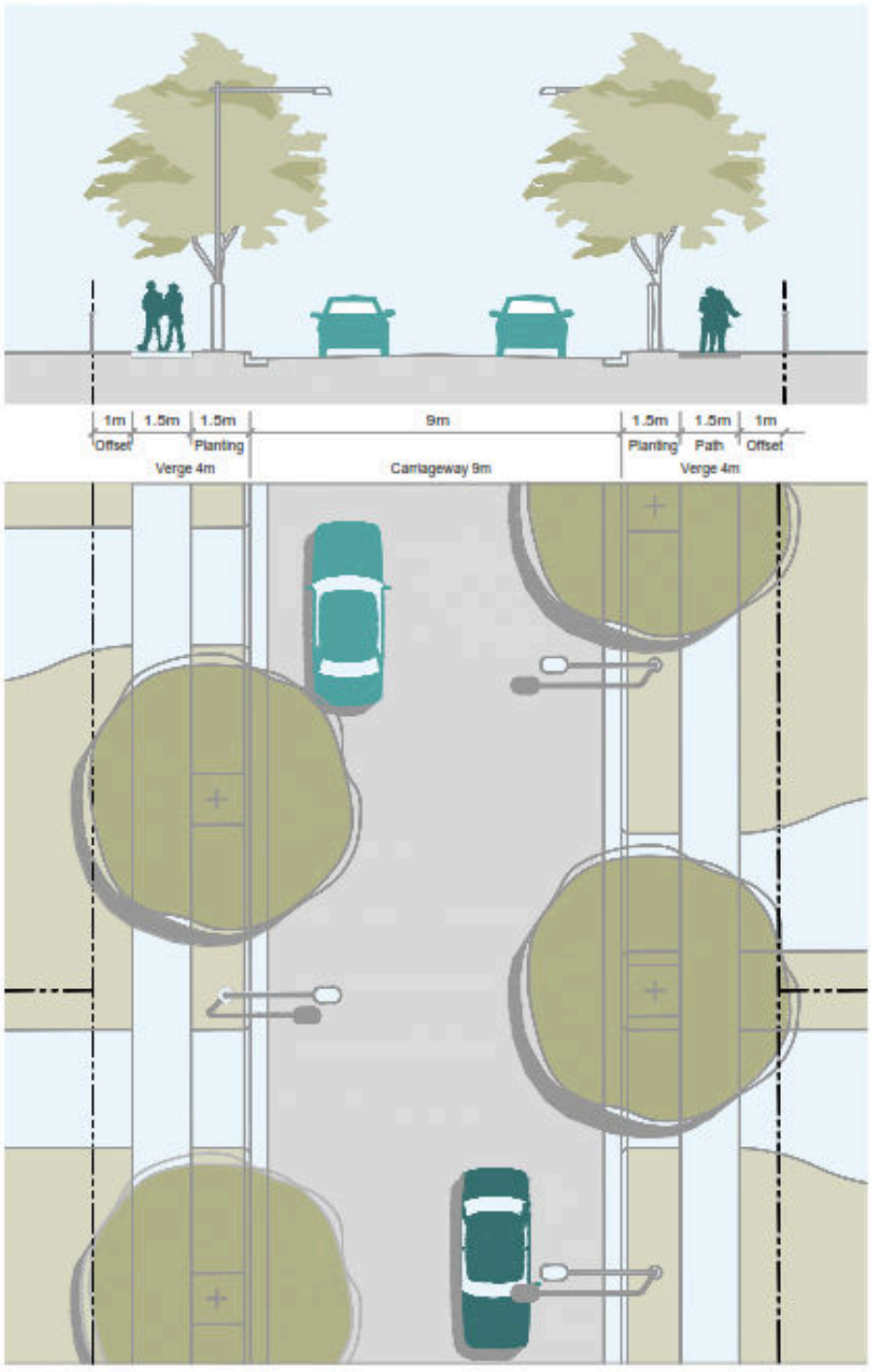


Figure 11: Typical Plan and Section – Access Street – Tier 1

8.9.4 Riparian Street

Table 5: Minimum Cross-section Widths – Riparian Street

Verge (m)		Carriageway (m)		Verge (m)			Total Reserve
Grass *	Path / Shared Path	Lane	Parking	Plant	Path	Offset	
0 - 15	2.5	7	3	2	1.5	1	17–32m
2.5 – 17.5		10		4.5			

Note: Asset protection zones along Riparian Streets are to be located within the road reserve where possible (except where adjacent to the large lot areas). The entire road reserve should provide for the APZ. The verge (riparian side) is to be widened as required*. Where there is a transition between APZ widths, a smooth transition is preferable (i.e., not stepped). Refer to indicative APZ requirements in **Figure 6**.

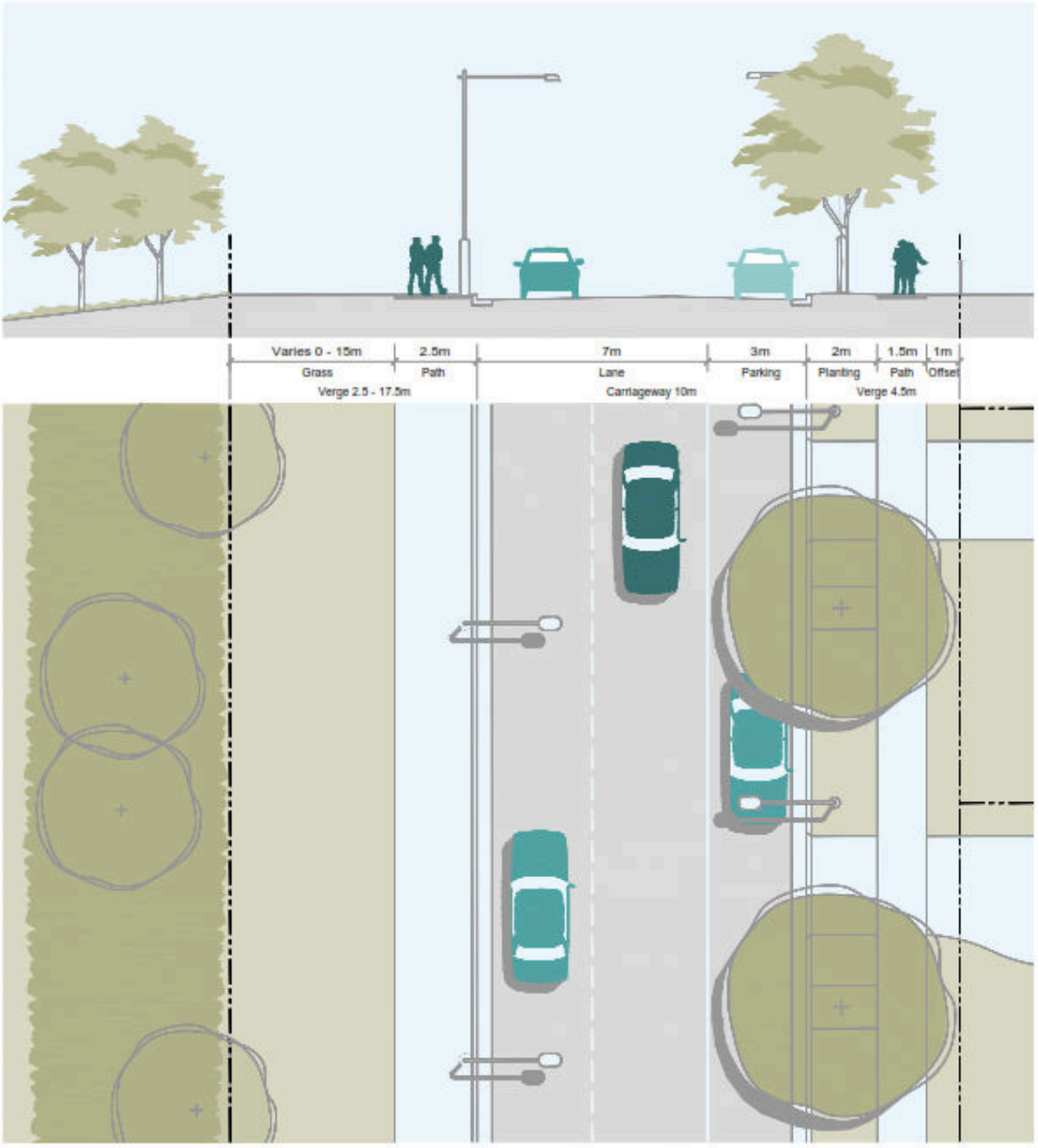


Figure 12: Typical Plan and Section – Riparian Street

8.9.5 Laneways

The specific objectives are to:

i. Create attractive primary frontages by removing garages and driveway crossovers, improving the presentation of dwellings and maximising on street parking spaces and street trees to the primary frontage.

ii. Promote housing diversity without compromising amenity, particularly for smaller sized allotments.

iii. Create a slow speed zone that are distinctly different in character and materials to residential streets to reflect the very low volume and frequency of vehicle movements.

Performance Criteria	Acceptable Solutions
P15.1 Laneways are of a size, layout and orientation that encourage low volume and safe use, maximise favourable lot orientations, legibility, passive surveillance, solar access to lots and the laneway and accommodate waste collection. **Note**: Laneways are secondary frontages providing rear access. They do not: • Act as a primary frontage; • Provide on-street car parking; or • Include footpaths.	A15.1 Where a site is located on a restricted access street, within the Village Centre or the lot size is less than 400m^2, waste collection and general vehicular access is to occur from a laneway. A rear lane network is to be established. **Note:** A restriction is to be included on a Section 88B Instrument to restrict driveways on the primary frontage.
P15.2 A rear lane network is established to support access and serving of development: • On a restricted access street. • Within the Village Centre. • With a lot size of less than 400m^2.	A15.2 No more than two sets of continuous laneways are provided, except where they are transected by a Collector Road. A15.3 The residential laneway verge (excluding driveway crossovers) is to be soft landscaped to improve overall amenity and stormwater infiltration. A15.4 The laneway should generally be straight across the block but may employ subtle bends. Any bends are to be sized for garbage truck movements. A15.5 A waste collection point for each lot is to be provided which: • Is directly adjacent to the driveway crossover on the laneway. • Is provided as a constructed bay that is a minimum of 1m deep and 2.5m wide. • Is constructed from permeable materials. A15.6 Laneways incorporate sufficient lighting to meet Crime Prevention Through

	Environmental Design (CPTED) principles. **Note:** Refer to Chapter 2: General and Environmental Considerations of this Development Control Plan for an overview of CPTED considerations.

8.9.6 Shared Driveways

The specific objectives are to:

i. Minimise the impact of driveways on the function of main streets, quality of the public domain and pedestrian safety.

ii. Enable shared driveway access to lots fronting restricted access roads.

iii. Provide safe and easy access to garages and on-site parking arrangements.

Performance Criteria	Acceptable Solutions
P16.1 Shared driveways provide access to small allotments to discourage garage dominated streetscapes. P16.2 Waste collection points are appropriately sited to facilitate effective collection and avoid adverse impacts on dwelling amenity. **Note**: Shared driveways are privately owned and maintained driveways that serve two to four dwellings through a titling arrangement such as a reciprocal right of way or community title subdivision.	A16.1 Shared driveways are provided for small lots from local streets only. A16.2 Shared driveways provide vehicular access to no more than 4 dwellings. A16.3 Shared driveways are configured as per **Figure 13** below. A16.4 Shared driveways have a different construction material to the general road surface. A16.5 Lots that are accessed via a shared driveway must have a primary street frontage. A16.6 Shared driveways are a maximum of 6m wide. A16.7 Shared driveways have a maximum crossover width of 5m. A16.8 The location of driveways must consider dwelling design and orientation, distance from intersection, street gully pits and street tree plantings. A16.9 Shared driveways must be located a minimum of 10m from splitter islands associated with roundabouts. A16.10 Shared driveways are a minimum 0.5m from any drainage facilities on the kerb and gutter. A16.11 Shared driveways incorporate soft landscaped areas on either side at a

minimum width of 1m, suitable for infiltration.

A16.12 Waste collection from shared driveways is not permitted. A waste collection point is to be provided which:

- Is directly adjacent to the shared driveway crossover on the local street.
- Is provided as a constructed bay.
- Is a minimum 1m deep and 5.5m wide and must have sufficient unobstructed kerbside frontage to service all dwellings accessed via the shared driveway. The kerbside frontage required per bin is 1m wide.

Figure 13: Shared Driveway Configuration

8.10 Shared Use Pathway Network

The specific objective are to:

i. Ensure shared use pathways are part of a comprehensive and connected system which provides connections to the open space network and a variety of routes to destinations within and outside of the URA.

ii. Encourage residents to walk and ride to access their daily needs and services in the Village Centre.

Performance Criteria	Acceptable Solutions
P17.1 The shared use pathway network connects to and through the urban area and through to the Village Centre, as well as the riparian and open space networks in accordance with the ILP.	A17.1 Shared use pathways are predominantly located adjacent to the riparian corridor and the outskirts of the URA; adjoining the Collector Roads, Retail Streets and certain Local Streets; and have connections to Moss Vale Road and Local Streets in general accordance with **Figure 14**.
P17.2 The shared use pathways are appropriately located to ensure the safety and comfort of users of all abilities.	A17.2 Shared use pathways are located within the verge, except where they traverse riparian corridors. **Note:** The location of shared use pathways in the verge is to avoid any water supply mains.
	A17.3 Shared use pathways are designed to achieve the following minimum width: • Within the verge (excl. Riparian Streets): 2m. • Within the verge (Riparian Streets): 2.5m. • Within the riparian corridors: 2.5-3m.
	A17.4 Shared use pathways, in relation to Riparian Streets, are to be located along the riparian edge and adjacent to the kerb (i.e., no vegetated strip between path and kerb).
	A17.5 Shared use pathways are to be constructed as per Chapter G11: Subdivision of Land.

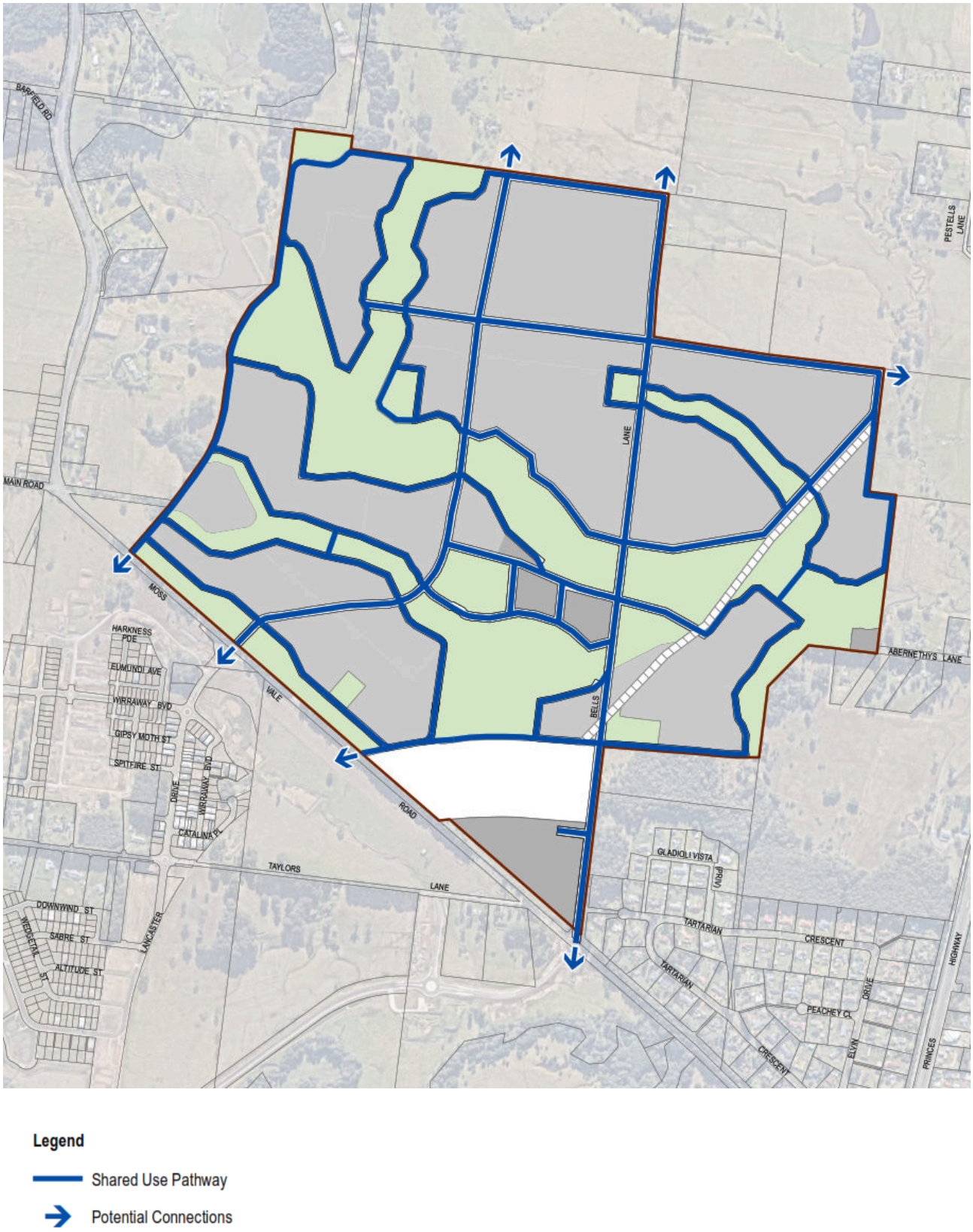


Figure 14: Shared Use Pathway Network

8.11 Subdivision Design

The specific objectives are to:

i. Create an attractive urban environment to meet the changing needs of the community and offers a wide choice in good quality housing.

ii. Create a mix of lot sizes to provide opportunity for a range of dwelling types and sizes to meet housing need.

iii. Ensure all residential lots have a high level of amenity in terms of solar access, views, outlook and proximity to public open space.

iv. Ensure subdivision layouts respond to the natural environment, topography, the escarpment, and rural vistas.

v. Create a subdivision pattern that facilitates the efficient provision of infrastructure.

vi. Enhance community interaction, outdoor activity, and positive health outcomes through the provision of attractive and functional streetscapes and public open spaces.

Mandatory Controls

Note: Refer to Clause 4.1H of SLEP 2014 which sets out certain requirements for the subdivision of small lots.

1) Subdivision applications are to be accompanied by a Design Verification Statement in support of the application.

Note: Refer to the following guidelines by Heritage NSW as the relevant authority under the *National Parks and Wildlife Act 1974*:

- Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW.
- Code of practice for archaeological investigation of Aboriginal objects in New South Wales.
- Aboriginal cultural heritage consultation requirements for proponents 2010.

2) Lot widths are to be relative to the lot area as per **Table 6** below:

Table 6: Lot Width Requirements

Lot Type	Lot size (m^2)	Minimum Width (m)
Small	300 - 399	>8 and <12
	400 - 499	Equal to or >12 and <15
Standard	500-999	

Large	1000+	In accordance with Chapter G11: Subdivision of Land

3) Small lots must have varying lot widths. No more than three consecutive lots shall have the same lot width. A minimum variation of 10% of the adjacent lot width is required.

4) Street blocks are designed to enable permeability. The length and width of street blocks (excluding road verges) are as follows:

- Small and standard lot areas are a maximum of 160m x 70m, particularly where rear lane access or shared driveways are located.
- Large lot areas may have larger block sizes to accommodate specific topographic circumstances or rural transitions.

5) The subdivision layout is designed to optimise solar access to dwellings. In the case of certain forms of medium density housing and zero lot line allotments, preference will be given to an east-west dwelling orientation in order to maximise solar access along the longest dwelling elevation.

6) Lots less than 400m^2 must include a restriction as to user on a Section 88B instrument that restricts vehicular access from the primary road frontage.

7) Battle-axe lots are avoided unless the access handle provides rear access to small lots.

8) Subdivision applications are to be accompanied by a detailed Landscape Strategy.

Note: Refer to Section 8.7 of this Chapter for Landscape Strategy requirements.

Performance Criteria	Acceptable Solutions
P18 Zero lot line developments are appropriately placed on small lots. **Note**: At the subdivision stage, a restriction is to be included on a Section 88B Instrument on lots with potential zero lot lines, and the adjacent burdened lot, to: • Include a 900mm easement for ongoing maintenance and support of the zero lot line boundary wall. • Exclude Council from any dispute resolution process between the adjoining lots. • Restrict placement of overhanging eaves, gutters or services (rainwater tanks, air conditioning units, hot water units and the like) within the easement.	A18.1 The location of proposed zero lot lines in accordance with **A25.1** and **Figure 21** must be demonstrated on the subdivision plan.

P19	Corner allotments are designed to encourage safe vehicular and pedestrian movement.	A19.1	Corner lots shall allow for a minimum splay of 2m x 2m to allow for pedestrian and vehicular sight distance (except at the entrance to one-way rear lanes where splays are not required).
P20	Lot layout avoids rear boundaries fronting public spaces.	A20.1	Where residential development adjoins public spaces (excluding laneways) the subdivision design ensures the configuration of dwellings or other residential accommodation uses to front the public space.
		A20.2	Where lots have a frontage to a riparian road rear lane access is encouraged to ensure a high degree of street activation.
		A20.3	Lots are orientated and aligned to encourage building design that has frontage to riparian corridors and open space.
P21	Subdivision layout enables significant views and vistas to be retained.	A21.1	The street layout enables view lines to be established to riparian corridors, open space and woodland areas within the URA, and to escarpment and pastoral landscapes beyond the URA as per **Figure 15**.
		A21.2	The subdivision layout considers views into the URA from Moss Vale Road, Abernethys Lane, Bells Lane and other nominated viewpoints.

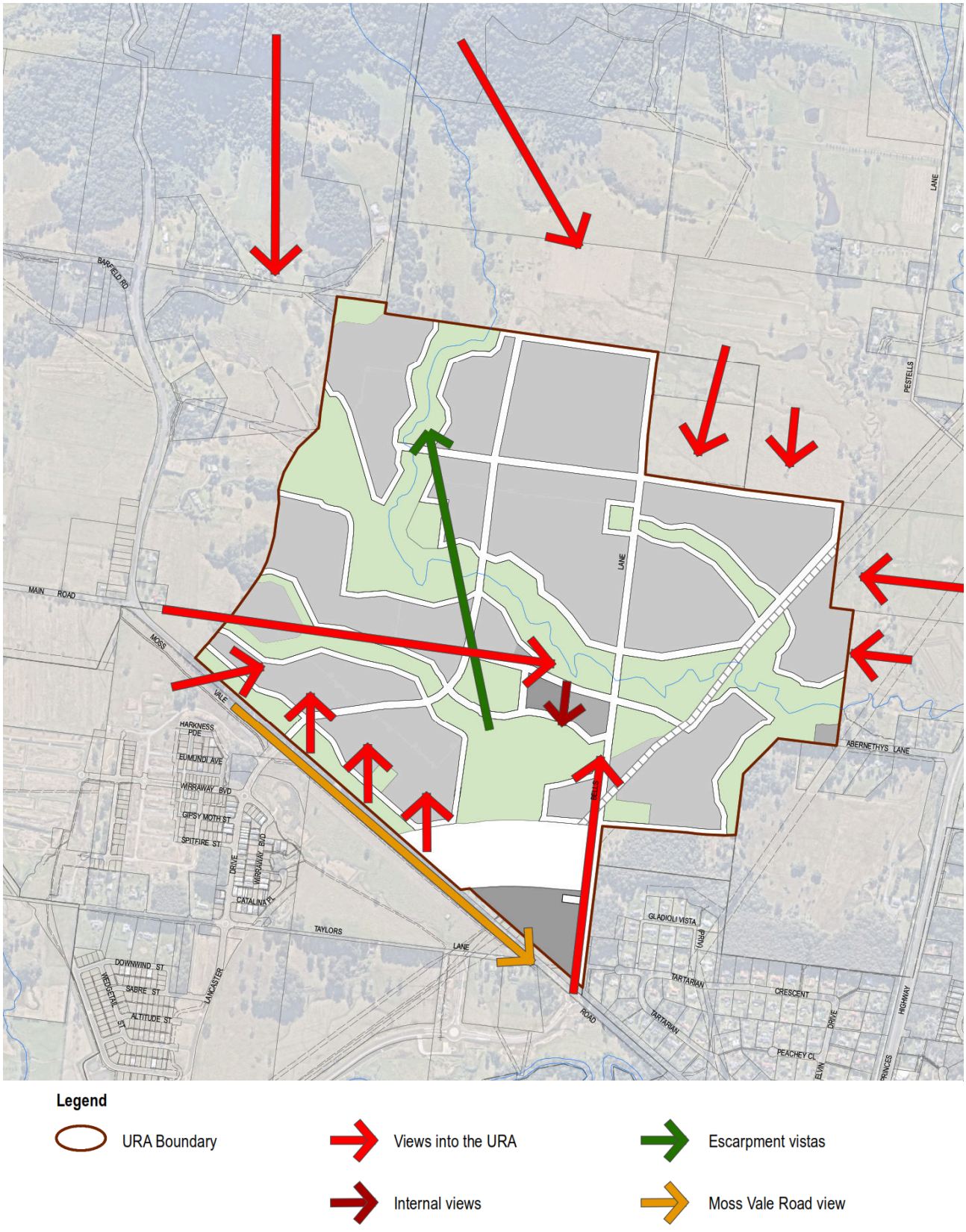


Figure 15: Significant Views and Vistas

9 Development in the Vicinity of the Eastern Gas Pipeline

The Eastern Gas Pipeline is a high-pressure natural gas pipeline supplying gas to a large portion of New South Wales (NSW), including the major demand centres of Sydney, Canberra and Wollongong, as well as regional centres including Nowra-Bomaderry. The pipeline has been constructed to a standard suitable for a residential area and is appropriately maintained by its operator, Jemena.

The pipeline spans from Victoria to NSW and crosses the MVRN URA as detailed in **Figure 16**. Construction activity and certain types of development in the vicinity of the pipeline must be considered in the assessment process to avoid impacts on the pipeline, such as potential damage or puncture, and to manage the potential risk of any failure of the pipeline.

A 550m buffer (measurement length) has been established from the pipeline to identify the area of the URA likely to be affected should the pipeline fail or be ruptured.

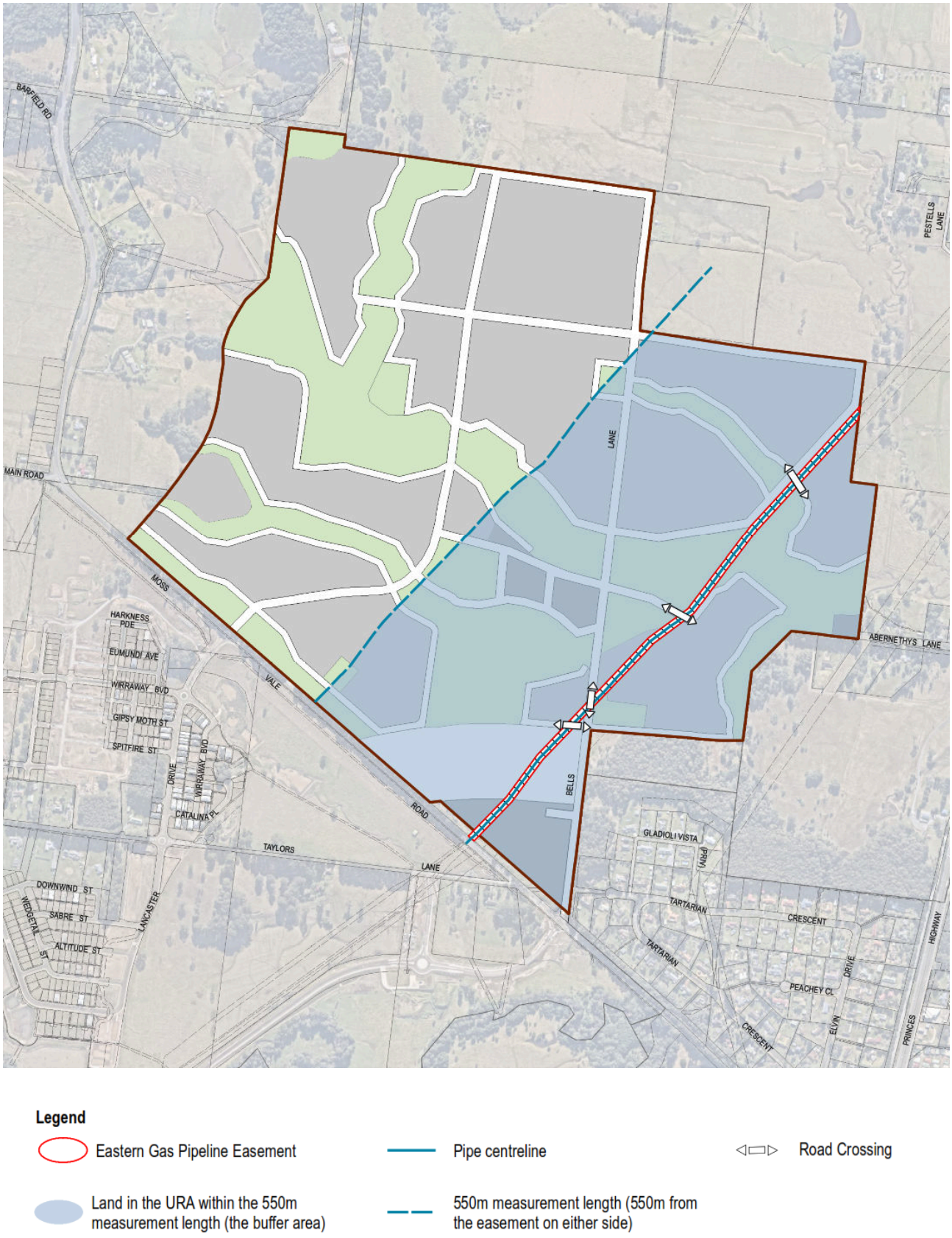
Note: As per the requirements of State Environmental Planning Policy (Infrastructure) 2007, Council will notify Jemena (the pipeline operator) of any development application adjacent to or within the pipeline corridor (i.e., the easement). Jemena's response will be taken into consideration as part of the assessment process.

The specific objectives of this Section are to:

i. Ensure development does not impact on the Eastern Gas Pipeline.

ii. Manage impacts to life, property and the environment.

iii. Provide for the long-term safety and amenity of residents in the vicinity of the pipeline.



Legend

- Eastern Gas Pipeline Easement
- Pipe centreline
- Road Crossing
- Land in the URA within the 550m measurement length (the buffer area)
- 550m measurement length (550m from the easement on either side)

Figure 16: Key Gas Pipeline Elements

Mandatory Controls

1) Jemena must be consulted prior to lodging an application for:

   - Any activity, development or works within the identified easement.
   - Subdivision stages adjacent to the pipeline and within the pipeline buffer area.
   - Early education and care facilities (e.g., childcare centres), medical centres and seniors housing developments within the pipeline buffer area.

> **Note:** The Transport and Infrastructure SEPP 2021 mandates a referral to Jemena during the development application process, where a development is located in or adjacent to a pipeline corridor. Early consultation with Jemena is recommended.
>
> A development application must be supported by evidence (to Council's satisfaction) which demonstrates consultation with Jemena and provides the outcomes of that consultation.
>
> Consultation with Jemena prior to lodging an application may also be required for other land uses deemed by Council or Jemena to be sensitive.

2) The minimum design and construction for utility crossings (trenched /trenchless installations), vertical drilling, road work maintenance, changes to surface levels and vehicle crossings in the vicinity of the Jemena Pipelines must comply with:

   - AS2885*: Pipelines – Gas & Liquid Petroleum*.
   - Jemena's Guideline to Designing, Constructing and Operating Around Existing AS2885 Natural Gas Pipelines.
   - Locations of easement road crossings as per **Figure 16**.
   - A construction safety management study, developed in consultation with Jemena, must be prepared at the development application stage for:
   - Subdivision activities within the pipeline buffer.
   - Proposed road and utility crossings.

3) With the exception of specified crossings, drainage infrastructure (storage, conveyance and discharge) is not to be located in the pipeline easement.

4) Specified infrastructure (including road and utility crossings), earthworks, landscaping and other works within the pipeline easement will be subject to detailed review by Jemena and any subsequent conditions and requirements.

5) The subdivision of the pipeline easement is to be minimised.

> **Note:** Dedication of land within the pipeline easement area will be required.

10 Desired Future Character Controls – Colours and Materials

With an aspiration to create an integrated character for the URA, this Section outlines desired colours and materials.

The specific objectives of this Section are to:

i. Avoid the expansive use of any single material or blank walls through appropriate use of design, materials and articulation.

ii. Utilise high quality and durable materials and finishes.

iii. Ensure colours with native bushland tones are prioritised in public spaces.

Performance Criteria	Acceptable Solutions
P22 Building materials and colours allow for individual expression whilst: • Establishing a strong local character throughout the URA. • Being sympathetic to the surrounding rural landscape. • Ensuring integration within the streetscape, setting and functional elements of with Village Centre. • Avoiding the expansive use of any single material or blank walls.	A22.1 The materials and colours respond to the existing native bushland context within and surrounding the URA. A22.2 Despite **A22.1**, the colours of dwellings with a rural interface are to be sympathetic, non-reflective and blend with the surrounding rural landscape. **Note:** White and bright colours are not acceptable at the rural interface. A22.3 Detailing, signage, and material palette in the Village Centre is to reinforce the character of the Village Centre, whilst distinguishing and capitalising upon the natural and native bushland features in the vicinity.

11 Village Centre Key Design Principles and Controls

Note: This Section should be read in conjunction with the following Chapters of this Development Control Plan:

- Chapter G13: Medium Density and Other Residential Development.
- Chapter G17: Business, Commercial and Retail Activities.

In the event of an inconsistency between a provision in this Section and a provision in a Generic Chapter of this Development Control Plan, the provision in this Section will prevail to the extent of the inconsistency.

Section 12 of this Chapter applies to low density residential development.

Section 13 of this Chapter applies to medium density development.

Centrally located within the URA and with a line of sight from the initial approach from Moss Vale Road, the Village Centre will provide for local shopping, community facilities, services, public open space, and medium density housing opportunities.

The Village Centre consists of the following key precincts (**Figure 17**):

- **The Village Core**, the E1 Local Centre zoned land, with the greatest intensity of ground floor use and direct exposure to public space and Abernethys Lane, will provide day to day services, community opportunities, retail and shop top housing. A supermarket, independent retail, parking, and a play space will benefit from north-south street access and vital exposure from the entry from Moss Vale Road across to the public recreation area. Cafés/dining with outdoor dining opportunities will interface with (and provide passive surveillance to) public recreation areas and the public domain.
- **The Village Activation Precinct** – 'frames' the Village Core, spanning the north and south of Abernethys Lane and the retail streets fronting the Village Core. Development in this Precinct references medium density development providing an activated urban streetscape with a continuous, articulated built form to provide a focal entry into the Village. This could include live-work units, commercial offices, or health services as ground floor uses. Development then transitions to medium density or detached residential beyond the Abernethys Lane frontage and towards Bells Lane.
- **The Village Residential Precinct** preferences activated medium density residential development fronting the riparian corridor with a strong presence and interface at the corner of Bells Lane and Abernethys Lane.
- **The Village Park,** the RE1 Public Recreation zoned land directly to the west of the Village Centre Core provides active and passive recreational opportunities.

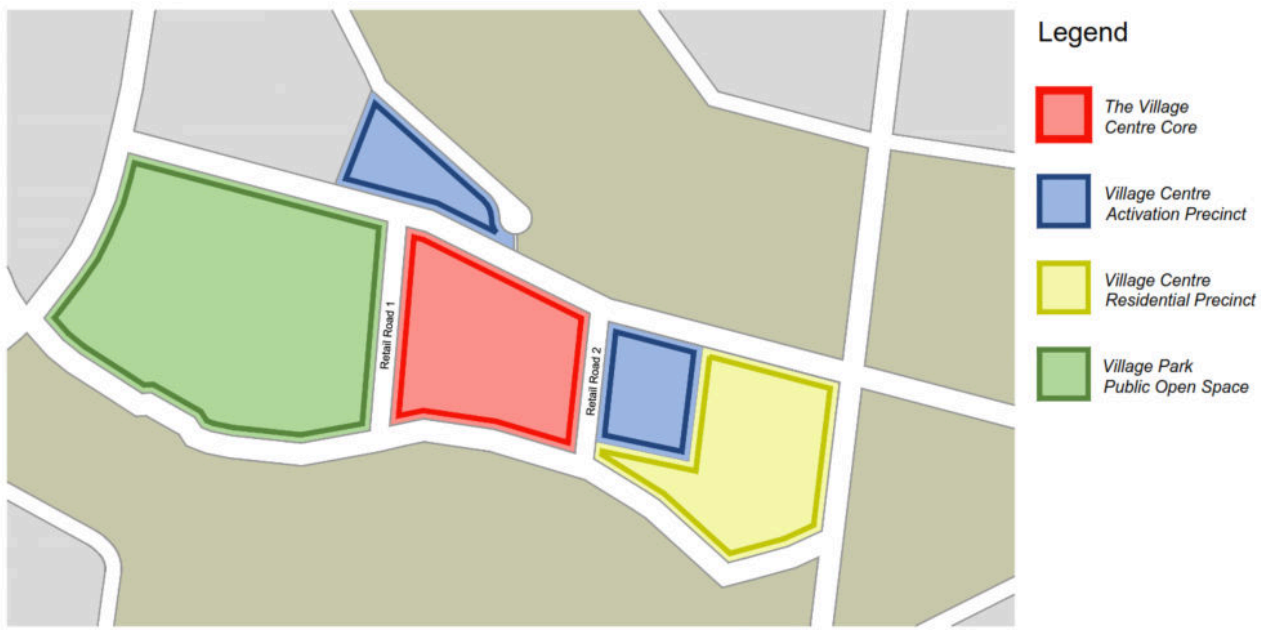


Figure 17: The Village Centre

The specific objectives are to:

i. Ensure the development of the Village Centre facilitates and aligns with the efficient release of residential land and essential infrastructure.

ii. Establish a highly desirable Village Centre, with high quality urban design, a subdivision pattern providing permeability, ground level activity associated with retail, café/outdoor seating, and commercial uses providing day to day local and independent/specialist retail, commercial and social experiences for residents and visitors.

iii. Ensure the design of the Village Centre incorporates the NSW Government's Connecting with Country Framework as part of the design approach.

iv. Deliver a high-quality and visually attractive public domain, which is legible, adaptable, generous, pedestrian scaled and oriented suitable for a variety of people, uses, events, weather, times of the day and weekly and seasonal cycles.

v. Ensure a safe, accessible and convenient movement network with strong connectivity between residential areas, open space, riparian corridors and retail and service offerings prioritising pedestrians, cyclists, and public transport.

vi. Create order, interest and sense of place in the public domain through a mix of unifying elements, punctuated by elements that are different at important public spaces and buildings.

vii. Provide a street layout informed by natural features, terrain, and views, including a direct connection between the two riparian corridors through active transport links, marking the transition from the Village Centre into residential and open space areas.

viii. Ensure that the type, distribution, and amount of retail floorspace will establish a specific and diverse mix of community-focused and interesting retail, fresh food, essential services, dining and cultural experiences which serve the needs of people who live and work in the surrounding area.

ix. Provide multi-functional spaces and places to enable the opportunity for temporary early activation and implementation, focusing on a sense of place with consideration of activation during day and night, weekday and weekends, season to season.

x. Encourage co-location of uses such as community, recreation and health facilities to generate activity in and around the centre.

xi. Provide a variety of medium- and higher-density residential opportunities, appropriate for a mixed-use village, to support and activate the Village Centre.

xii. Ensure buildings are at a human scale, are responsive to and integrated with the street scale with buildings addressing the street frontage, and where the principle form defines and follows the boundary orientation.

xiii. Create high quality, adaptable and an activated built form with active and defined frontages to key places and streets reinforcing a fine grain block pattern with limited setback boundaries and attractive street presentations to meet the diverse and changing needs of the community.

xiv. Ensure development minimises impact on the amenity and character of the surrounding area whilst protecting and enhancing views towards the escarpment, riparian corridors and the public open spaces.

xv. Embrace the native bushland character of the surrounds and integrate existing areas of vegetation into landscaped areas associated with the public domain, to connect residents, workers, and visitors with the natural environment and to soften the visual impact of the built form.

xvi. Provide an exemplar of sustainable development through benchmark commitments, resilient design principles across the aesthetics and function of buildings, streetscapes, and public spaces and the integration of green infrastructure and smart technologies in the development of the public domain.

Mandatory Controls

1) A concept plan setting out proposals for the development of the Village Centre is required to be lodged with the first subdivision application relating to the Village Centre. The Concept Plan shall incorporate the Key Design Principles in this Section and shall outline:

   a. Proposed urban structure and public domain elements, including proposed land uses.

   b. Proposed dwelling yield and types.

   c. Proposed road network and car parking arrangements.

   d. Proposed pedestrian and cycle network.

   e. Proposed staging of development.

	Note: The Concept Plan for the **Village Centre** shall include all four key elements: • The Village Core • The Village Activation Precinct • The Village Residential Precinct • The Village Park 1

2) Subsequent detailed development applications in the Village Centre area are to be consistent with the approved concept plan and provide a detailed response to the objectives and key design principles in this Section.

11.1 Key Design Principle - Staging

Initial staging should consider the capacity and amenity of the Village Centre to be established in advance of the local residential population through destination retail, event and community spaces leveraging the distinguishing natural features of the site, particularly the open space network.

Whilst the character of the retail and services will expand over time from more leisure focused to day-to-day amenities, the critical sense of community and place benefits can be potentially realised much earlier through interim and temporary uses, less strictly reliant on precinct population growth.

The key Staging principles are to:

1. Ensure staging follows key access along Abernethys Lane and Bells Lane with medium density typologies along these routes in early staging to allow for stronger demand for product, services, and community building.
2. Identify areas suitable for early activation temporary uses, with a focus on future adaptability.
3. Demonstrate how pedestrian and cycle routes within the Village Centre connect to the active transport network.
4. Incorporate multipurpose elements in the Village Centre Core that avoid single purpose uses through generous ceiling heights (refer to **Section 11.3**), street access and minimum internal scale.

Note: Early stage community, hospitality and destination offerings fronting the public open space area and open space network would support the vitality of the setting and engage with the vision for place.

Possible interim uses could include (for example) outdoor cinema, markets, local exhibitions, maker spaces, men's shed and food vans.

Suitable road network provision/upgrades must be in place to support early activation temporary uses.

11.2 Key Design Principle - Land Use

A complementary mix of uses, built form and spaces are to provide flexibility for future adaptability, attract a diversity of activity, and promote an inclusive community. Activities should be mutually supportive to promote feasibility and enrich the Village Centre, for example, a medical centre and pharmacy or play space and café.

The key Land Use principles are to:

1. Provide approximately 1,000–2,000m^2 of viable retail floor space in the Village Centre Core Area.
2. Ensure that the Village Centre Core is directly associated and provides a frontage to the public open space area.
3. Provide a diverse range of activities at street level to reinforce the vitality of the Village Centre Core and the public domain.
4. Maximise entries and display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction.
5. Provide a supermarket with a minimum area of 800sqm, hidden from the street frontage by retail and commercial uses and accessible from the Abernathy's Lane or the Village Green frontages.
6. Locate at grade parking areas and service areas such as waste and loading, behind building lines and screened from streets and public open space.

7. Provide first floor (and above) residential land uses across the Village Centre area.
8. Promote outdoor dining on active commercial street frontages.

Note: Some land in the verge planting area could be utilised for this purpose, ensuring that planting remains a high priority. Opportunities for outdoor dining within front setback should also be considered.

11.3 Key Design Principle - Built Form

The built form should clearly define public and private spaces that are appropriate to the hierarchy, function, and character of the Village Centre. The form and fabric of buildings and public domain should create spaces with varied scales and proportions to support movement and place, and to capture the unique landscape setting.

The key Built Form principles are to:

1. Provide heights:
    - Up to 3 storeys in the Village Core, providing a transition to the public recreation area and public domain interface to minimise overshadowing.
    - That promote an intimate pedestrian and residential scale.
    - That promote a high level of articulated building frontage within the Village Core and the Village Activation Precinct.
    - Between two and three storeys in the Village Activation Precinct, with heights decreasing away from Abernethys Lane and the Village Residential Precinct towards Bells Lane.
2. Provide minimum ceiling heights of 3.3m for non-residential development.
3. Transition from a greater intensity of use in the west (the Village Core) to the east.
4. Provide active frontages and setbacks consistent with **Figure 18** and **Figure 19,** ensuring that:
    - Shops/premises along an active frontage have an average width of 5m to 8m. Where wider frontages (>8m in width) are considered appropriate, they are to be limited to five wider frontages per 100m and are to be separated by at least one development with a frontage less than 8m.
    - Ground floor pedestrian entrances to shop top residential development are limited in width and/or accessed from alternate frontages, where possible.
    - Provide a minimum of 70% of the ground floor building frontage as transparent glazing with a predominantly unobstructed view from the adjacent footpath into the building.
5. Provide high level detail of the supermarket, including:
    - Anticipated size and development footprint of the supermarket.
    - Location of the entry.

- Location of the separate at-grade parking area and servicing/loading area.

6. Provide a strong built form interface to the key intersection of Abernethys Lane and Bells Lane.
7. On corner sites, shop fronts are to wrap around the corner and highlight the corner location.
8. Provide an address to the public recreation area and open space network with building elements reinforcing the landform, dominant topography and 'gateway' into the Village Centre precinct.
9. Maximise opportunities for entries or display windows to non-residential land uses or other uses which provide pedestrian interest, social interaction, natural surveillance, and safety. Long and large areas of continuous walls are to be avoided.

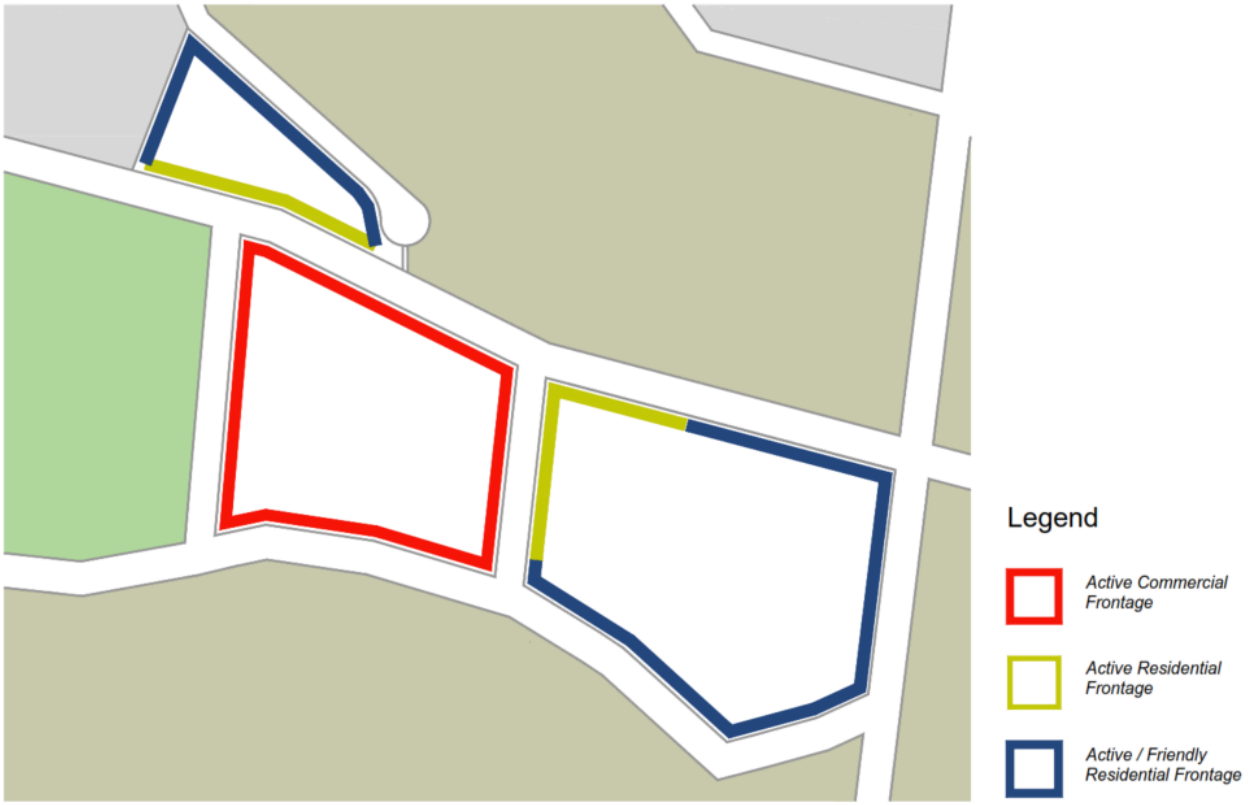


Figure 18: Active Frontages

Figure 19: Ground Floor Setbacks

11.4 Key Design Principle - Movement and Access

Movement and accessibility are critical to the centre's viability. Design of the Village Centre should create pedestrian dominated environments with strong connectivity between commercial uses, residential areas and open space. This connectivity and permeability supports community interaction and place activation, further enhanced with focus on multi-modal transport and accommodating evolving sustainable modes.

The key Movement and Access principles are to:

1. Comply with the street network/hierarchy and shared use pathway network requirements in this Chapter.
2. Provide rear lane access to residential development (including basements) and shared parking areas.
3. Establish safe and accessible road crossing locations to ensure connectivity and walkability (**Figure 20**).
4. Ensure onsite parking does not compromise envisaged setbacks, ability to activate key frontages, or the character of the Village Centre. A centralised car park/parking court accessed from Retail Street 2 is encouraged and could accommodate up to 50 parking spaces for private development. Dedicated parking areas will be required on the development site of specific uses such as the supermarket, as well as any childcare and medical centres (for example).

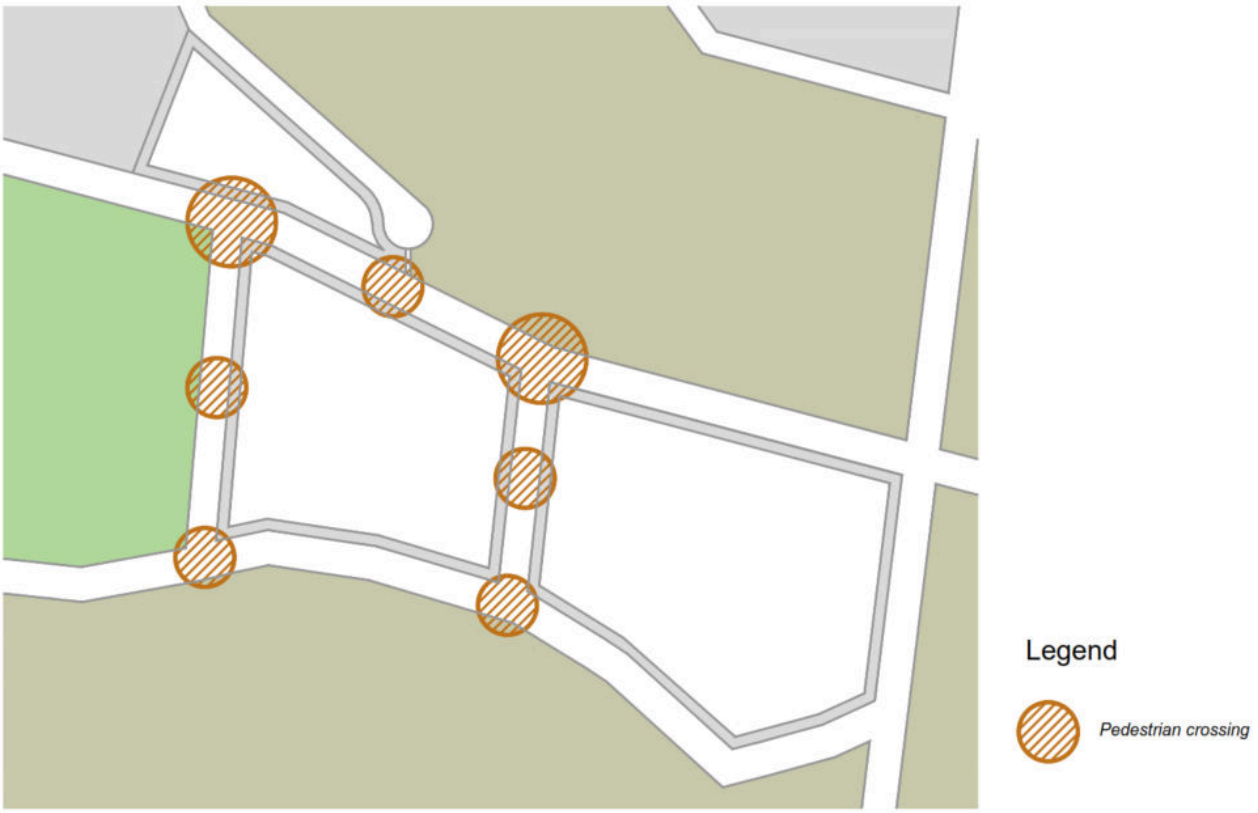


Figure 20: Village Centre Pedestrian Connections

11.5 Key Design Principle - Public Domain

To reinforce the natural character of the Moss Vale Road North URA, the Village Centre will address the open space networks and riparian bushland, and retain views to the Escarpment, to provide a backdrop and sense of place and space.

The character of the public domain supports the unique identity for the community, drawing the sense of the wider bushland landscapes into the heart of the Village Centre. This ensures that development contributes to the character of Moss Vale Road North URA as a whole and supports and promotes a socially and ecologically resilient public domain.

The key Public Domain principles are to:

1. Retain existing trees wherever possible, particularly in open space areas.
2. Spaces between buildings are seen as positive open spaces and should receive the same amount of design care as the built form and street frontage public domain.
3. Preference deciduous trees on east-west streets.
4. Establish an indicative colour and material palette that responds to the existing native bushland context within and surrounding the URA.
5. Establish strong passive surveillance to the open space network, riparian corridor, and other public areas.
6. Ensure lighting is sensitive to the location especially at the interface between retail and residential uses.
7. Seamlessly incorporate public domain elements into front setback areas.

8. Respond to the scale, views and vistas from entry points to and within the Village Centre to the open space network and riparian areas.
9. Incorporate public art into the public domain. Concept locations are to be identified to ensure early consideration and integration into the public domain.
10. Incorporate smart technologies in the public domain.
11. Provide street electric charging facilities.
12. Ensure a consistent use of street furniture throughout the public domain

12 Low Density Residential Development Controls

This Section applies to all low-density residential development in the URA. Low density residential development includes dwelling houses, secondary dwellings and ancillary structures.

Note: This Section should be read in conjunction with Chapter G12: Dwelling Houses and Other Low Density Residential Development of this Development Control Plan. In the event of an inconsistency between a provision in this Section and a provision in a Chapter G12, the provision in this Section will prevail to the extent of the inconsistency.

Section 11 of this Chapter also applies to development in the Village Centre area.

The specific objectives of this Section are to:

i. Provide a mix of densities to cater for the various housing needs of a range of different demographic groups.
ii. Encourage residential development that will contribute to the amenity and streetscape character of the area.
iii. Encourage innovative design with a high level of water and energy efficiency.
iv. Encourage the delivery of small housing products that contribute to affordable housing.

Performance Criteria		Acceptable Solutions	
P23	The design of residential development contributes to the character and amenity of the URA and each dwelling.	A23.1	Dwellings are designed in accordance with the relevant controls in **Table 7**.
		A23.2	Dwellings are designed and located to manage potential traffic noise from Moss Vale Road.
P24	Dwellings appropriately address the primary street frontage.	A24.1	The primary street façade of a dwelling must incorporate at least two of the following design features as part of the articulation zone:

		• Open verandah or porch. • Awnings over windows. • Balcony treatment to first floor elements. • Recessing or projecting architectural elements. • Bay windows or similar features. • Pergolas or similar features above garage doors. A24.2 Dwellings with dual road frontage (corner lots and rear loaded lots): • Must address both the primary and secondary road frontage. • The secondary road frontage must incorporate at least two of the design features mentioned in **A24.1**. • Landscaping in the front setback should continue around the secondary setback to the depth of the transition zone.  • On corner lots, carports and garages must be located and accessed from the secondary road frontage. • On rear loaded lots, carports and garages must be located and accessed from the laneway or shared driveway.
P25	Zero lot line developments provide adequate solar access and amenity to neighbouring residences.	A25.1 The location of zero lot lines are based on orientation and topography. The zero lot line should be located on the: • Most southern side of the lot (refer to **Figure 21**) to maximise solar access, and • Low side of the lot to minimise water penetration and termite issues.

Figure 21: Location of Zero Lot Lines

A25.2 Dwellings built to the zero lot line are single storey.

> **Note**: Zero lot lines are not permitted where an easement to drain sewage is within the side setback.

A25.3 The external zero lot line wall shall be constructed no more than 250mm from the property boundary.

A25.4 Gutter and drainage services must be wholly contained within the allotment.

A25.5 A boundary fence shall not be constructed adjacent to the zero lot line wall.

A25.6 Zero lot boundary wall finishes consider the character of the development on the neighbouring property which exists at the time of the DA.

A25.7 Zero lot boundary walls built to the side or rear boundary must not exceed a maximum height of 3.5 metres above existing ground level unless the wall:

- Abuts another higher existing or simultaneously constructed wall, in which case the wall must not be higher than the boundary wall on the adjoining lot, or
- Abuts a side or rear lane, in which case the maximum height is 5.5 metres.

P26	Parking and access is to be functional and contribute to streetscape and laneway amenity.	A26.1 On-site car parking is provided in accordance with Chapter G21: Car Parking and Traffic. A26.2 Carports and garages are to complement the dwelling design. A26.3 Where garages are provided in rear laneways: • Minimum garage doorway widths shall be 2.4m (single) and 4.8m (double). • Garage location is based on the orientation of the allotment (refer to **Figure 22**), so as to improve solar access to the rear yard. • General vehicular access is to occur from the laneway. • Vehicle crossings are not to exceed 4.8m in width. A26.4 Triple fronted garages are not permitted

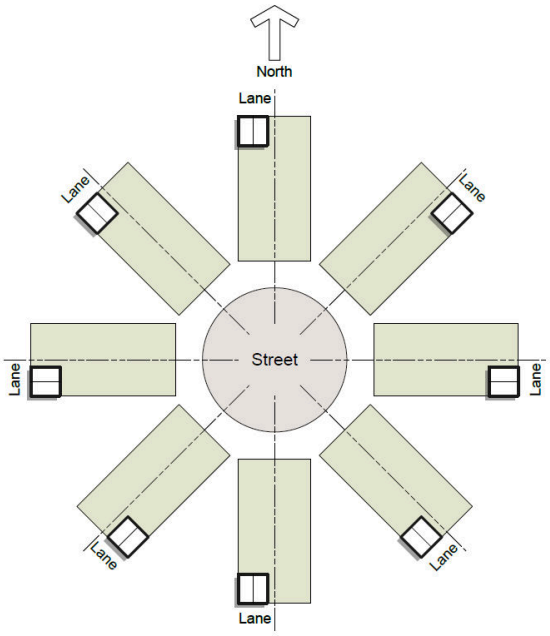
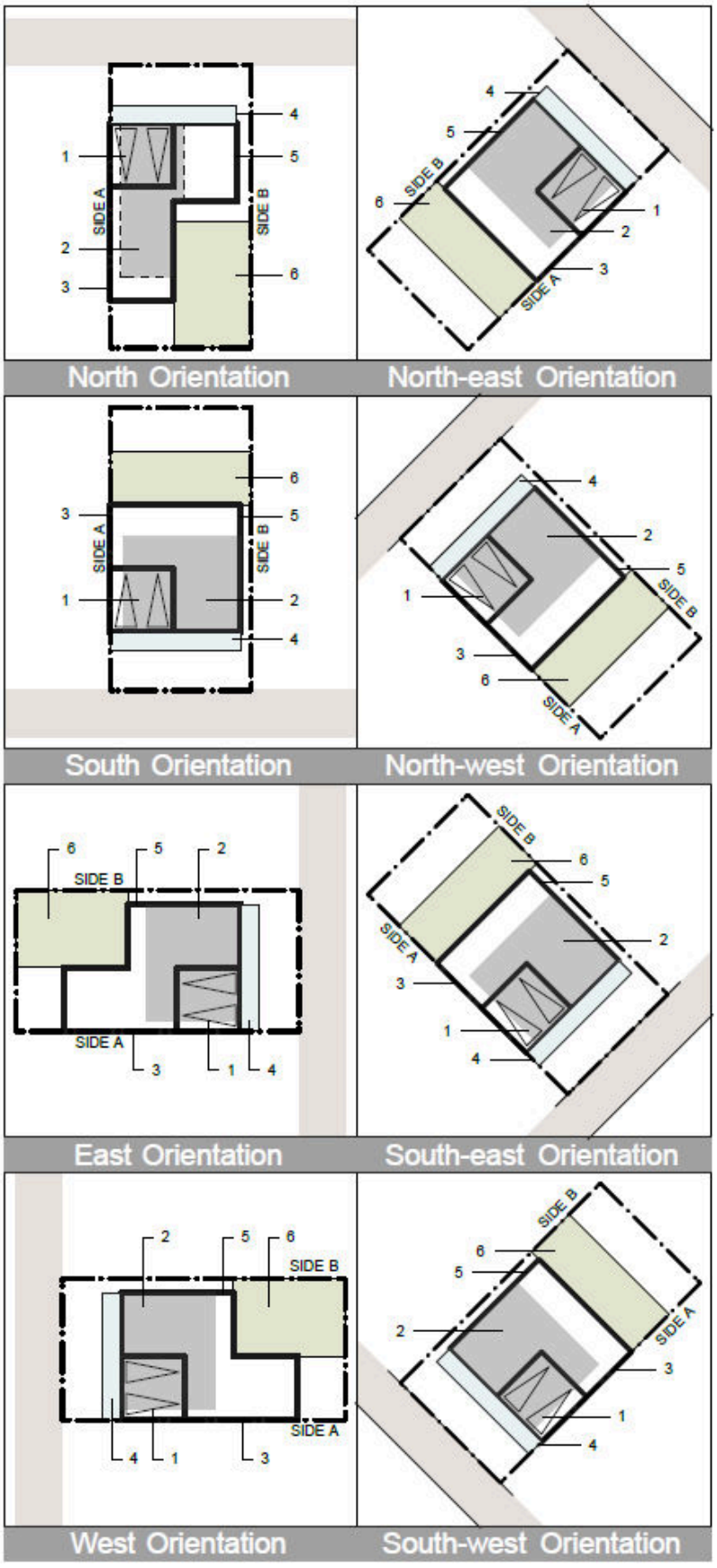


Figure 22: Garage Location Principles

P27	Development on corner lots contribute to streetscape character.	A27.1 Walls facing the secondary frontage (corner lots) shall have an active frontage for at least 4m back from the front building line of the dwelling (i.e., the transition zone) with a maximum continuous a wall length of 6m.

P28	Dwellings are designed to maximise energy efficiency.	A28.1	Dwellings and private open space are sited as per the orientation of the dwelling (refer to **Figure 23**).
		A28.2	Dwellings on lots less than 400m^2 in area are single storey, unless proposed as Integrated Housing with two or more dwellings.



Legend

1: *Double garage*

2: *Upper level*

3: *Zero lot line*

4: *Articulation zone*

5: *Building footprint*

6: *Private open space*

Figure 23: Dwelling Configuration Based on Orientation

Table 7: Key Development Controls for Low Density Residential Development

Built Form Controls - Lot width (measured at front setback line)				
Control	>8m to <12m	>12m to <15m	>15m to <18m	>18m (Large Lot)
Maximum Gross Floor Area (GFA) (excluding garage floor space)	50% of lot area	Ground floor (single storey) – 50% of lot area Ground floor (double storey) – 40% of lot area Upper level – 50% of ground floor GFA	Ground floor (single storey) – 50% of lot area Ground floor (double storey) – 40% of lot area Upper level – 50% of ground floor GFA	Ground floor (single storey) – 50% of lot area Ground floor (double storey) – 40% of lot area Upper level – 50% of ground floor GFA
Front setback – refer to **Figure 24** **Note**: Minimum front setbacks must not encroach into an easement to drain sewage.	3.5m to building façade front setback; 2.5m to articulation zone.	3.5m to building façade front setback; 2.5m to articulation zone.	4m to building façade front setback; 3m to articulation zone.	5m to building façade front setback; 4m to articulation zone.
Minimum front garage setback – refer to **Figure 24**	N/A	6m	6m	6m

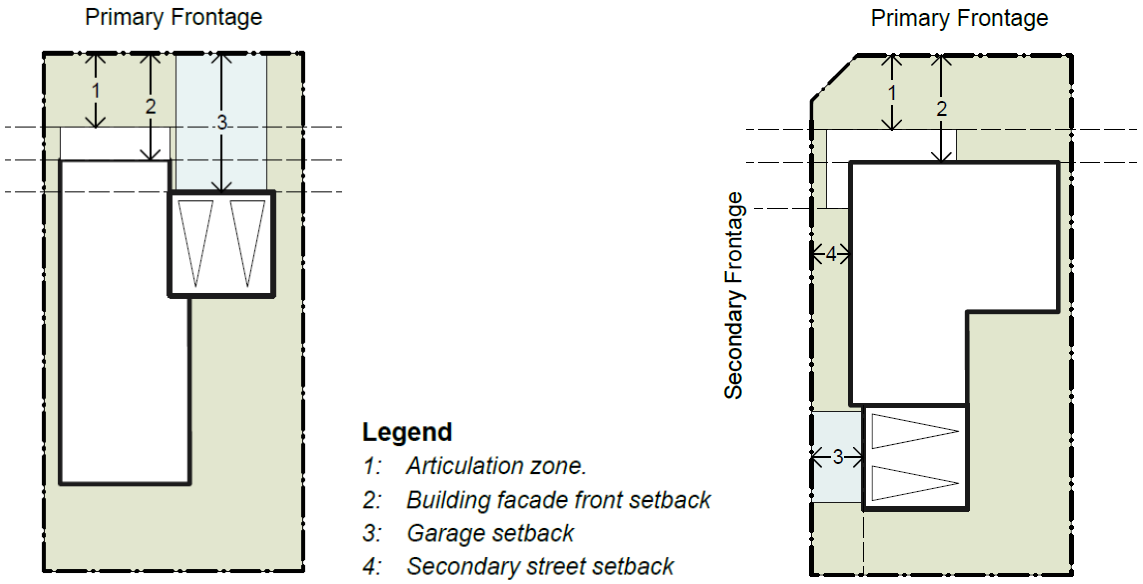


Figure 24: Location of Setbacks (Standard and Corner Lots)

Built Form Controls Continued				
Control	>8m to <12m	>12m to <15m	>15m to <18m	>18m (Large Lot)
Minimum side setbacks (ground floor)	Zero lot or attached boundary (Side A*): 0m Detached boundary (Side B*): 0.9m	Zero lot or attached boundary (Side A*): 0m Detached boundary(Side B*): 0.9m	Side A*:0.9m Side B*:0.9m	Side A*:1.5m Side B*:1.5m
Minimum side setback (upper level)	N/A	Side A:1.5m Side B: 0.9m	Side A:1.5m Side B: 0.9m	Side A:3m Side B:1.5m
Minimum rear setback (single storey)	3m	3m	3m	6m
Minimum rear setback (double storey)	N/A	6m	6m	9m
Corner lots – Minimum secondary street side setback – refer to **Figure 24** **Note**: Minimum setbacks must not encroach into an easement to drain sewage.	2m	2.5m	3m	4.5m
Corner lots – Minimum secondary street garage setback – refer to **Figure 24**	3m	6m	6m	6m
** Side boundary A and side boundary B are nominated by the applicant or nominated on the plan of subdivision.* *Where the boundaries are nominated by the applicant the following criteria must be applied:* *a) where the adjoining development is built to the boundary this boundary is to be nominated as Side A,* *b) where the adjoining development is setback less than 1.5m from the boundary but not built to the boundary, this boundary is to be nominated as Side B,* *c) where the lot is burdened by an easement of maintenance and support or easement to drain sewage, this boundary is to be nominated Side B,* *d) where there is adjoining development only on one side, the other side is to be nominated the alternate,* *e) a corner lot has two side boundaries and no rear boundary,* *f) where the lot is located on a corner, the secondary street side setback is neither Side A nor Side B.*				

Front and Side Garages				
Control	>8m to <12m	>12m to <15m	>15m to <18m	>18m (Large Lot)
Maximum garage door width	N/A	Double – 6m	Up to 50% of the façade width or a maximum of 7.2m, whichever is the lesser	Up to 50% of the façade width or a maximum of 7.2m, whichever is the lesser
Maximum driveway width (at front property boundary)	N/A	3m (single)	4.8m	4.8m
Maximum garage door width (access from secondary road only – corner lots)	N/A	7.2m	7.2m	7.2m
Rear Garages – small lots only				
Control	>8m to <12m	>12m to <15m	>15m to <18m	>18m (Large Lot)
Minimum side setback	0m on one side (as per **Figure 22**) for a maximum length of 6.5m. Other side 0.9m.	0m on one side (as per **Figure 22**) for a maximum length of 6.5m. Other side 0.9m.	N/A	N/A
Minimum rear garage setback (to lane)	0m	0m	N/A	N/A
Landscape controls				
Control	>8m to <12m	>12m to <15m	>15m to <18m	>18m (Large Lot)
Landscaped area (min. 1.5m wide)	50% of lot area minus 100m^2	50% of lot area minus 100m^2	50% of lot area minus 100m^2	50% of lot area minus 100m^2
Landscaped area within front setback (min. 1.5m wide)	75% of area of the front setback (excluding articulation elements)	50% of area of the front setback (excluding articulation elements)	50% of area of the front setback (excluding articulation elements)	50% of area of the front setback (excluding articulation elements)
Provision of tree planting	Tree to front garden (min.3-5m mature height) Tree to rear garden (min. 8-10m mature height)			

Amenity controls				
Control	>8m to <12m	>12m to <15m	>15m to <18m	>18m (Large Lot)
Window, doors and other openings	No windows, doors or other openings in any wall that is less than 900mm from the boundary.		N/A	N/A
Minimum ceiling heights*	Habitable rooms – 2.7m. Habitable attics – 2.4m for at least two-thirds of the floor area of the room			
* When calculating the area of a room in an attic, any part where the ceiling height is less than 1.8m is not included for the purposes of calculating gross floor area. For alterations and additions, existing ceiling heights can be retained.				
Maximum depth of habitable room from a primary window	6m			

13 Medium Density Residential Development Controls

Note: This Section should be read in conjunction with Chapter G13: Medium Density and Other Residential Development of this Development Control Plan. In the event of an inconsistency between a provision in this Section and a provision in a Chapter G13, the provision in this Section will prevail to the extent of the inconsistency.

Section 11 of this Chapter also applies to development in the Village Centre area.

Whilst medium density development is permissible in varying forms across the Moss Vale Road North URA, this form of development is ideally suited to land in and within 400m of the Village Centre (including the Village Centre Activation Precinct), areas of high amenity adjacent to the riparian corridors/open space areas and areas adjacent to certain collector roads.

Medium density development may include (not exclusively) dual occupancy, multi dwelling housing, multi dwelling housing (terraces), attached dwellings, semi-detached dwellings, manor houses, integrated housing development, residential flat buildings and shop top housing.

The specific objectives are to:

i. Locate higher density housing in the URA within the Village Centre, the Village Centre Activation Precincts, and in close proximity to public open space areas, collector roads and public transport networks.

ii. Provide a mix of dwelling sizes and typologies to cater for the various housing needs of a range of different demographic groups.

iii. Ensure that the bulk and scale of new development is compatible with the envisaged character of the area.

Performance Criteria	Acceptable Solutions
P29.1 The design of residential development contributes to the character, safety and amenity of the URA, including the Village Centre. P29.2 Landscaping contributes to the public domain by providing opportunities for trees and substantial areas of decorative planting within the front setback.	A29.1 Medium density development is designed in accordance with the relevant controls in A29.2 **Table 8**. A29.3 Dwellings are designed and located to manage potential traffic noise from Moss Vale Road. **Note:** A shadow diagram may be required to demonstrate compliance with solar access requirements, including the location of adjacent buildings affected by shadow as well as the location of its living areas, private open space areas and any solar collectors (existing or likely future). In determining the extent of overshadowing, the impact of fences, roof overhangs and changes in level should be taken into consideration.
P30 In areas outside of the Village Centre Core, the built form contributes to a low-medium scale character, with levels above two storeys appearing hidden when viewed from the public domain or neighbouring sites.	A30.1 Any third level beyond the Village Centre Core is designed to minimise the visibility of that level when viewed at a pedestrian scale from the public domain or neighbouring sites. **Note:** There are many ways to 'hide' the third level, including (not exclusively) parapets, utilisation of attic space, generous setbacks and structures that are angled back towards the rear of the dwelling/building.
P31 Dwellings with a primary street frontage appropriately address that frontage.	A31.1 Dwellings in the Village Centre are sited to face all street frontages, with visible front entries and habitable rooms fronting the street, particularly at ground level. A31.2 The façade of a dwelling adjacent to a street frontage referred to in **A31.1** must incorporate at least two of the following design features as part of the articulation zone: • Open verandah or porch. • Awnings over windows. • Balcony treatment to first floor elements. • Recessing or projecting architectural elements. • Bay windows or similar features.

		• Pergolas or similar features above garage doors.
P32 Parking and access is functional and contributes to streetscape and laneway amenity.	A32.1	On-site car parking is provided in accordance with Chapter G21: Car Parking and Traffic.
	A32.2	Co-joining of double garages (i.e., a double garage for one dwelling joined with a double garage for another dwelling) is not supported unless: • One double garage is offset from the other by at least 1m. • The garages adjoin a rear laneway.
	A32.3	Triple fronted garages are not permitted.
	A32.4	Where garages are provided in rear laneways: • Minimum garage doorway widths are 2.4m (single) and 4.8m (double). • Garage location is based on the orientation of the allotment so as to improve solar access to the rear yard. • General vehicular access is to occur from the laneway. • Vehicle crossings are not to exceed 4.8m wide.

Table 8: Key Development Controls for Medium Density Development

<table>
<tr><th>Control Type</th><th>Control</th></tr>
<tr><td>Maximum Floor Space Ratio (FSR)</td><td>
<table>
<tr><th>Outside of Village Centre</th><th>Within the Village Centre</th><th>Land Use</th></tr>
<tr><td>0.6:1</td><td>0.8:1</td><td>• Dual occupancy.
• Semi-detached dwellings.
• Integrated housing development.</td></tr>
<tr><td>0.7:1</td><td>1:1</td><td>• Multi dwelling housing.
• Multi dwelling housing (terraces).
• Manor houses.</td></tr>
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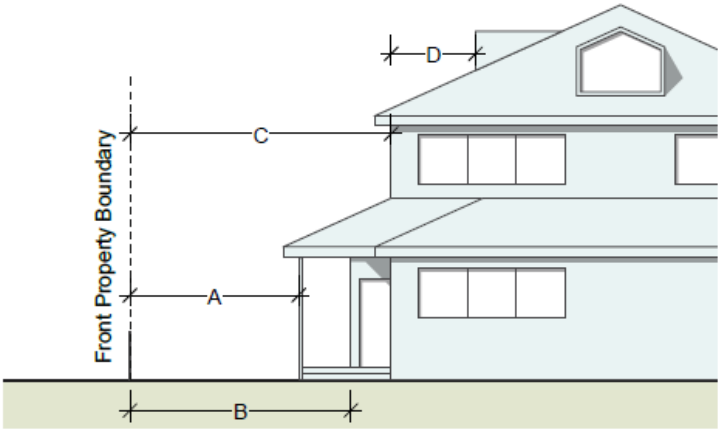
<tr><td></td><td>
<table>
<tr><td></td><td></td><td>• Attached dwellings.</td></tr>
<tr><td>Not encouraged</td><td>1.25:1</td><td>• Shop top housing.
• Residential apartment buildings.</td></tr>
</table>
</td></tr>
<tr><td>Height</td><td>1 to 3 storeys.
Dwellings beyond the Village Centre Core must present as up to two storeys, with any third level recessed (refer to A30.1 and the setback and building envelope provisions below).</td></tr>
<tr><td>Setbacks
(in the Village Centre Core)</td><td>Minimum Setbacks in Section 11 of this Chapter, at all levels.
Articulation and varied setbacks are encouraged in the design to promote interest.</td></tr>
<tr><td>Setbacks
(beyond the Village Centre Core)
Note: Vehicular access to medium density residential development in the Village Centre Activation Precinct is to be via a rear lane. No garages are to be accessed via the primary or secondary frontage.</td><td>Setbacks in Section 11 of this Chapter prevail to the extent of any inconsistency.
<table>
<tr><th>Setback</th><th>In the Village Centre Activation Precinct</th><th>All other areas</th></tr>
<tr><td>Front Setback
Primary frontage</td><td>Ground level:
• 1.5m to articulation zone.
• 3m to dwelling.</td><td>Ground level:
• 3.5m to articulation zone.
• 5m to dwelling.
• 6m to the garage.</td></tr>
<tr><td></td><td colspan="2">Second level: A further 1m from the dwelling setback at the ground level.
Third level: As required from the setback at the second level to minimise the visibility of that level as per A30.1. Refer to Figure 25.</td></tr>
<tr><td>Front Setback
Secondary frontage</td><td>Ground level:
• 1.5m to articulation zone.
• 3m to dwelling.</td><td>Ground level:
• 3m to dwellings (including any articulation features).
• 5.5m to the garage.</td></tr>
<tr><td></td><td colspan="2">Second level: A further 1m from the setback at the ground level.</td></tr>
</table>
</td></tr>
</table>

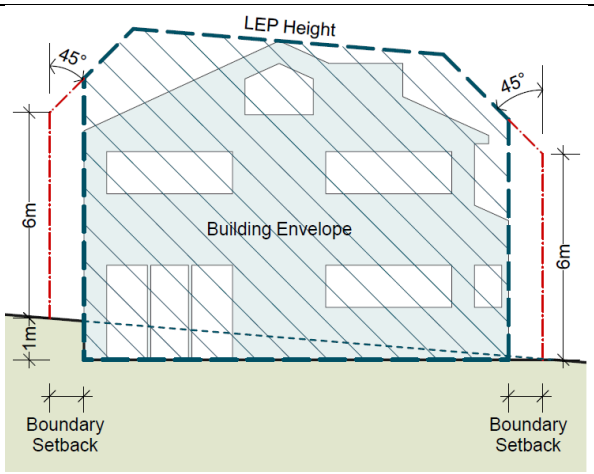
		Third level: As required from the setback at the second level to minimise the visibility of that level as per **A30.1**. Refer to **Figure 25**.
	Rear setback *Including to public reserve*	0m to garages opening to a laneway. 3m (average) to dwellings, with minimum setback of 900mm.



A: Minimum of 3.5m
B: Minimum of 5m
C: Setback at B + 1m
D: As required from the setback at the second level to minimise the visibility of that level

Figure 25: Front Setbacks for Medium Density Development

Cumulative impacts	The design of a medium density development is to be different to other medium density development in the vicinity to provide visual interest and avoid repetition in the streetscape. Despite Chapter G13 of this Development Control Plan, more than three (3) consecutive medium density developments may be considered within a street in the Village Centre and the small lot residential areas.
Building envelope **Note:** 1. Exemptions to building envelope encroachments include gutter, fascias, downpipes, eaves up to 0.6m, aerials and masonry chimneys.	Buildings beyond the Village Centre are sited within a building envelope determined by the following method: planes are projected at 45 degrees from a height of 6m above ground level (existing) at the side and rear boundary. See **Figure 26**.

2. For site slopes greater than 10%, or involving cut, fill or site excavations, the ground level (existing) and proposed building levels must be clearly identified on the plans and verified by a registered surveyor.	 **Figure 26: Building Envelope**
Landscaping **Note:** Refer to the Moss Vale Road North Species List [**link**] for appropriate hedge species.	Each dwelling with a primary street frontage provides a tree to the front garden (min.3-5m mature height). A tree to the rear/side garden of all dwellings is provided (min.3-5m mature height). Hedge planting along front fences is encouraged.
Private open space for dwellings with a ground floor component **Note:** This provision does not apply to dual occupancy development or dwellings without a ground floor component. Refer to Chapter G13 for relevant provisions. Refer to the Apartment Design Guide for private open space requirements for apartments.	A minimum area of 24m^2 shall be provided for each dwelling in medium density development proposing two or more dwellings. Private open space is not to be located forward of the building line.
Minimum ceiling heights **Note:** When calculating the area of a room in an attic, any part where the ceiling height is less than 1.8m is not included for the purposes of calculating gross floor area. For alterations and additions, existing ceiling heights can be retained.	Non-habitable rooms – 2.4m. Habitable rooms – 2.7m. Habitable attics – 2.4m for at least two-thirds of the floor area of the room.
Maximum depth of a habitable room from a window	6m

14 Advisory Information

14.1 Information required with subdivision applications

14.1.1 Subdivision Plans

Must demonstrate the location of proposed or potential zero-allotments.

14.1.2 Staging Plans & Infrastructure Delivery

All subdivision applications must demonstrate consistency with the key development outcomes and generally in accordance with **Figure 4** in this Chapter. Staging plans must identify the indicative dwelling yield and provision of infrastructure to be delivered for that stage of the development.

14.1.3 Local Centre Concept Plan

A concept plan is to be submitted for the entire Village Centre area as part of the any development application for any part of the Village Centre precinct. The concept plan must respond to the objectives and key design principles in **Section 11** of this Chapter.

14.1.4 Design Verification Statement (DVS)

A DVS is a document that provides clear and sound reasoning on how the proposed development meets the relevant objectives, mandatory controls, performance criteria and acceptable solutions of this Chapter.

The DVS must include, but is not limited to:

- A description of the proposed development (except for where the DVS is contained within a Statement of Environmental Effects).
- A robust explanation of the design of the subdivision and how it meets the individual key development outcomes (refer to **Section 6** of this Chapter).
- Identify and justify any variations to the ILP.

14.2 Other legislation you may need to check

Council Policies & Guidelines	• Moss Vale Road North Species List [link] • Shoalhaven Contributions Plan 2019 • Shoalhaven Weed Management • Planning Agreement Policy
External Policies & Guidelines	• Aboriginal cultural heritage consultation requirements for proponents 2010 • Apartment Design Guide • AS2885: Pipelines – Gas & Liquid Petroleum • Building Code of Australia • Code of practice for archaeological investigation of Aboriginal objects in New South Wales • Connecting with Country Framework • Guide to Codes and Practices for Streets Opening • Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW • Jemena's Guideline to Designing, Constructing and Operating Around Existing As2885 Natural Gas Pipelines • NSW Department of Primary Industries Council and Developer Toolkit • NSW Rural Fire Service Planning for Bushfire Protection 2019 • Planning Circular PS 18-010 Development adjacent to high pressure pipelines transporting dangerous goods • Relevant Australia Standards • Telecommunications in New Developments Policy • Transport for NSW's Guidelines for Bus Capable Infrastructure in Greenfield Sites
Legislation	• *Biodiversity Conservation Act 2016* • *Environmental Planning and Assessment Act 1979* • Shoalhaven Local Environmental Plan 2014 • State Environmental Planning Policy (Infrastructure) 2007 • *Water Management Act 2000*