



Shoalhaven Planning Policy No. 1 Development Guidelines

For Certain Residential 2(c) zoned land – Milton-Ulladulla

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1. INTRODUCTION

1.1 Title of Policy

The title of this Policy is Shoalhaven Planning Policy (SPP) No. 1 – Development Guidelines for certain Residential 2(c) zoned land - Milton/Ulladulla’.

1.2 Land to which this Policy applies

This Policy applies to certain land zoned Residential 2(c)(Living area) under Shoalhaven Local Environmental Plan 1985, which is intended to provide for the urban expansion of the townships of Milton, Narrawallee, Mollymook, Ulladulla, Kings Point, Burrill Lake and Dolphin Point. The subject lands are depicted by heavy black edging on the maps within this document - refer to 'General Overview Map A and B' in this Policy.

1.3 Relationship with other policies, plans etc

This Policy generally complies with the provisions of:

- Shoalhaven Local Environmental Plan (SLEP) 1985; and
- Illawarra Regional Environmental Plan (IREP) No.1.

In the case of an inconsistency between this Policy and one of the above, the provisions of SLEP 1985 or IREP No. 1 shall prevail to the extent of that inconsistency (refer to Section 3 for an outline of relevant provisions of other planning instruments.)

1.4 Operation of SPP No. 1

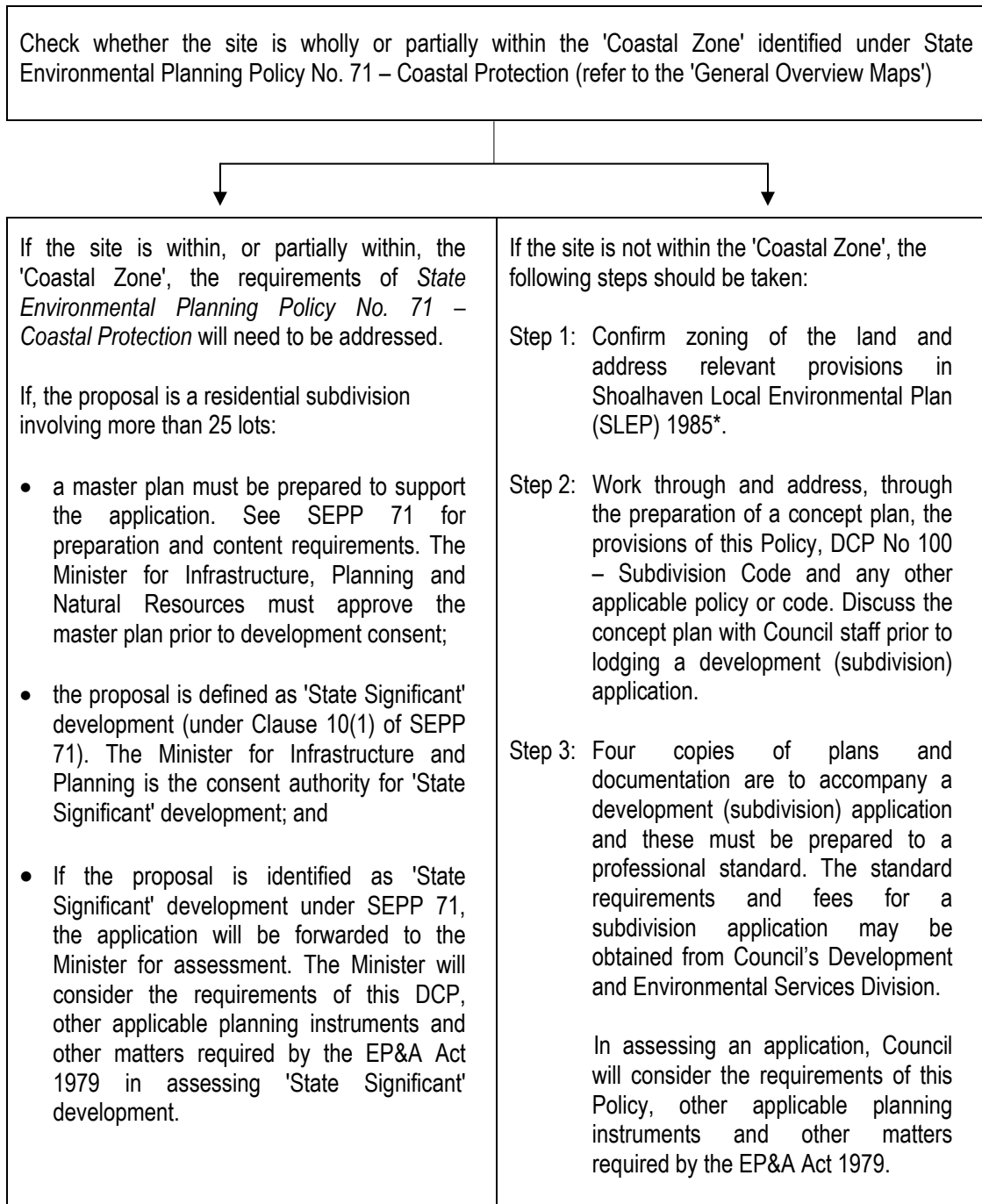
General urban form provisions have been defined in Section 4. These consist of development controls that generally apply to all the areas covered by the Policy.

Specific urban form provisions are then selectively identified in Section 5, illustrating their applicability to the individual areas covered by the Policy.

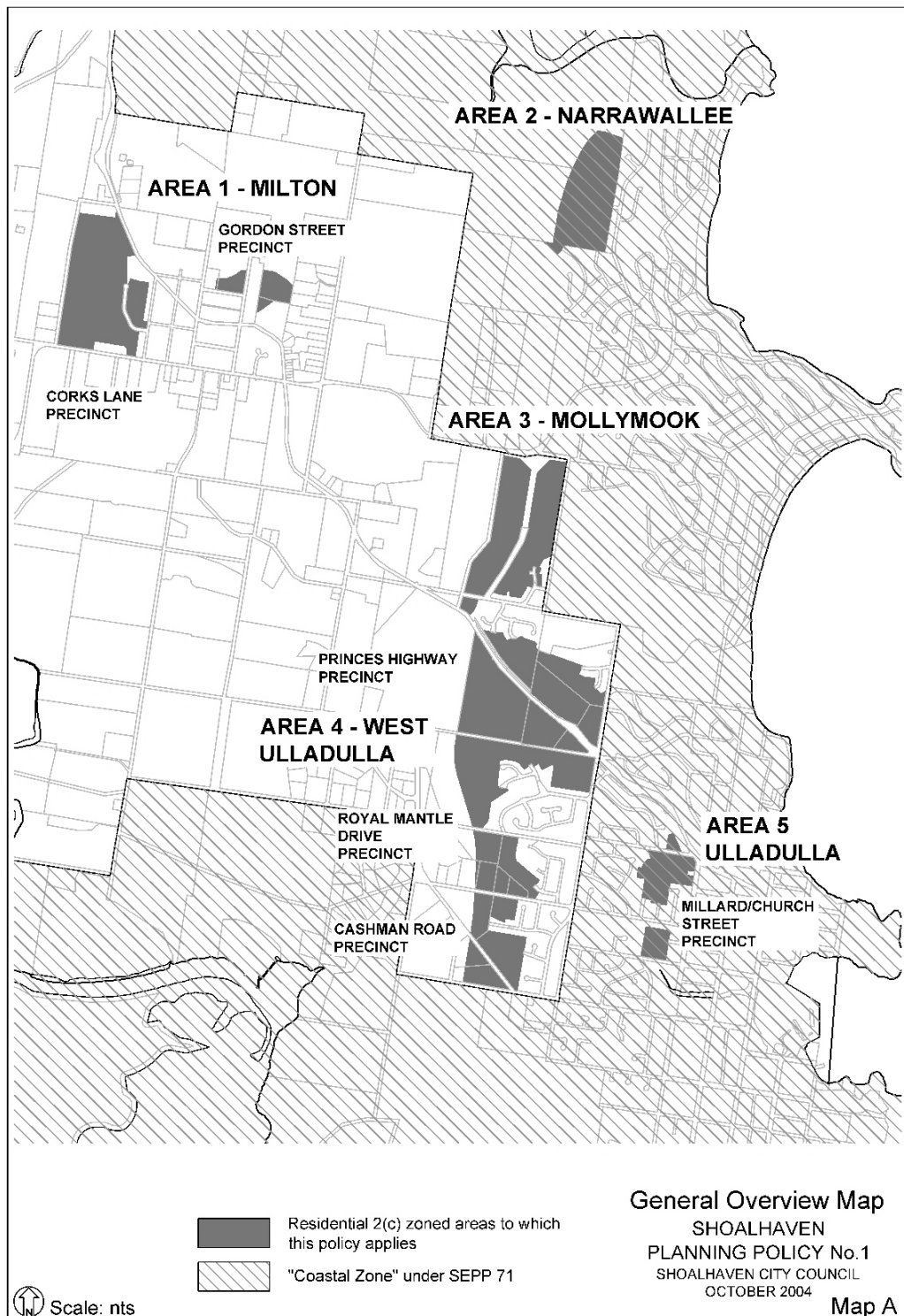
1.5 Making an application

This Policy primarily provides general guidance for the subdivision of certain Residential 2(c) zoned land in the Milton-

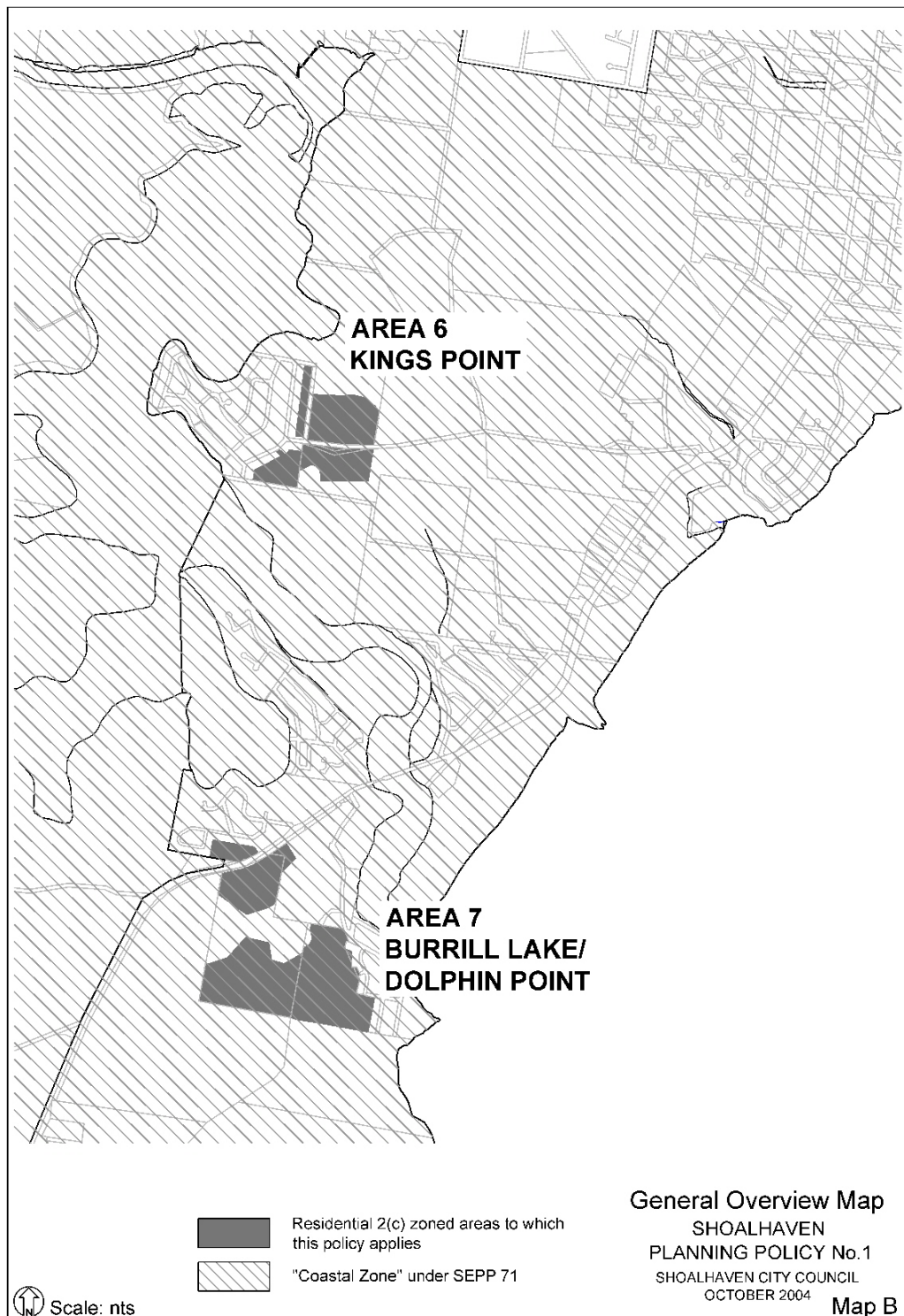
Ulladulla area. To obtain development consent for the subdivision of land within these areas, the following steps should be undertaken:



* Written confirmation of zoning, other relevant provisions of SLEP 1985, other Council codes or policies and any other planning instruments that apply to a property are set out in Section 149 certificates. These can be obtained from Council for a set fee.



General Overview Map: A



General Overview Map: B

2. PRINCIPLES

2.1 Principle Aim and Objectives of the Policy

Principle Aim

The principle aim of this Policy is:

To provide for and co-ordinate the subdivision of certain land zoned Residential 2(c) in the Milton-Ulladulla area to ensure the following urban form principles:

- *cohesive access networks;*
- *appropriate forms of development; and*
- *conserved scenic and ecological values and opportunities for recreation.*

Objectives

For each Residential 2(c) area to which this Policy applies, the objectives are to:

- *Identify in-principle vehicular access alignments and hierarchies.*
- *Establish appropriate densities for residential development.*
- *Ensure provision of adequate and strategic public open space.*

2.2 Ecologically sustainable development

Ecologically sustainable development (ESD) is defined as: 'development that meets the needs of the present without compromising the ability of future generations to meet their needs' (Our Common Future, Report for the World Commission on the Environment and Development, 1987).

ESD requires the maintenance of the following key components of the environment:

- Biodiversity: the variety of species, populations, habitats and ecosystems;
- Ecological integrity: the general health and resilience of natural life-support systems, including their ability to assimilate waste and withstand stresses such as climate change and ozone depletion;
- Natural Capital: the stock of productive soil, freshwater, forests, clean air, ocean and other renewable resources that underpin survival, health and prosperity of human communities.
- Social Integrity: the resilience of social systems, social justice, cultural elements and heritage.
- Economic viability: the economy is a tool to meet social needs, not an end in itself. We cannot have a sustainable economy if we do not have a sustainable environment. We won't have jobs and production in the future if we deplete or destroy Shoalhaven's basic resources or don't think about the problems we create for the future.

In accordance with the Local Government Act (LGA) 1993, Council's charter (LGA 1993: Section 8) includes a duty 'to manage, develop, protect, restore, enhance and conserve the environment of the area for which it is responsible, in a manner that is consistent with and promotes the principles of ESD'. Therefore ESD forms an important underlying principle for this Policy.

3. RELEVANT PROVISIONS OF OTHER PLANNING INSTRUMENTS

A number of other planning instruments directly relate to this Policy, therefore this Policy should not be read in isolation. It is not intended to duplicate the provisions of other plans in this Policy. However, the following section outlines applicable planning instruments most relevant to this Policy and the most important and/or relevant provisions therein. This is not, however, an exhaustive list of applicable planning instruments and provisions.

3.1 Coastal Protection

State Planning Policy (SEPP) No. 71 – Coastal Protection aims to provide:

- for development in the NSW coastal zone that is appropriate and suitably located;
- a consistent and strategic approach to coastal planning and management; and
- a clear development assessment framework for the coastal zone.

The SEPP applies to the 'Coastal zone' as defined in the Coastal Protection Act 1979 (please refer to the 'General Overview Map' in this Policy). As such, the provisions of the SEPP apply to all land in the Narrawallee, Ulladulla, Kings Point and Dolphin Point/Burrill Lake areas covered by this Policy. In relation to the content of this Policy, the most pertinent provisions of SEPP No. 71 include the identification of certain development as 'State Significant' to which the Minister for Infrastructure and Planning forms the consent authority. The following forms of subdivision have been identified as 'State Significant' development:

- more than 25 lots on residential zoned land within, or partly within, the 'Coastal Zone'; and

- any subdivision within, or partly within, a 'Sensitive Coastal Location' (as defined under SEPP No. 71).

In addition, SEPP No. 71 requires that a subdivision Master Plan be prepared for the above forms of subdivision, to be adopted by the Minister prior to development consent. A Master Plan must include information on the following:

- design principles based on site and contextual analysis;
- desired future locality character;
- location, scale and phasing of development;
- public access to and along foreshore areas;
- vehicular, pedestrian and open space networks;
- subdivision pattern;
- infrastructure provision;
- building envelopes and built form controls;
- conservation of heritage, threatened species, marine ecosystems and water quality;
- site remediation; and,
- public facilities/services;

Any development proposal should also have regard to the Coastal Design Guidelines by the Coastal Council of NSW. These guidelines identify preferred design elements for development in coastal locations such as preferred urban pattern, street layout, open space linkages, natural edge treatment and appropriate building design.

This Policy should be read in conjunction with SEPP No. 71 and the Coastal Design Guidelines.

3.2 Bushfire protection planning legislation

The *Rural Fires and Environmental Assessment Amendment Act (RF&EAA) 2002* amended various pieces of fire and environmental legislation including the *Environmental Planning and Assessment Act (EP&AA) 1979* and the *Rural Fires Act (RFA) 1997*. Under the RF&EAA 2002, Council is required to identify all bushfire prone land throughout the city.

All land within the Narrawallee, Mollymook, Ulladulla West, Ulladulla, Kings Point and Burrill Lake/Dolphin Point Residential 2(c) zones to which this Policy applies are currently identified as 'bushfire fire prone property'. As such, under Clause 46 of the *Rural Fires Act 1997*, extensive and detailed information supporting an application for 'integrated development' on 'bushfire prone land' must be forwarded to the Rural Fire Service. Under Section 100B of the *Rural Fires Act 1997* (and Section 91 of the *EP&AA 1979*) 'integrated development' on 'bushfire prone property' includes:

- (a) subdivision of bush fire prone property that could lawfully be used for residential or rural residential purposes, or
- (b) development of bush fire prone property for a special fire protection purpose including schools, child care centres, hospitals, tourist accommodation, home/other establishment for mentally incapacitated persons, housing for older people or people with disabilities (within the definition of *SEPP No 5—Housing for Older People or People with a Disability*), a group home (within the meaning of *SEPP No 9—Group Homes*), a retirement village or any other purpose prescribed by the regulations.

Therefore, subdivision proposals on bushfire prone property will require referral and approval by the NSW Rural Fire Service.

3.3 Shoalhaven Local Environmental Plan (SLEP) 1985

SLEP 1985 contains the following development controls relevant to Residential 2(c)(Living Area) zones.

Zone No. 2(c) (Residential 'C' (Living Area) Zone)

1. Objectives of zone:
The objectives are to provide for new residential areas with a range of housing types with provision for urban facilities to serve the local community.
2. Without development consent:
Nil.
3. Only with development consent:
Any purpose other than a purpose for which development is prohibited.
4. Prohibited:
Advertising structures; amusement parks; animal boarding establishments; bulk stores; bulky goods retailing; car repair stations; caravan parks; drive-in theatres; industries (other than those specified in Schedule 6); intensive animal husbandry; junk yards; liquid fuel depots; motor showrooms; retail plant nurseries, road transport depots; roadside stalls; sawmills; sexual services premises; timber yards; transport terminals; turf farming; warehouses.

The relevant provisions of SLEP 1985 should be read in conjunction with this Policy.

3.4 DCP No. 100 – Subdivision Code

Council's Subdivision Code (DCP No. 100) contains a comprehensive range of provisions that control the design, component requirements and application procedure for various forms of subdivision. Given that general subdivision pattern guidance forms the main purpose of this

Policy, some elements of this Policy either reflect, or go into greater detail, than those contained in DCP No. 100. The provisions below are extracts from DCP No. 100 which directly relate to the purpose of this Policy.

Element RE2 – Residential Neighbourhood Design

Objectives:

- O1. *To provide a safe and interesting residential environment that meets the diverse and changing needs of the community and offer a wide choice in good quality housing;*
- O2. *To provide good internal and external access for residents and minimise the impact of through traffic;*
- O3. *To provide quality public assets requiring minimum maintenance cost;*
- O4. *To encourage walking and cycling; and*
- O5. *To minimise energy consumption.*

Performance Criteria:

- P1. *The subdivision layout responds to site characteristics, setting, landmarks and views through street and open space networks*
- P2. *Neighbourhood identity is reinforced by locating community facilities at focal points within convenient walking for residents.*
- P3. *The street network provides a high level of internal accessibility and good external connections for local vehicle, pedestrian and cycle movements with traffic management to restrain vehicle speed, deter through traffic and create safe conditions for all road users.*

- P4. *The street layout and lot density minimise fuel use by reducing travel distance, maximising public transport effectiveness and encouraging walking and cycling to daily activities*
- P5. *The street and lot layout enables efficient provision of physical services.*
- P6. *The street and lot orientation and lot dimensions facilitate the setting and design of energy efficient dwellings.*
- P7. *The lot design and layout provide a variety of lot sizes and enable a variety of housing types and compatible land uses, and Council's Housing Strategy.*
- P8. *The lot design and layout provide for higher densities in areas close to the CBD, services, public transport, open space provided it is consistent with the relevant zone.*
- P9. *The layout distributes public open space that contribute to the character of the development, provide for a range of uses, are cost effective to maintain, and contribute to stormwater management and environmental care and/or conform with Council's Section 94 Contributions Plan for recreation and open space.*
- P10. *The layout retains significant vegetation and habitat areas, incorporates natural and cultural features, minimises soil erosion and avoids development on flood prone land. Identifies threatened species and their habitats, as well as providing habitat interconnections.*
- P11. *The retention of a riparian buffer zone along waterways, of a minimum width of 20 metres from the edge of the waterway*

banks or 20 metres from the centreline where banks not defined.

pedestrians and drivers of passing vehicles

P12. The layout is integrated with the surrounding urban environment, complements existing attractive streetscapes and landscapes, and provides for shared use of public facilities by adjoining communities.

P13. The layout enhances personal safety, and minimises potential for crime through surveillance by

P14. The pedestrian network is safe, attractive and efficient, running largely along public spaces fronted by houses, and avoiding areas that generate major breaks in surveillance on routes used at night.

P15. The layout of residential development provides an arrangement that forms part of a strategy to afford protection from bushfire when necessary.

Element RE14 – Allotment Layout

Minimum residential lot size and dimensions

Minimum lot size for standard residential lots	Lots with substantial street frontage: 500m ²
	'Battle axe' lots: 650m ² (excluding access handle)
Minimum dimensions for standard residential lots	rectangular non-corner lots: width 16m, depth 30m
	rectangular corner lots: width 20m, depth 30m
	irregular shaped lots: square width 12m, width at building line 16m, mean width 18m, depth 30m
	corner splays 4m minimum
Minimum lot size for small residential lots	Lots with substantial street frontage: 350m ²
	'Battle axe' lots: 25% greater in area than surrounding lots including access handles

Orientation and Energy

P15. A solar-efficient subdivision will ensure that the overall development is significantly more energy efficient than conventional development because once the lots are correctly aligned and proportioned individual houses in general will perform better with comparatively less effort. A subdivision design must maximise and protect solar access for each dwelling. This is achieved by defining the lot size, shape, orientation, the solar setback line and possibly a building height envelope which together determine the ideal locations of the northern wall of a dwelling and the time solar north-facing windows for any given

lot. Together these factors ensure that dwellings are located on lots such that reasonable solar access is achievable.

The relevant provisions of DCP No. 100 should also be read in detail in conjunction with this Policy.

3.5 Catchment Management Plans

Two management plans based on catchments in the Milton/Ulladulla area contain provisions that are directly relevant to some of the land affected by this Policy, namely:

- Narrawallee Inlet Natural Resources Management Strategy
- Burrill Lake Estuary and Catchment Management Plan

Therefore, these management plans are referred to in the area-specific provisions in Section 5 of this Policy where applicable.

4. GENERAL URBAN FORM REQUIREMENTS

The development controls set out in the following section define the general urban form provisions identified on the maps.

4.1 Access network

4.1.1. Intent

- Provide a network of streets with a clear and logical hierarchy that where practical, disperses, rather than concentrates, traffic movement .
- Provide opportunities to establish a safe, convenient and pleasant pedestrian/cycle network.
- Ensure that the boundaries separating urban/non-urban land and residential areas/public green spaces are clearly defined and easily and publicly accessible.

4.1.2 Development Controls

- The Policy provides for three road types, intended local access, co-ordinated access and pedestrian/bicycle paths. Please refer to the Policy maps for the in-principle alignments/location of these access points for each area.

Collector Roads

The Policy maps identify in-principle alignments for collector roads in a number of areas. The intended alignments for Collector Roads have been applied to co-ordinate access routes through, and to other areas and also to facilitate the operation of public transport services through these areas. Proposals shall take into account the specific operational requirements of buses, including the provision of indented bus bays and bus-friendly intersection design.

Perimeter Roads

In order to provide a clear delineation between residential and public open space/rural areas, it is intended, where applicable and practical, that residential areas will be framed by perimeter roads. The Policy identifies these roads for a number of reasons:

- to provide easy access for bushfire emergency response and bushfire prone land management;
- to prevent the semi-privatisation of public open space that can result where private backyards abut public open spaces;
- to ensure that public open spaces are addressed by public streets and homes, enabling casual surveillance from both and subsequently lessening undesirable behaviour in, and misuse of, the public open space; and
- to enable co-ordinated access to adjoining areas should further urban expansion occur in the future.

Intended local access

Where existing 'dead-end' local streets extend to (or near) the boundary of an area covered by this Policy, it is expected that any proposal for the area will include the extension of that street.

Co-ordinated Access

A number of the Residential 2(c) zoned areas contain a number of large lots. It is intended to prevent enclosed subdivision patterns on these large lots that result in physically fragmented neighbourhoods. As such, applicants proposing the subdivision of lots identified for co-ordinated access must demonstrate, as part of the proposal, how co-ordinated access can be achieved with adjoining lots.

Pedestrian/Bicycle Paths

In order to promote and establish safe pedestrian/bicycle movement, in-principle shared pathway alignments are identified in certain areas for provision by the applicant.

4.2 Form of residential subdivision/development

4.2.1 Intent

- Ensure that residential subdivision/development complies with and makes a positive contribution to the intended future urban structure of the Milton/Ulladulla district.
- Provide for residential development that is sympathetic to existing local character, responds to housing demand and promotes the ideals of ecological and community sustainability.

4.2.2 Development Controls

The Policy provides for the following forms of residential development. Please refer to Section 5 of this Policy and also the Policy maps for area specific provisions.

- ***Medium density residential lot size and development***

Under the provisions of DCP No. 71, medium density residential development includes a variety of housing forms such as terraces, villas, townhouses, cluster housing, integrated housing and walk-up residential flat buildings. It does not include dual occupancy development, caravan parks, tourist facilities or movable dwellings. Refer to DCP No. 71 for more detailed medium density development site and design requirements.

- ***Standard urban residential lot size and development***

Standard urban residential lots are defined as having an area of between 500m² and less than 749m². Permissible development on a standard urban residential lot includes a single detached dwelling house, attached dual occupancy or a detached dual occupancy if the lot is over 700m².

- ***Large urban residential lot size and development***

Large urban residential lots are defined as having an average minimum area of 750m² with a maximum of 20% of lots between 650 – 750 m². Permissible development on a large urban residential lot includes a single detached dwelling house, and attached or detached dual occupancy.

4.3 Public Open Space

4.3.1 Intent

- Provide linkages and pockets of public open space in the new neighbourhoods.
- Ensure that open space linkages perform an ecological function where appropriate, in terms of providing a link between and along areas of ecological significance, such as natural drainage lines.
- Maintain the visual integrity of ridgelines.
- Provide a buffer between the urban area and the Princes Highway in Ulladulla West.

4.3.2 Development Controls

The Policy provides for various forms of public open space. Please refer to the maps which form part of this document for the in-principle alignment of these spaces within each area, where appropriate.

- ***Drainage Reserves***

Generally, this Policy requires a minimum 20m buffer from the centreline of natural drainage lines (creating a 40 metre wide corridor). A variation of this may be considered if supported by appropriate circumstances. These reserves will maintain riparian vegetation and provide new and, in some areas, extend existing passive open space linkages

- **Ridgeline Protection**

An important part of the visual setting of coastal settlements is the green backdrop provided by coastal hills or ranges. Essentially, these raised areas are important as they provide the 'skyline' for the urban area. Where possible the green backdrop provided by ridgelines should be maintained rather than encouraging development over elevated land.

- **Princes Highway Buffer**

The Policy provides for a vegetated buffer and/or noise attenuation either side of the Princes Highway in order to mitigate impacts on adjoining residential areas. This provision applies in the Ulladulla West area (Princes Highway Precinct).

- **Other Public Open Space**

Where relevant, additional public open space is identified on the Policy maps for the purposes of providing opportunities for passive recreation and/or extending open space linkages.

4.4 Water Supply

The developer will need to prepare a water supply strategy, which details how the proposed development for the whole lot will be integrated with Council's water supply scheme. The strategy shall comply with current approved design standards. All costs associated with any investigations and strategies shall be at the developer's cost. Council's approval of the strategy will be required prior to issue of development consent. Liaison with Shoalhaven Water will be required during the preparation of the water supply strategy.

Where required infrastructure serving the development will service other lands, the developer may request Council to prepare a Development Servicing Plan (DSP) for all lands serviced. If any expenditure of Council funds is an outcome of the DSP then the commencement of works will be subject to Council approval and funding allocation in its annual management plan.

The construction and/or implementation may take two forms:

1. A contribution by Council for upsizing, or
2. Council undertake all work.

Where works are required to serve a development and the development is assessed as "out of sequence", (i.e. not directly adjacent to developed lands) then all costs shall be at the developer's expense. The developer is required to ensure that the infrastructure works provided is adequate for the overall area it is intended to serve and does not impact on the existing system.

For approved "out of sequence" developments, Council may reimburse the developer (subject to application) for any infrastructure upsizing costs built by the developer which are specified in the DSP and required to service other developments, on a per lot basis, for a maximum 5 years after release of the linen plan of subdivision for the development.

All water supply designs shall incorporate best practice design to ensure sound operation of the water supply. This includes such practices as:

1. Minimisation of dead ends;
2. Provision of components (stops valves, hydrants, etc) to ensure flexible operation of the reticulation in minimising disruption to customers;
3. Ensure sizing of infrastructure to allow possible future expansion, to minimise pressure loss and maximise flows (within acceptable parameters); and
4. Minimise long term operational costs.

Concept water and sewerage servicing plans have been prepared for the Residential 2(c) zoned areas covered by this Policy. These concept plans are contained in Appendix 1.

4.5 Sewerage

The developer will need to prepare a sewerage serving strategy, which details how the proposed development for the whole lot will be integrated with Council's sewerage scheme. The strategy must detail how the development will mitigate impacts on the sewerage reticulation, transportation system and existing treatment plant during peak times until the commissioning of the new Ulladulla Treatment Plant (planned for mid 2005) and augmentation of the trunk system (planned completion 2008). The strategy shall comply with current approved design standards. All costs associated with any investigations and strategies shall be at the developer's cost. Council's approval of the strategy will be required prior to issue of development consent. Liaison with Shoalhaven Water will be required during the preparation of the sewerage strategy.

Council has resolved (resolution No. 223) at its meeting held on Tuesday 26 February 2002 "that for all major developments in the Milton/Ulladulla area connecting to the Sewerage Scheme provide appropriate storage and pump facilities that limit the discharge of sewage to the treatment plant during peak times". Consideration will be given to the cumulative impact of small developments on the sewerage system.

Where required infrastructure servicing the development will service other lands then the developer may request Council to prepare a Development Servicing Plan (DSP). If any expenditure of Council funds is an outcome of the (DSP) then commencement of works will be subject to approved funding in Council's annual management plan. The construction and/or implementation may take two forms:

1. A contribution by Council for upsizing, or
2. Council undertake all work.

Where works are required to serve a development and the development is assessed as "out of sequence", (i.e. not

directly adjacent to developed lands) then all costs shall be at the developer's expense. The developer is required to ensure that the infrastructure works provided is adequate for the overall sewerage catchment area it is intended to serve and does not impact on the downstream systems.

For approved "out of sequence" developments Council may reimburse the developer (subject to application) for any infrastructure costs built by the developer which are specified in the DSP and required to service other developments on a per lot basis, for a maximum 5 years after release of the linen plan of subdivision for the development.

All sewerage system designs shall incorporate best practice design for sound operation of the sewerage system. This includes such practices as:

1. Minimisation of lengths of sewers.
2. Sewer designs being above the minimum design limitations to provide tolerances during construction.
3. Ensure sizing of infrastructure to allow possible future expansion (within acceptable parameters).
4. Provision of components to ensure minimum operational costs to sewerage system, minimise infiltration and inflow to the system and disruption to customers.
5. Individual sewerage systems serving separate parcels of land will not be approved. Sewerage systems must be integrated to service the whole catchment.

Concept water and sewerage servicing plans have been prepared for the Residential 2(c) zoned areas covered by this Policy. These concept plans are contained in Appendix 1.

4.6 Stormwater

4.6.1 Intent

The Policy seeks to minimise stormwater run-off from new residential development.

4.6.2 Development Controls

The minimisation of stormwater run-off should be achieved by the adoption of water sensitive urban design principles. These include:

- Limiting impervious areas directly connected to the drainage system.
- Maximising the reuse of stormwater for non-potable purposes (ie rainwater tanks).
- Maximising the use of vegetated flow paths.
- Using stormwater infiltration 'at source' where appropriate.

The reduction in stormwater runoff has the benefit of reducing the pollution load (sediment, phosphorus and nitrogen) into receiving waters. Consequently, the stormwater pollution structures (sediment ponds and wetlands) may be of a reduced size and therefore benefit the developer in the area of land used and Council in future maintenance costs.

Subdivision designs should be developed within the context of a water cycle strategy, adopting low impact street drainage design, low impact trunk drainage, infiltration and retention basins.

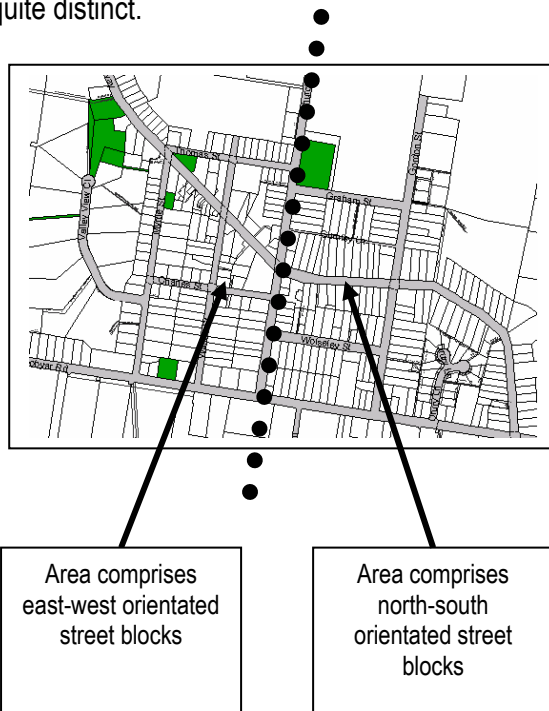
5. AREA-SPECIFIC URBAN FORM REQUIREMENTS

The following section should be read in conjunction with the maps which also make up this Policy.

5.1 Area 1 – Milton

5.1.1 Access network

With the exception of the Princes Highway, the traditional grid street pattern in Milton has a formal north-south or east-west orientation containing rectangular street blocks. Owing to the differing street block orientation, the layouts of the town centre and adjoining urban area to the east are quite distinct.



The Gordon Street precinct is located to the east of the town centre while the Corks Lane Precinct is located to the west. Given the importance of heritage values to Milton, local street networks in both precincts will, as far as practical, reflect the traditional grid pattern comprised of rectangular blocks, particularly near Corks Lane.

The future street network will have multiple access point and routes both internally and to other areas and have a clear hierarchy. Corks Lane and Croobyar Road will form effective perimeter roads for the Corks Lane Precinct.

Pedestrian/bicycle paths are identified in the public open space to enable safe links (away from the Princes Highway) between the Catholic School, the town centre and Croobyar Road.

Refer to the performance criteria and acceptable solutions identified on page 17.

Performance Criteria	Acceptable Solutions
ML1. Street networks continue the traditional patterns established by the existing street networks.	ML1a. As far as practical, where acceptable engineering standards are maintained, street networks are to form a grid pattern and provide rectangular blocks.
ML2. The street network forms an efficient and purposeful access system with a clear hierarchy. As far as practicable, the street network will disperse, rather than concentrate, traffic flows.	ML2a. Perimeter Roads and local streets are provided in accordance with the in-principle alignments on Map 1a. ML2b. Lots identified for 'co-ordinated' access on Map 1a and 1b must demonstrate how access can be achieved to adjoining lots.
ML3. A safe pedestrian/bicycle link is established between the Catholic School, the town centre and Croobyar Road.	ML3a. Pedestrian/bicycle paths, constructed to the appropriate standards, are provided in accordance with the in-principle alignments on Map 1a.

5.1.2 Residential subdivision

The traditional character of areas away from the retail core of Milton comprised of modest, low-key residential structures and consistent front and side setbacks. Given the importance of heritage character to

Milton and the location of the 2(c) zones on the fringes of the township, this traditional character is adopted as the future desired character of the Milton area for the purposes of this Policy.

Performance Criteria	Acceptable Solutions
ML4. Residential lot sizes that enable generous front and side setbacks while still being relevant to a village context.	ML4a. Lots are subdivided to a size applicable to 'large' urban residential, unless geotechnical and drainage advice states to the contrary. Suitability will be determined at the development assessment stage. ML4b. Lots are subdivided to a size applicable to 'medium density development' in the relevant area identified on Map 1A – to allow for medium density and integrated development.
ML5. Residential lots reflect the traditional rectangular lots in the fringe areas of Milton.	ML5a. As far as practical, lots are rectangular in shape.

5.1.3 Open space network

The Policy identifies intersecting open space linkages traversing the Corks Lane Precinct. The open space linkages are

centred on a natural drainage line (north to south) and an existing easement for water supply (east to west).

Performance Criteria	Acceptable Solutions
ML6. Drainage reserves and other public open space reflect topography and the existing 'easement for water supply' across the Corks Lane Precinct.	ML6a. Drainage reserves and other public open space are provided in accordance with the in-principle spaces identified on Map 1a.

- * Advisory Note: Proponents should be aware of provisions in the *Burrill Lake Estuary and Catchment Management Plan* in any development application on land within the Corks Lane precinct and provisions in the *Narrawallee Inlet Natural Resources Management Strategy* in any development application on land within the Gordon Street precinct.

5.1.4 Development Guidelines

Milton is a historic settlement set within a culturally significant pastoral landscape. As such any new residential development should respect and where possible reflect existing urban themes. Milton has been described as 'a fine example of a private township of the mid nineteenth century that has not grown much beyond its original boundaries. The town is an integral part of an extensive and quite dramatic landscape, commanding exceptional views both seaward and landward' (National Trust of Australia 1986).

- **Density**

The town is contained within a relatively restricted area. It is characterised by dense clusters of buildings separated by significant areas of open space, affording views of the surrounding countryside. Glimpses of distant countryside between buildings and down streets crossing the highway are characteristic features of Milton.

Guidelines: There is scope to provide a range of densities. Gaps should be created between buildings to break up the built form, emulating the scale and grain of the township. Residential development should provide for views of the distant countryside.

- **Building Forms**

The historic buildings in Milton are of two basic forms: commercial buildings with parapets facing the street and skillion roofs at the rear, public and domestic buildings usually freestanding, single or two storey with pitched roofs both hipped and gabled. Behind the parapet fronts, formality tends to give way to a more random array of roofscapes of skillions and more domestic forms. Pyramidal roof forms are relatively common amongst the domestic buildings.

Guidelines: The distinction between residential and commercial buildings should be maintained. Residential development

should adopt lower building forms with domestic scale pitched roofs. Residential development should be predominantly single storey, with limited scope for vertical variation in the form of attic bedrooms with dormer windows and the occasional two storey structure.

- **Setbacks**

Commercial buildings in Milton are generally located on the front boundary whereas residential buildings tend to be set back behind gardens on a building line. Residential front and side setbacks tend to be consistent.

Guidelines: Front and side setbacks should be consistent on a street by street basis. However, there is scope to provide variety between streets with front setbacks brought forward to create a more urban character in certain streets.

- **Scale**

Horizontal proportions tend to predominate in the walls and simple building masses of historic Milton buildings. Windows and door openings tend to be spaced well apart and have vertical proportions of 2 to 1. Larger openings are common for the ground floor of commercial buildings where proportions approach square. Fenestration tends to be simple and regularly spaced without undue complexity.

Guidelines: Use simple, horizontally proportioned walls and built masses. Windows and doors should be vertically proportioned at least 2:1 and simple in arrangement.

- **Materials**

Milton's buildings are characterised by the following use of materials: painted render with string courses, pediments and quoins picked out in different colours; some sandstone quoins, weatherboard walling to residential areas and more modest buildings behind the commercial spine; corrugated iron roofing, timber framed windows and doors.

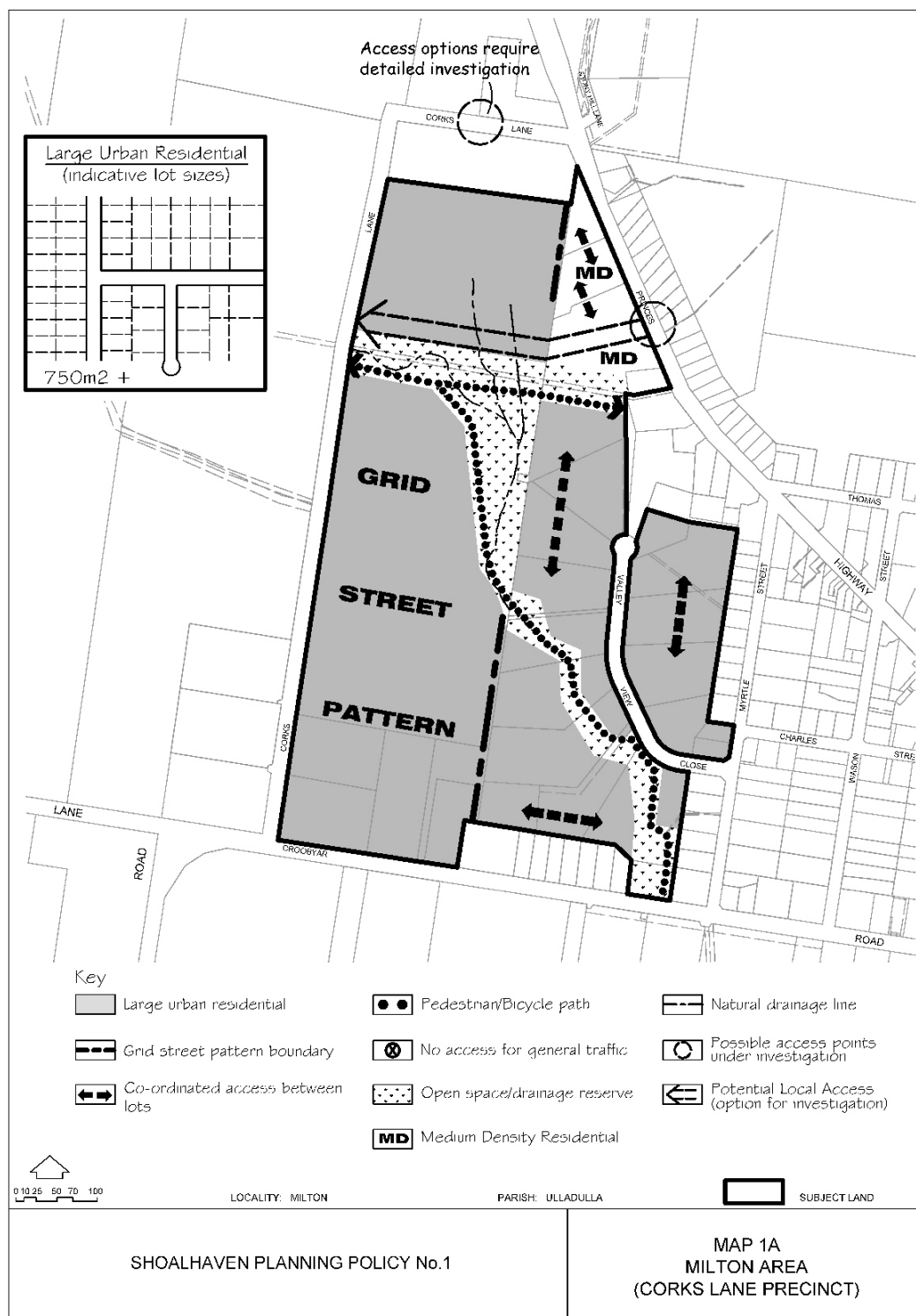
Guidelines: Use a collage of materials and colours evident in Milton's historic core and use walling materials to differentiate individual buildings.

- **Style**

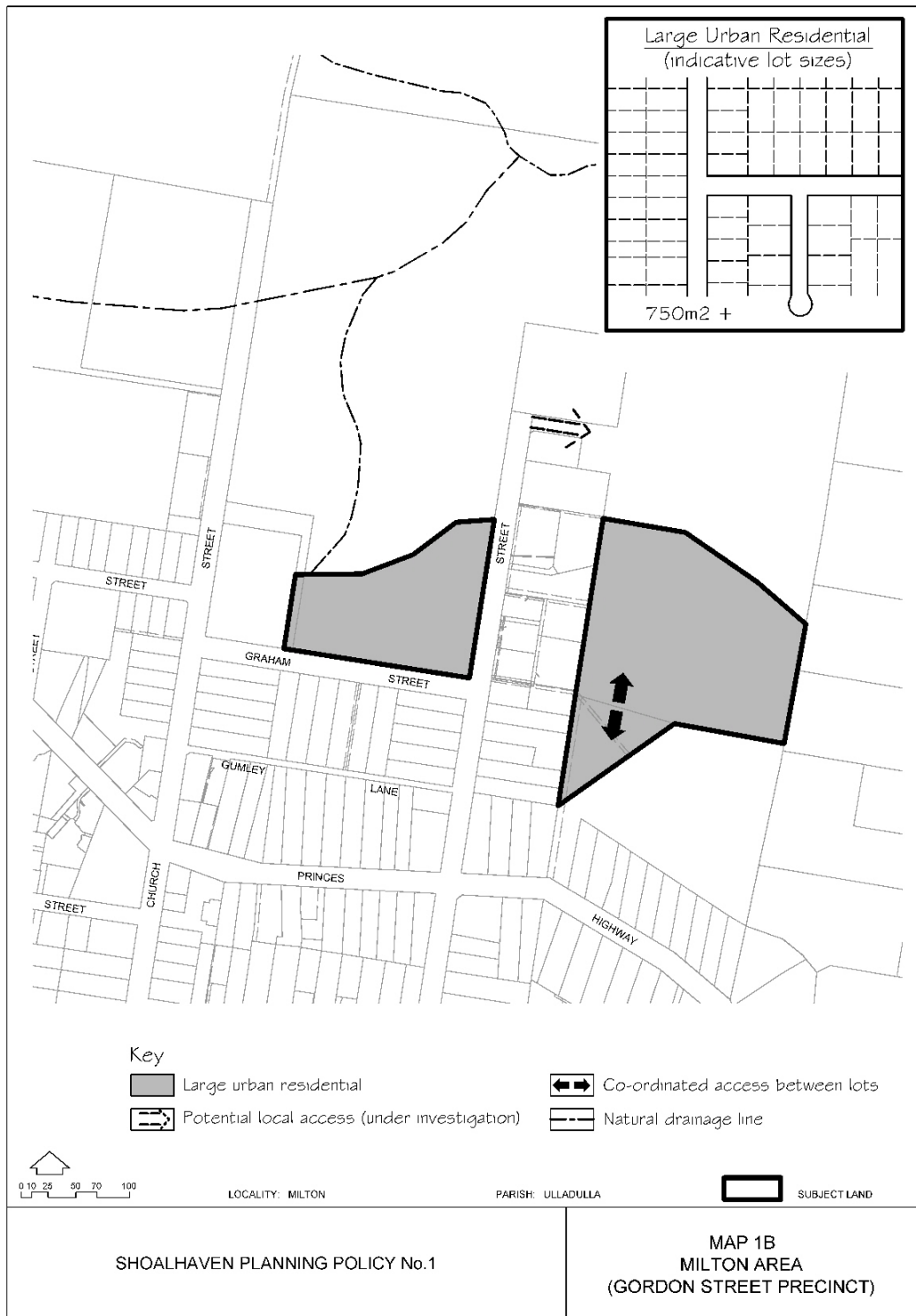
Outside Milton's commercial spine, residential structures tend to be modest and low-key in style.

Guidelines: There is no need to replicate the styles of the past. Buildings can be contemporary in style, but should relate to the historic context by means of sympathetic forms, scale and materials.

Performance Criteria	Acceptable Solutions
ML7. Were appropriate design guidelines for dwelling density, building forms, setbacks, scale, materials and style are provided	ML7a. Require "restriction as to user" requirements consistent with existing subdivision approvals in the area.



Map 1A: Milton Area (Corks Lane Precinct)



Map 1B: Milton Area (Gordon Street Precinct)

5.2 Area 2 – Narrawallee

5.2.1 Access network

A perimeter road system will provide a definitive boundary between the Narrawallee urban area and the ecologically significant area to the west. The local street network will correspond and interrelate, as much as practical, with the existing local street network to the east and south.

Pedestrian/bicycle paths are identified and required to enable safe links throughout the area and also to Narrawallee Beach and the wooded area to the west.

Performance Criteria	Acceptable Solutions
NW1. The street network forms an efficient and purposeful access system with a clear hierarchy. As far as practicable, the street network will disperse, rather than concentrate, traffic flows.	NW1a. Collector Roads and Perimeter Roads are provided in accordance with the in-principle alignments on Map 2. NW1b. The 'dead-end' streets of Seaspray Street, Gemini Way and the unnamed road off Leo Drive are utilised as potential access points into the area. NW1c. Blake Place be provided as an appropriately controlled (locked gate or similar) emergency and pedestrian access, if required. NW1d. Multiple access points and routes are provided within the subject area (extensive cul-de-sac systems are avoided).
NW2. Pedestrian/bicycle paths are established throughout the area providing linkages to Narrawallee Beach and the open space to the west.	NW2a. Pedestrian/bicycle paths, constructed to the appropriate standards, are provided in accordance with the in-principle alignments on Map 2. NW2b. Safe bicycle routes are provided through the centre and along the eastern edge of the area.

5.2.2 Residential subdivision

Due to the existing character of areas to the east and south, and the distance to the Ulladulla town centre and other service facilities, the predominant form of development for the Narrawallee area is

'standard urban residential'. Given the increasing demand for higher density housing, opportunities for medium density development should be provided around the future open space in the southern section of the area.

Performance Criteria	Acceptable Solutions
NW3. Residential lot sizes are relevant to demand and context.	NW3a. Lots are subdivided to a size applicable to 'standard urban residential'. NW3b. Lots are subdivided to a size applicable to 'medium density development' around the future open space (extended public reserve) in the southern section of the area.

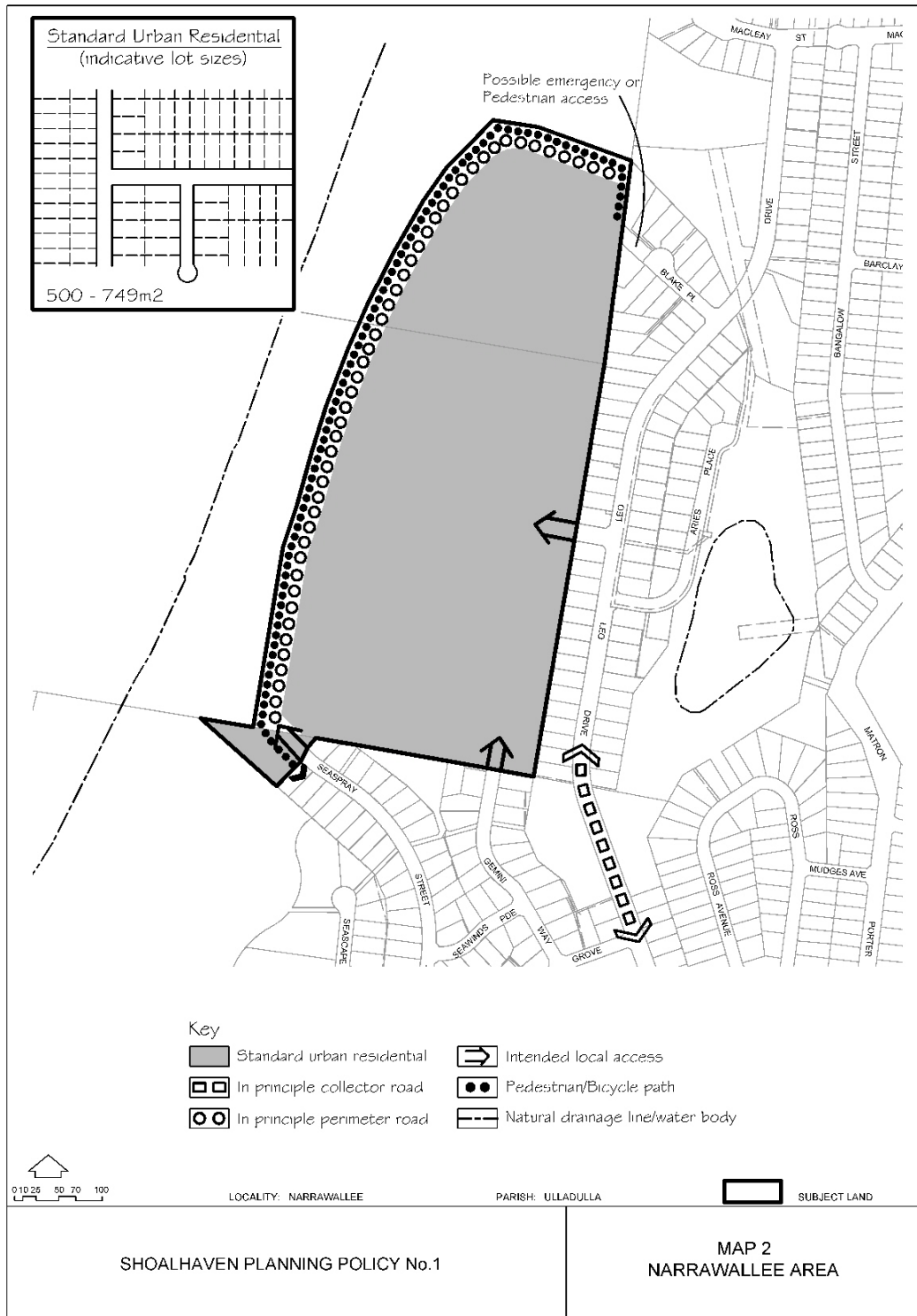
5.2.3 Open space network

It is expected that the existing public reserve to the adjoining south of the area is extended into the subject site. Additional

public open space may be provided at the highest points along the ridgeline, in order to conserve the visual integrity of this elevated land.

Performance Criteria	Acceptable Solutions
NW4. Open space within the area links with adjoining open space and is adequate to the needs of future residents.	NW4a. The existing public reserve to the adjoining south of the area is extended into the subject site. NW4b. The total area of proposed open space within the subject site is consistent with the standards set out in Council's Section 94 Plan.
NW5. Where possible the scenic quality of the ridgeline is maintained.	NW5a. Proposals demonstrate that where possible the scenic quality of the ridgeline is not compromised by development.

- * Advisory Note: Proponents should be aware of provisions in the *Narrawallee Inlet Natural Resources Management Strategy* in any development application on land within the Narrawallee area.
- * Advisory Note: A subdivision application has been lodged over this area and is being assessed in detail by the Department of Infrastructure, Planning and Natural Resources through the Master Plan and Development Application process in accordance with SEPP 71.



Map 2: Narrawallee Area

5.3 Area 3 – Mollymook

5.3.1 Access Network

The Policy identifies the road reserve of Bishop Drive as a collector road that bisects the area and provides direct access from the Princes Highway to Matron Porter Drive. As such, limited access points will be provided on Bishop Drive to reinforce its function as a major Collector Road.

The local street network will correspond and interrelate, as much as practical, with the existing local street network to the south.

Performance Criteria	Acceptable Solutions
MM1. The street network forms an efficient and purposeful access system with a clear hierarchy. As far as practicable, the street network will disperse, rather than concentrate, traffic flows.	MM1a. Collector Roads are provided in accordance with the in-principle alignments on Map 3. MM1b. The 'dead-end' streets of Mison Circuit and the unnamed road off Mison Circuit are utilised as local access points. MM1c. Multiple access points and routes are provided within the subject area (extensive cul-de-sac systems are avoided).
MM2. Access points to/from Bishop Drive are limited but not prevented.	MM2a. Two (2) / three (3) new access points with Bishop Drive are provided in accordance with the general locations identified on Map 3.

5.3.2 Residential subdivision

Due to the existing character of areas to the north-east and south, and the distance to the Ulladulla town centre and other service facilities, the predominant form of development for the Mollymook area is 'standard urban residential'. However, given the increasing demand for higher density

housing and tourist orientated development in the area, the Policy includes scope for appropriately located higher density residential development. In addition, an area adjoining the Mollymook Golf Course is specifically identified for 'medium density development'.

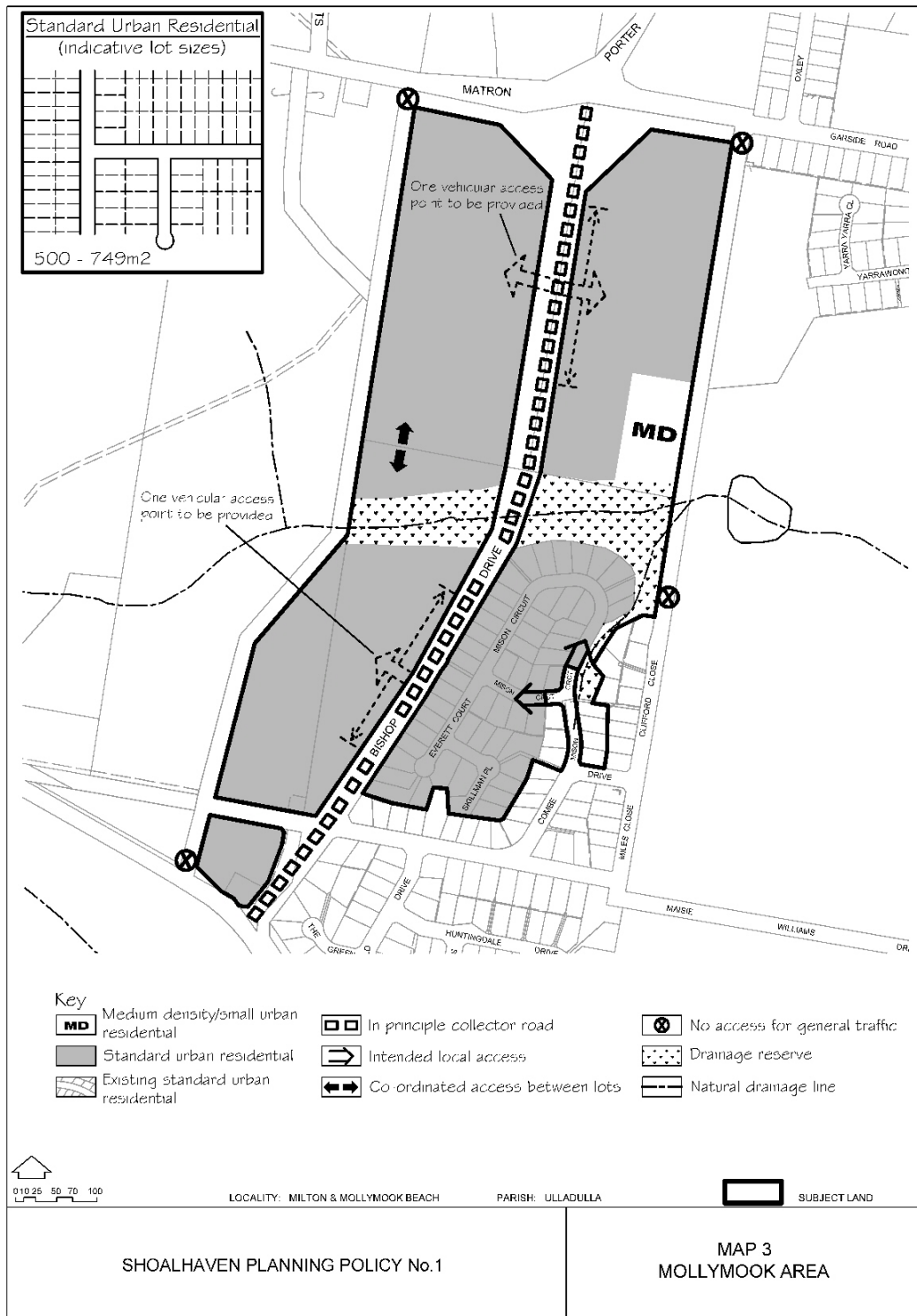
Performance Criteria	Acceptable Solutions
MM3. Residential lot sizes are appropriate in terms of demand, location and context.	MM3a. Lots are subdivided to a size applicable to 'standard urban residential' in the relevant area identified on Map 3. MM3b. Lots are subdivided to a size applicable to 'medium density development/small urban residential' in the relevant area identified on Map 3. MM3c. Between 10% and 20% of the total area of land identified as 'standard urban residential' will be subdivided to provide for 'medium density development' fronting the 'Collector Road' or road able to accommodate the traffic generated.

5.3.3 Open space network

The Policy identifies an open space linkage centred on Mollymook Creek. This linkage will contribute towards an open space connection between the wooded area west of the subject site to Mollymook Beach, including privately owned Mollymook Golf Course.

<i>Performance Criteria</i>	<i>Acceptable Solutions</i>
MM4. Public open space reflects topography, maintains the riparian integrity of Mollymook Creek and provides linkages across and within the area.	MM4a. Drainage reserves are provided in accordance with the in-principle areas identified on Map 3 and any water quality control measures should be provided within the land to be subdivided
MM5. Public open space is adequate to the needs of future residents.	MM5a. The total area of proposed public open space within the subject site is consistent with the standards set out in Council's Section 94 Plan.

- * Advisory Note: Bushfire protection measures for this area will need to be investigated in detail at the subdivision application stage.



Map 3: Mollymook Area

5.4 Area 4 – Ulladulla West

5.4.1 Access network

The Princes Highway bisects the northern section of the area and the future Ulladulla Bypass will adjoin the area to the west. Despite the proximity, residential subdivision in this area will have little interaction with the Highway and the Bypass. As such, access points will be limited and development will not address these roads. To reinforce this, a landscaped a buffer is identified along the Princes Highway.

The Policy identifies a number of collector roads that will enable efficient access within the area and also to the Ulladulla town centre and other areas. Perimeter roads are identified to adjoin the public open spaces and the northern boundary of the area. The local street network will correspond and interrelate, as much as practical, with the existing local street network to the north and east. Pedestrian/bicycle paths are identified along Millards Creek to extend the existing network throughout Ulladulla.

Performance Criteria	Acceptable Solutions
UW1. The street network forms an efficient and purposeful access system with a clear hierarchy. As far as practicable, the street network will disperse, rather than concentrate, traffic flows.	<p>UW1a. Collector Roads and Perimeter Roads are provided in accordance with the in-principle alignments on Maps 4a-c.</p> <p>UW1b. The 'dead-end' streets of Springfield Drive, Molloy Street, Silky Oak Avenue, Budawang Drive and Abbey Road are utilised as local access points.</p> <p>UW1c. A local access point is established on Ilett Street opposite Buckland Drive.</p> <p>UW1d. Local access options to Lot 20 DP 597513 are investigated.</p> <p>UW1e. Multiple access points and routes are provided within the subject area (extensive cul-de-sac systems are avoided).</p> <p>UW1f. Lots identified for 'co-ordinated access' on the Plan maps 4a-b must demonstrate how access can be achieved to adjoining lots.</p> <p>UW1g. One vehicular access is to be provided across Millards Creek in the general location identified on Map 4a.</p>
UW2. Access points on the Princes Highway and Ulladulla Bypass are limited but not prevented.	UW2a. Options for access points on the Princes Highway and the Ulladulla Bypass are investigated.
UW3. The Millards Creek pedestrian/bicycle path network is extended through the area.	UW3a. A pedestrian/bicycle path, constructed to the appropriate standards, is provided along Millards Creek in accordance with the in-principle alignment on Maps 4a-b.

5.4.2 Residential subdivision

Consistent with the existing character of areas to the north and east, and the distance to the Ulladulla town centre and other service facilities, the predominant form of development for the Ulladulla West

area is 'standard urban residential'. However, given the increasing demand for higher density housing in the area, the Policy includes scope for a component of appropriately located higher density residential development.

Performance Criteria	Acceptable Solutions
UW4. Residential lot sizes are relevant to demand, location and context.	UW4a. Lots are subdivided to a size applicable to 'standard urban residential'. UW4b. Up to 20% of each subdivision application within the land identified as 'standard urban residential' on Maps 4a-c can be subdivided to provide for 'medium density development' provided it is located on a road/street capable of accommodating the total traffic generated. Additional areas over and above this can also be nominated at the subdivision stage if required

Proximity to the Ulladulla By-Pass

Where residential areas are in close proximity to the proposed Ulladulla bypass there is a need to address the potential issue of increased levels of traffic noise

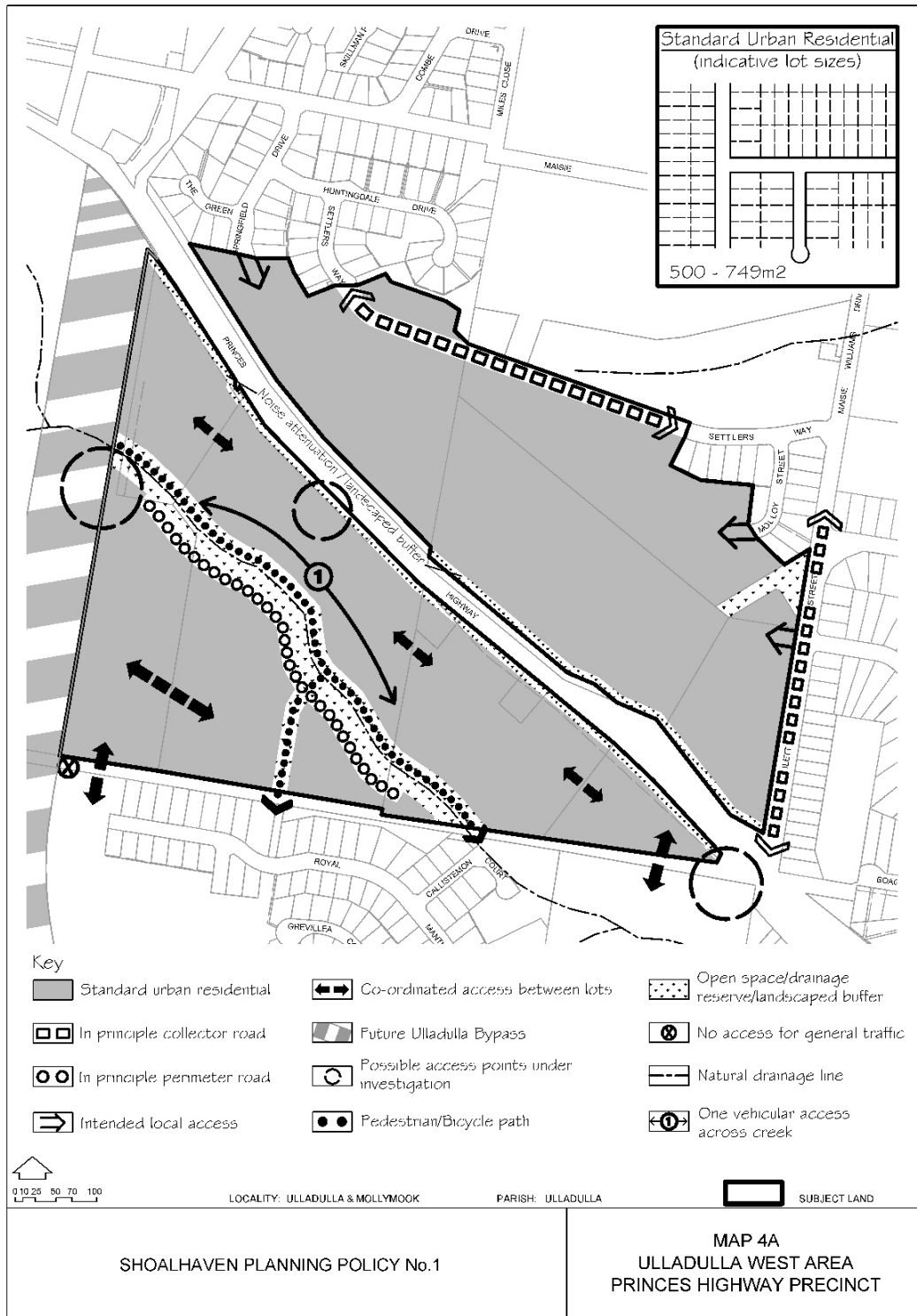
(Environment Protection Authority 1999). In instances where lots back on to the bypass corridor, larger lots with increased rear setbacks may be an option.

5.4.3 Open space network

The Policy identifies public open space linkages centred on Millards Creek and its tributaries. The public open space will form an extension to the Millards Creek open space network and pedestrian/bicycle footpath network already existing in central Ulladulla.

In addition, a landscaped buffer will be provided to lessen the noise, visual and air pollution impacts of the Princes Highway on the residential area. The buffer will also prevent informal vehicular access from the Highway. It is expected that a similar treatment will be provided within the future Ulladulla Bypass road reserve.

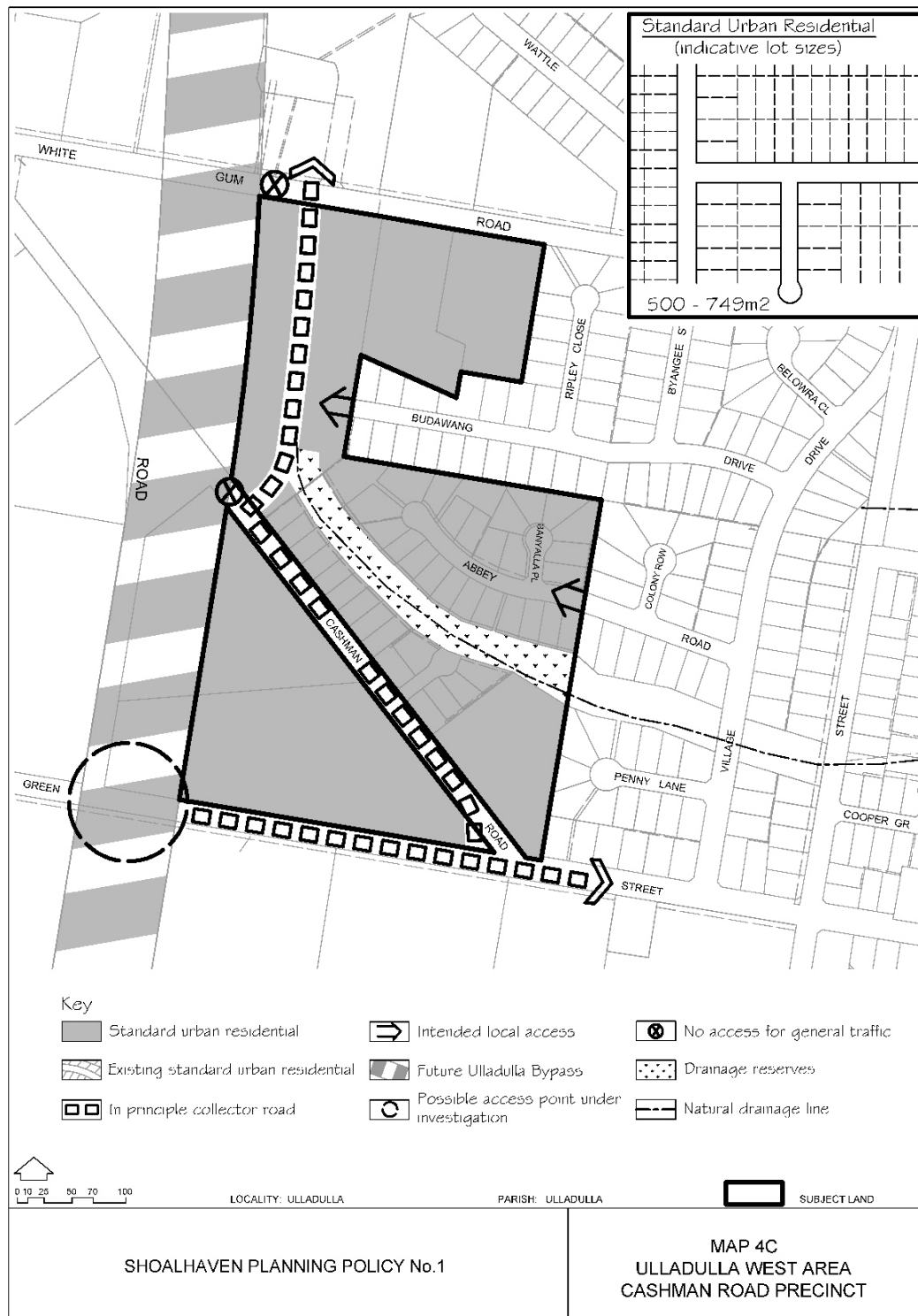
Performance Criteria	Acceptable Solutions
UW5. Public open space reflects topography, maintains the riparian integrity of Millards Creek and its tributaries and provides open space linkages across and within the area.	UW5a. Drainage reserves and other open space linkages are provided in accordance with the in-principle areas identified on Maps 4a-c.
UW6. A landscaped buffer and/or noise attenuation measure mitigates the impacts of the Princes Highway and prevents informal vehicular access to the residential area.	UW6a. Adequate sound attenuation and vegetation buffer is provided along the Highway frontage. UW6b. The buffer is established as a Public Reserve.



Map 4A: Ulladulla West Area: Princes Highway Precinct



Map 4B: Ulladulla West Area: Royal Mantle Drive Precinct



Map 4C: Ulladulla West Area: Cashman Road Precinct

5.5 Area 5 – Ulladulla

5.5.1 Access network

A perimeter road, abutting the Millards Creek drainage reserve, will make that open space accessible and safe for

pedestrians and provide a connection between Jindelara Road and Timbs Street. The local street network of the precinct will reflect the pattern of the surrounding street network and connect to it at existing 'dead-end' streets and 'T-junction' intersections.

Performance Criteria	Acceptable Solutions
UL1. The street network forms an efficient and purposeful access system with a clear hierarchy. As far as practicable, the street network will disperse, rather than concentrate, traffic flows and correspond with the surrounding street network.	UL1a. Multiple access points and routes are provided within the subject area (extensive cul-de-sac systems are avoided). UL1b. Lots identified for 'co-ordinated access' on Map 5 must demonstrate how access can be achieved to adjoining lots.

5.5.2 Residential subdivision

Essentially, the Ulladulla precincts offer an opportunity for urban consolidation ('in-fill' development), in relative proximity to the

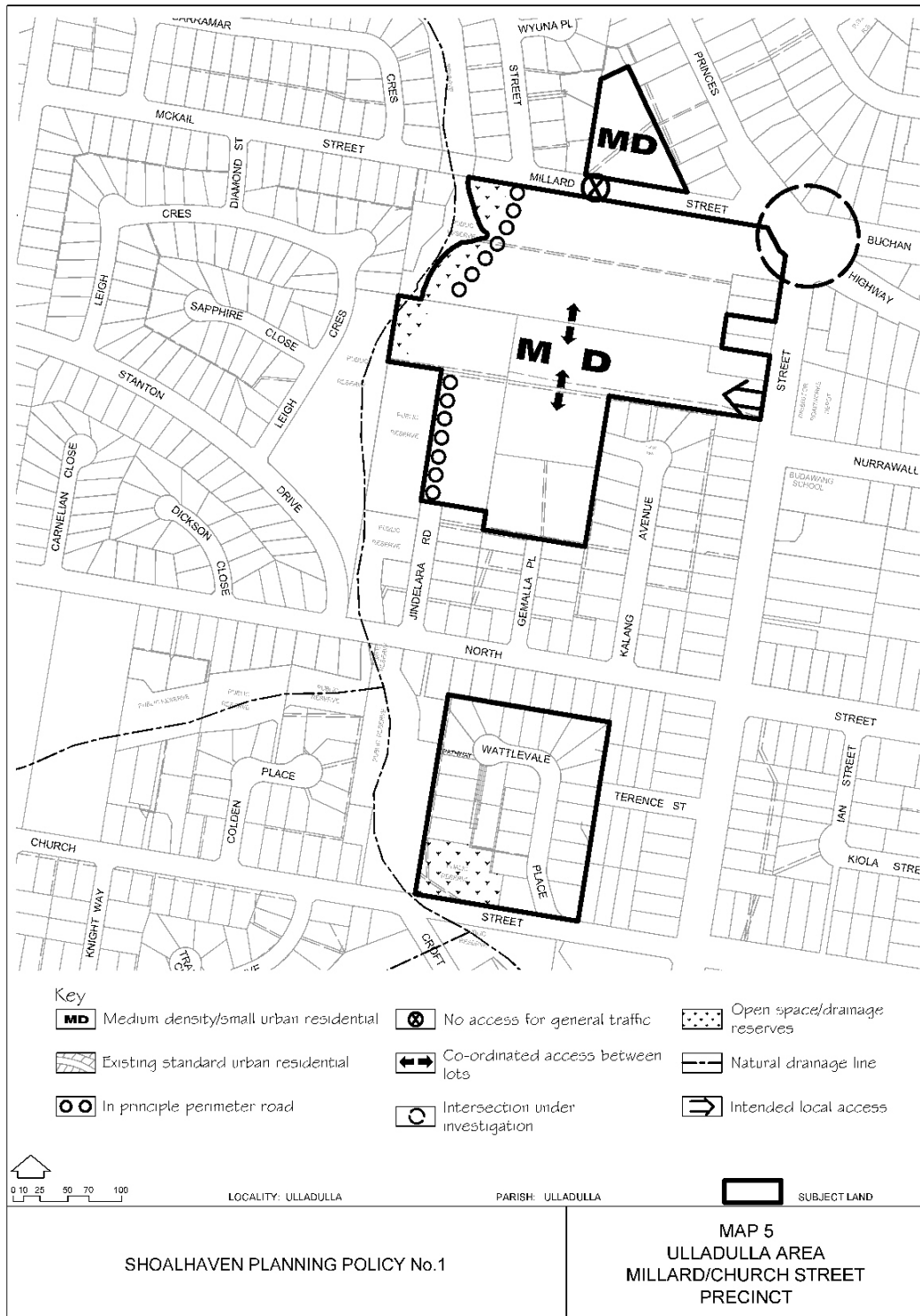
facilities and services of the Ulladulla town centre. Therefore in order to fully utilize these sites, subdivision appropriate for 'medium density development' is preferred.

Performance Criteria	Acceptable Solutions
UL3. Residential subdivision/development that: - enables effective urban consolidation that utilises its proximity to the services and recreational facilities of the Ulladulla town centre; and - increases housing choice in Ulladulla.	UL3a. Lots are subdivided to a size applicable to 'medium density development/small urban residential'.

5.5.3 Open space network

In order to reinforce the existing Millards Creek public open space network throughout the area, the Policy identifies public open spaces along the creek and its tributaries.

Performance Criteria	Acceptable Solutions
UL4. Public open space reflects topography, maintains the riparian integrity of Millards Creek and its tributaries and provides open space linkages across and within the precincts.	UL4a. Drainage reserves are provided in accordance with the in-principle areas identified on Map 5.



Map 5: Ulladulla Area: Millard/Church Street Precinct

5.6 Area 6 – Kings Point

5.6.1 Access network

Kings Point Road will be maintained as a Collector road. While it is intended to limit access points on Kings Point Road to reinforce its function as a Collector Road, limited access points will be required to prevent fragmentation of the area.

It is intended that perimeter roads will provide a definitive boundary between the Kings Point urban area and the wooded areas to the north, east and south. As far as practical, the local street network will disperse, rather than concentrate, traffic flows.

Performance Criteria	Acceptable Solutions
KP1. The street network forms an efficient and purposeful access system with a clear hierarchy. As far as practicable, the street network will disperse, rather than concentrate, traffic flows.	KP1a. Collector Roads and Perimeter Roads are provided in accordance with the in-principle alignments on Map 6.
KP2. Access interchanges from Kings Point Drive are limited but not prevented.	KP2a. Two (2) new intersections on Kings Point Drive (including the perimeter road) are provided in accordance with the locations identified on Map 6.

5.6.2 Residential subdivision

Consistent with the existing character of areas to the west and the distance to the Ulladulla town centre and other service facilities, the predominant form of development for the Kings Point area is

'standard urban residential'. However, given the increasing demand for higher density housing and tourist orientated development in the area, the Policy includes scope for appropriately located 'medium density development'.

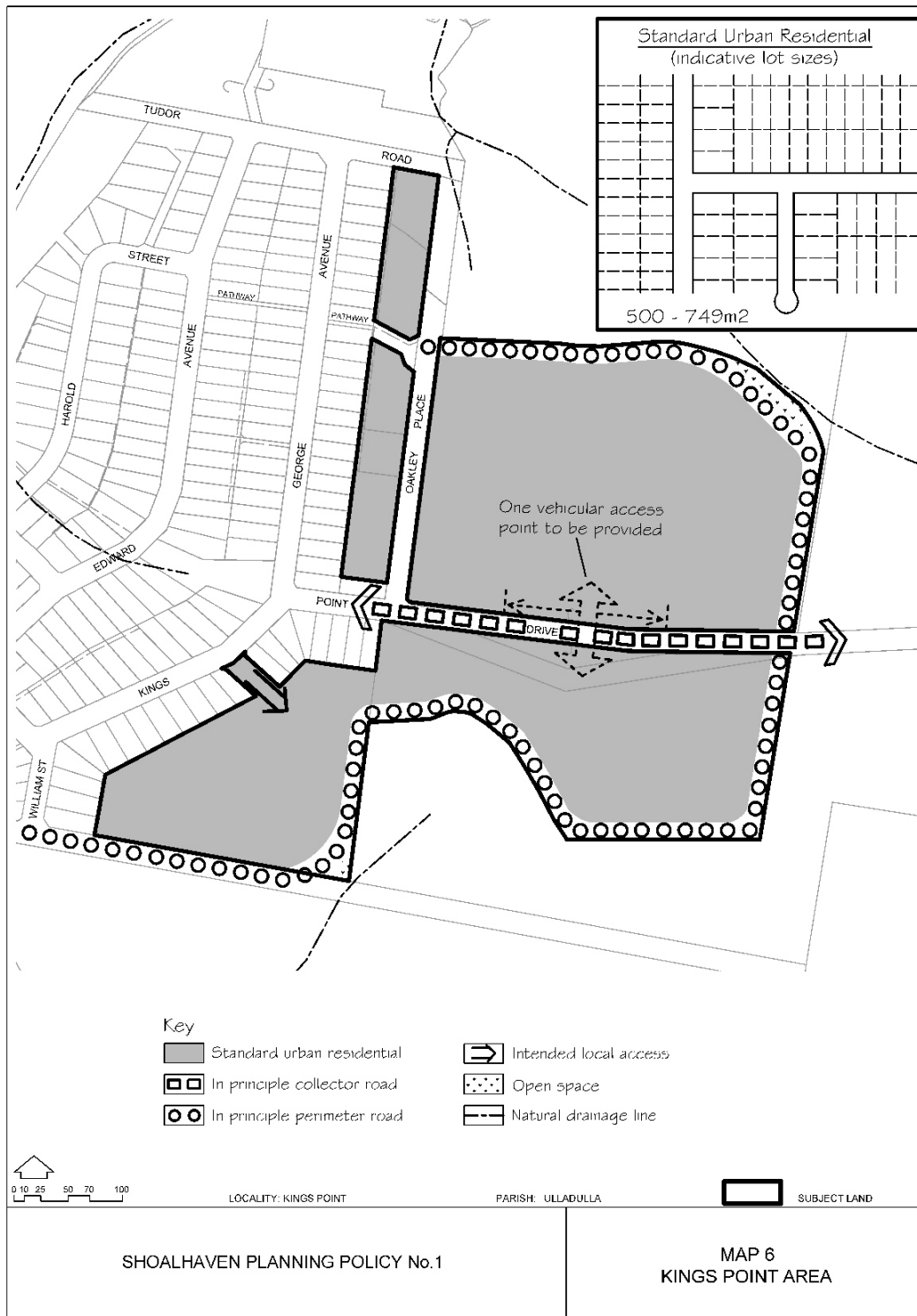
Performance Criteria	Acceptable Solutions
KP3. Residential lot sizes are relevant to demand and context.	KP3a. Lots are subdivided to a size applicable to 'standard urban residential'. KP3b. Between 10% and 20% of the total area of land identified as 'standard urban residential' on Policy map no 6 will be subdivided to provide for 'medium density development' fronting the 'Collector Road' or road able to accommodate the traffic generated

5.6.3 Public open space

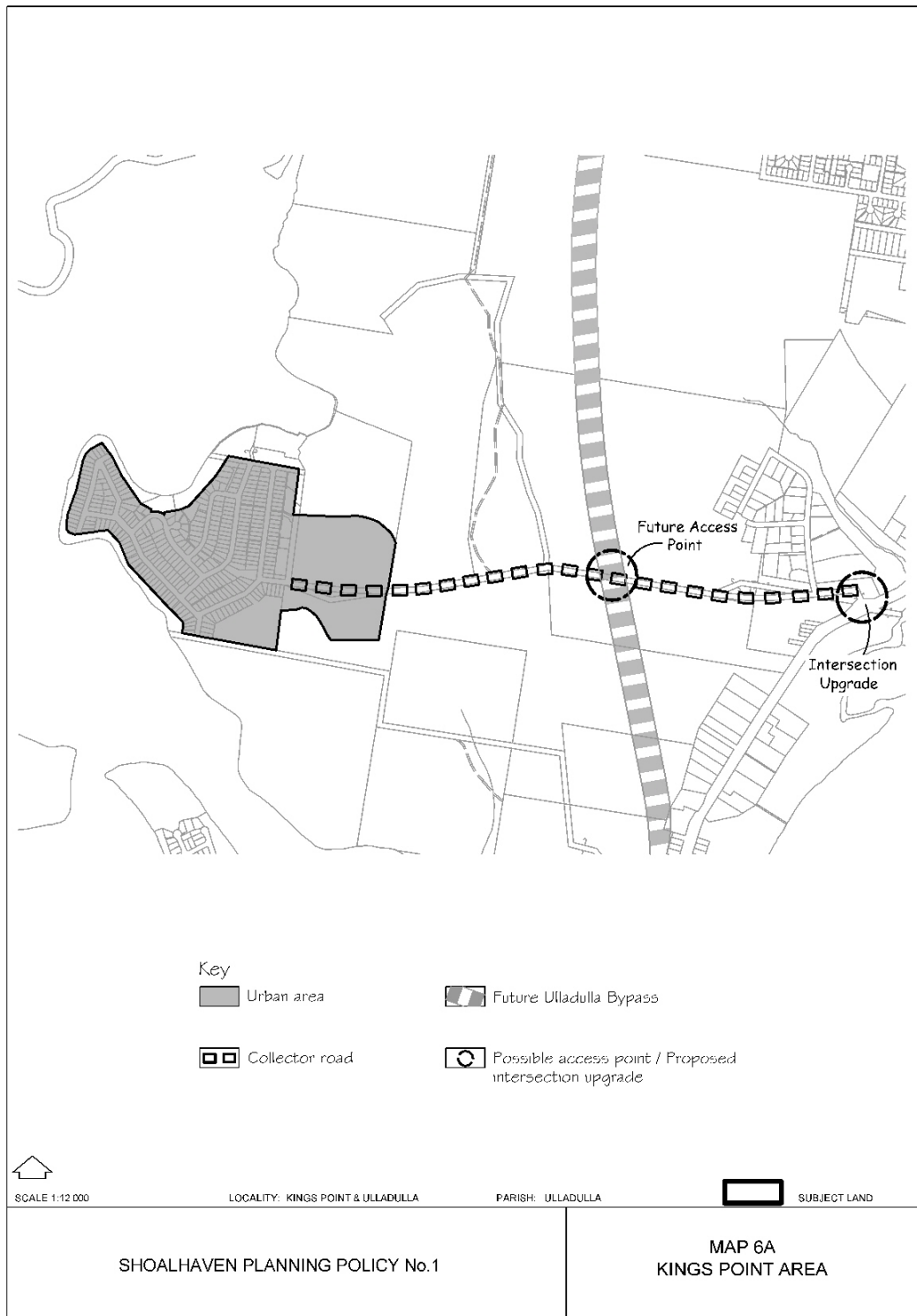
Two public open spaces are identified on the Policy to protect the ecological integrity of natural drainage lines near the Policy boundary

<i>Performance Criteria</i>	<i>Acceptable Solutions</i>
KP4. Public open space maintains riparian integrity of nearby natural drainage lines.	KP4a. Development does not occur within 20 metres of identified natural drainage lines.

- * Advisory Note: Proponents should be aware of provisions in the Burrill Lake Estuary and Catchment Management Plan in any development application on land within the Kings Point area.



Map 6: Kings Point Area



Map 6A: Kings Point Area

5.7 Area 7 – Burrill Lake/Dolphin Point

5.7.1 Access Network

The Princes Highway passes through the Burrill Lake Precinct however it is intended that the urban expansion area will have limited interaction with the highway. As such, access points will be restricted and development should not address the highway.

The Policy identifies a collector road that connects the Burrill Lake and Dolphin Point urban expansion areas and enables efficient access within and to other areas.

Perimeter roads are identified to adjoin the public open spaces, the adjoining Open Space 6(b)(Recreation – Private) zoned land and the southern and western boundaries of the area. It is also expected that the local street network will correspond and interrelate, as much as practical, with the existing local street network of Dolphin Point to the east.

Performance Criteria	Acceptable Solutions
BD1. The street network forms an efficient and purposeful access system with a clear hierarchy. As far as practicable, the street network will disperse, rather than concentrate, traffic flows.	BD1a. Collector Roads and Perimeter Roads are provided in accordance with the in-principle alignments on Map 7. BD1b. The 'dead-end' streets of Vista Drive and the unnamed road off Vista Drive are utilised as local access points. BD1c. Multiple access points and routes are provided within the subject area (extensive cul-de-sac systems are avoided).
BD2. Further access points on the Princes Highway are limited but not disregarded.	BD2a. Options for appropriate access to Lot 1 DP 204535 are investigated.

5.7.2 Residential Subdivision

Consistent with the existing character of areas to the north and east and the distance to the Ulladulla town centre and other service facilities, the predominant form of development for the Burrill

Lake/Dolphin Point area is 'standard urban residential'. However, given the increasing demand for higher density housing and tourist orientated development in the area, the Policy includes scope for appropriately located 'medium density development'.

Performance Criteria	Acceptable Solutions
BD3. Residential lot sizes are relevant to demand and context.	BD3a. Lots are subdivided to a size applicable to 'standard urban residential' in the relevant area identified on Map 7. BD3b. Between 10% and 20% of the total area of land identified as 'standard urban residential' on Map 7 will be subdivided to provide for 'medium density development' fronting the 'Collector Road' or road able to accommodate the traffic generated.

5.7.3 Open space network

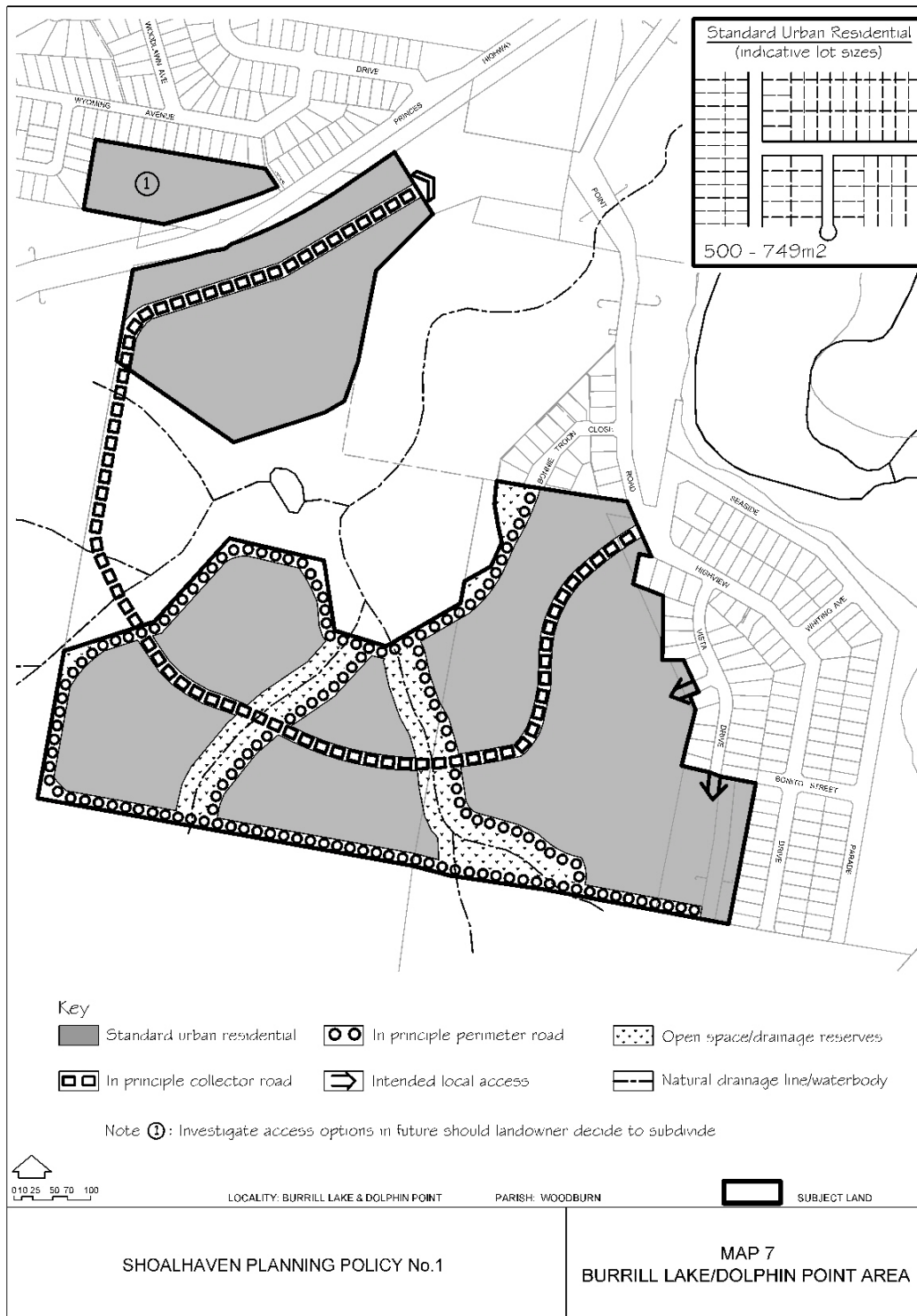
The Policy identifies two public open space linkages centred on a natural drainage line running through the Dolphin Point precinct.

These linkages will contribute towards an open space connection between the wooded area south of the Dolphin Point precinct to the Burrill Lake Outlet.

Performance Criteria	Acceptable Solutions
BD4. Public open space reflects topography, maintains the riparian integrity of natural drainage lines and provides open space linkages across and within the area.	BD4a. Drainage reserves are provided in accordance with the in-principle areas identified on Map 7.

* Advisory Notes:

- Proponents should be aware of provisions in the *Burrill Lake Estuary and Catchment Management Plan* in any development application on land within the Burrill Lake/Dolphin Point area.
- Minor inconsistencies may exist between this Policy and Council's Development Control Plan No. 52 – Dolphin Point (DCP No. 52). Where an inconsistency exists between the provisions of this Policy and DCP No. 52, the provisions of this Policy shall prevail to the extent of that inconsistency.
- Significant Aboriginal Archaeological finds have been located during previous development in this area. As such the issue of Aboriginal Archaeology requires detailed consultation with the traditional owners, relevant Government Departments etc., and consideration in any development (subdivision) applications in this area.



Map 7: Burrill Lake/Dolphin Point Area

6. IMPLEMENTATION AND MONITORING

6.1 Conditions of Development Consent

The provisions of this Policy will largely be implemented through the development application process. The provisions of this Policy will be considered during development assessment and according conditions will be applied to the development consent. As is normally the case with approved subdivisions, the construction of vehicular roadways will be the responsibility of the developer. Land identified as Green Space under this Policy will be ceded to Council for community use as part of any subdivision.

6.2 Section 94 Contributions

It should be noted that all development applications are subject to Council's Contributions (Section 94) Plan 1993. Developments may need to make monetary or land contributions for the following works and services:

- roads and traffic control;
- drainage and pollution control;
- fire control and emergency services;
- open space;
- active and passive recreation (including pedestrian pathways);
- community facilities; and
- Section 94 Plan Administration.

For further information, refer to Council's Section 94 Plan.

Specific Section 94 Plans will be prepared, as required, for the Residential 2(c) zones covered by this Policy to address road upgrading, stormwater and other requirements that may result from proposed development.

6.3 Monitoring and minor amendments to the Policy

Council will ensure that this Policy continues to embody principles and provisions that are relevant to the appropriate expansion of the Milton-Ulladulla urban area. Council reserves the right to adopt minor variations to the Policy without public exhibition for comment, if Council is of the opinion that the proposed amendment does not change the substance of the Policy and is generally consistent with its principles.



Ernie Royston
ACTING GENERAL MANAGER
Date: 18 . 1 . 05

REFERENCES

Shoalhaven City Council

- Shoalhaven City Council (1990) 'Heritage Study: Milton Town Centre'. May 1990.
- Shoalhaven City Council (1993) 'Contribution Plan 1993'.
- Shoalhaven City Council (1995) 'Shoalhaven Local Environmental Plan 1995'.
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- Shoalhaven City Council (2000) 'Shoalhaven Housing Strategy'.
- Shoalhaven City Council (2001) 'Subdivision Code: DCP 100'. Adopted 18 December 2001.
- Shoalhaven City Council (2002) 'Burrill Lake Estuary and Catchment Management Plan'. Adopted November 2002.
- Shoalhaven City Council (2002) 'Medium Density Code: DCP 71' (as amended).
- Shoalhaven City Council (2002) 'Narrawallee Inlet Natural Resources Management Strategy'. June 2002.

State Planning

- Coastal Council of NSW (2003) 'Coastal Design Guidelines'.
- Department of Environment & Planning (1998) 'Illawarra Environmental Plan No.1. Updated June 1998.
- Department of Urban Affairs & Planning (1998) 'Neighbourhood Character: An urban design approach for identifying neighbourhood character'.
- Environment Protection Authority (1999) 'Environmental Criteria for Road Traffic Noise'.
- Planning NSW (2001) 'Planning for Bushfire Protection'. December 2001.

Relevant State Legislation

- Coastal Protection Act 1979.*
- Environmental Planning & Assessment Act 1979.*
- Local Government Act 1993.*
- Rural Fires Act 1997.*
- Rural Fires & Environmental Assessment Amendment Act 2002*

Relevant State Planning Policies

- State Environmental Planning Policy – Seniors Living (2004)
- State Environmental Planning Policy No. 9: Group Homes
- State Environmental Planning Policy No. 71: Coastal Protection.

APPENDIX 1



Water and Sewerage Concepts for Inclusion in Shoalhaven Planning Policy No 1

Prepared for

Shoalhaven Water

Specific Inclusions for Each Precinct

Area 1A – Milton

Corks lane Precinct

Water Supply.

A water supply strategy is required, as the recently rezoned area will impact on the overall water supply for the Milton area.

The topography of the area varies significantly in elevation from the south the north. The northern, north-west and north-east parts of this precinct is a possible low pressure area (see plan No. 1AA). The water supply strategy shall examine ways of improving the water pressure in this area to meet Shoalhaven Water standards without affecting the existing water supply including water pressure and security.

Sewerage.

As a result of the topography, this precinct drains in two different directions. The major part of this precinct drains to the south-east and the minor part drains to the south (see plan No. 1AA). Orderly development for this precinct is seen as progressing as shown on plan No. 1AA.

Council has adopted a special Section 64 Contribution following the preparation of a Development Servicing Plan for this precinct.

The area will be served by a relocated new pump station M2 with collection sewers as shown on plan 1AB.

Individual sewerage systems serving separate subdivisions will not be permitted. Land to the north will not be developed until infrastructure is provided through subdivision development or a DSP.



Map 1AA Milton Area (Corks Lane Precinct) Water Supply & Sewerage Servicing Plan

Area 1B – Milton

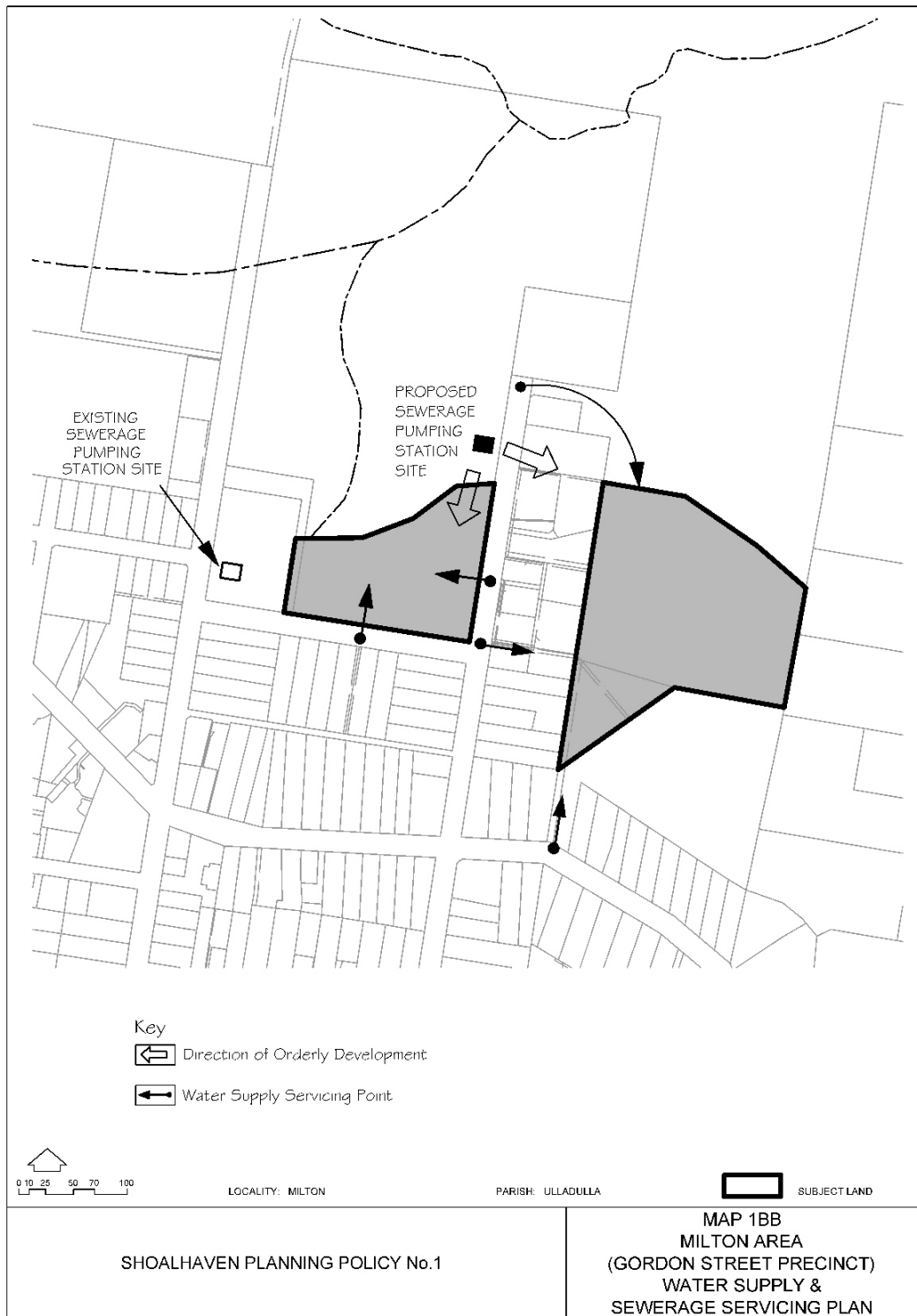
Gordon Street Precinct

Water Supply_

Water supply is available for connection to the area of 2(c) zoned land bounded by Graham and Gordon Streets. The area of 2(c) zoned land to the east of Gordon Street (see Plan No. 1BB) will need for the water supply to be extended from the existing water supply in Gordon Street to any proposed subdivision development as indicated on Plan No. 1BB.

Sewerage_

A SPS is proposed to serve this precinct (see Plan No. 1BB). A DSP has been prepared for this 2(c) zoned land (and other residential zoned land), that can be served by the proposed SPS. Orderly development for this precinct is seen as progressing as shown on plan No. 1BB.



Map 1BB Milton Area (Gordon Street Precinct) Water Supply & Sewerage Servicing Plan

Area2–Narrawallee

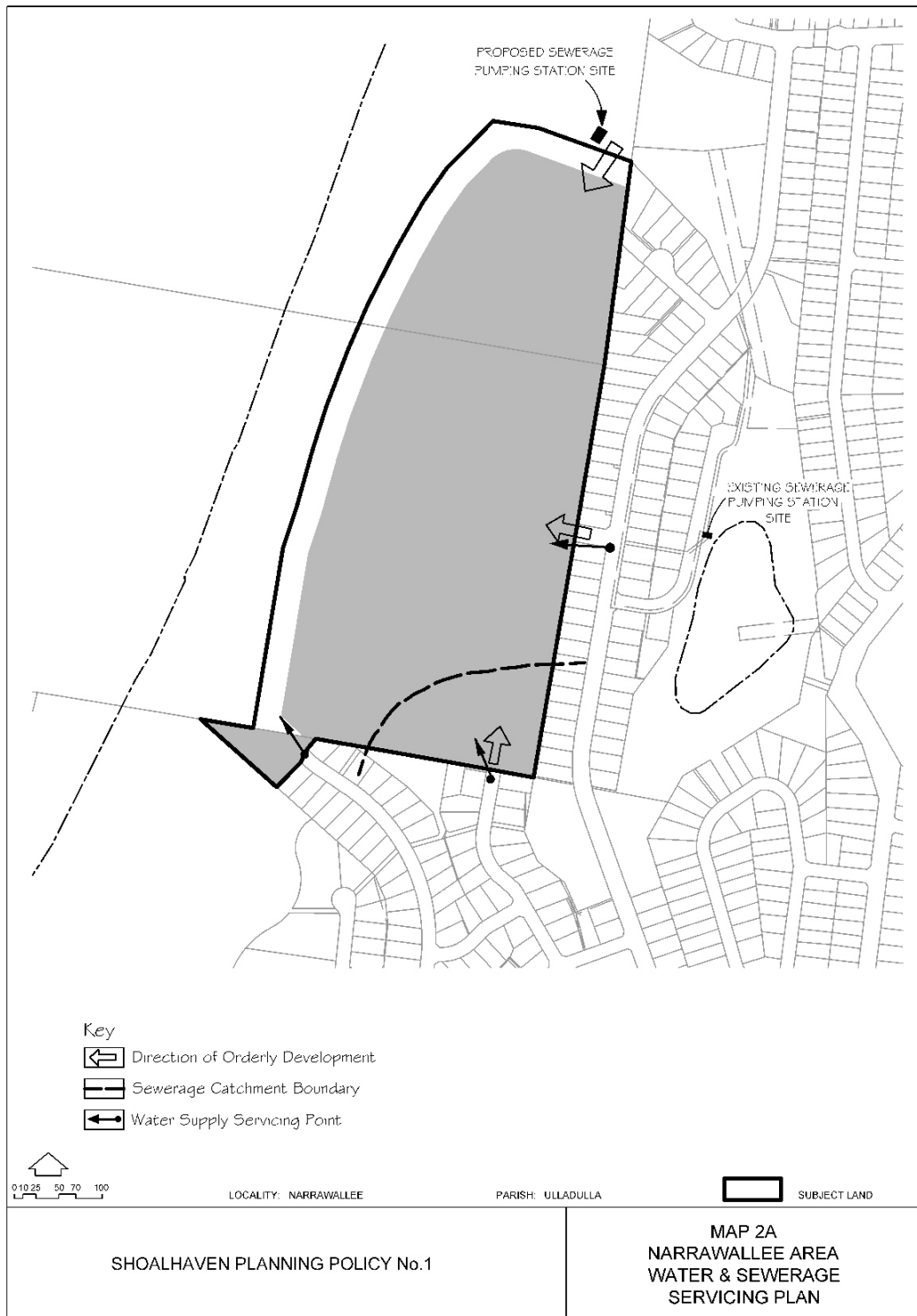
Water Supply.

A Special Section 64 (water supply infrastructure) contribution (Project NO. 43WATR0006) covers this area.

The design of the reticulation system to serve any future subdivision proposal shall need to be sized such that the overall Narrawallee reticulation system is not affected and be approved by Shoalhaven Water. Water supply points are available as shown on Plan No. 2A.

Sewerage.

This area of undeveloped land has two sewerage drainage catchments. A minor one in the south-east corner and the balance which will be designed to drain to the northern end (see Plan No. 2A). Orderly development for this precinct is seen as progressing as shown on plan No. 2A.



Map 2A Narrawallee Area Water Supply & Sewerage Servicing Plan

Area 3–Mollymook

Development within the southern eastern quadrant of this precinct is nearing completion. A subdivision application has been received for the large lot in the north-east quadrant.

Water.

A Special Section 64 (water supply infrastructure) contribution (Project NO. 43WATR0010) covers the lands on the southern side of the major drainage system, which dissects this area. The design of the reticulation system to serve future subdivision proposal (particularly the northern half) shall need to be sized such that the overall Narrawallee reticulation system is not affected. Water supply points are available as shown on Plan No. 3A.

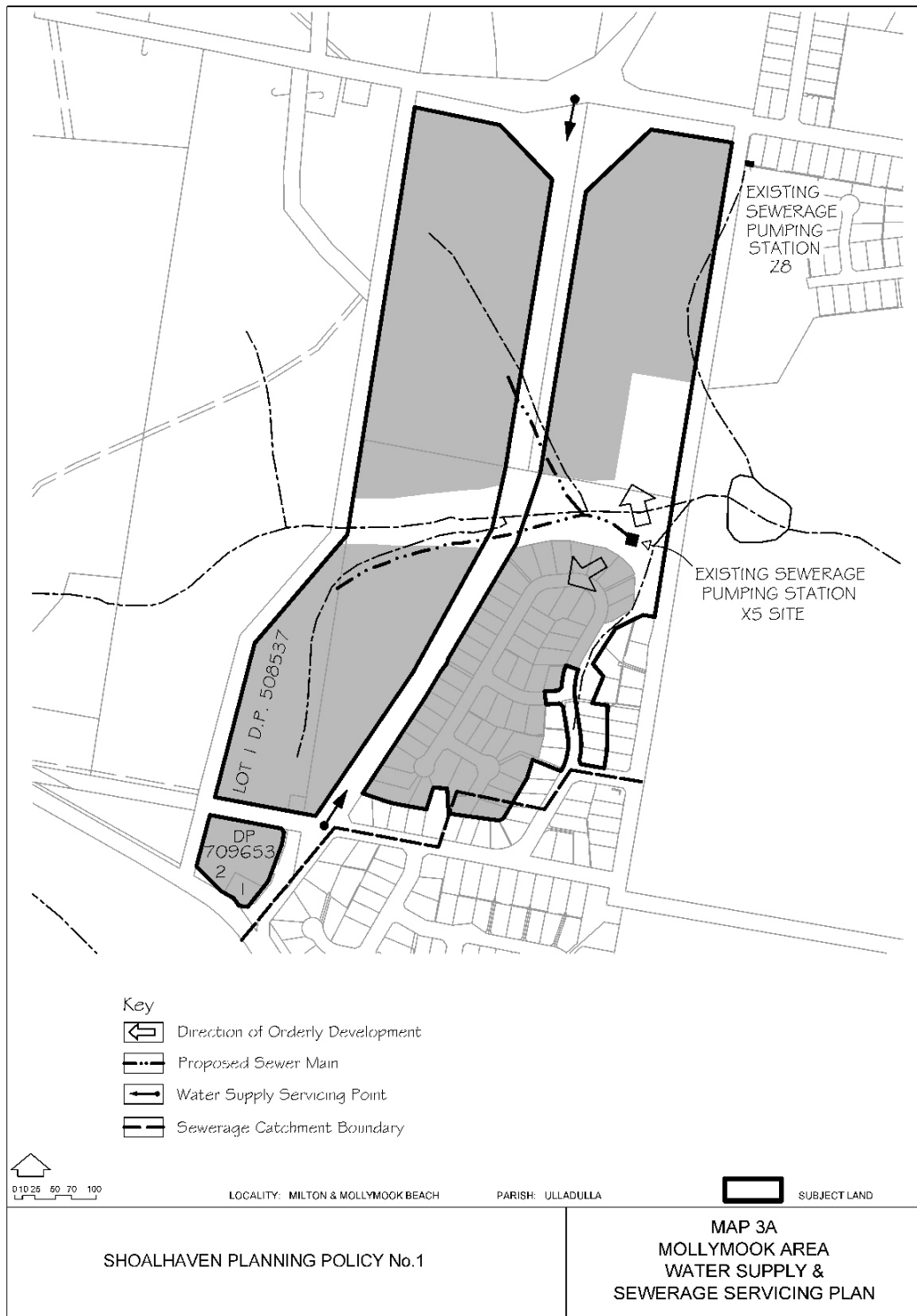
Sewerage.

A Special Section 64 (sewerage infrastructure) contribution (Project NO. 43WATR0009) is in place which covers the Mollymook area as per Plan No. 3A (excluding Lots 1 and 2 DP 709653 and Lot 1 DP 508537). The existing SPS X5 has been constructed to satisfy all development within Plan No. 3A (excluding Lots 1 and 2 DP 709653 and Lot 1 DP 508537).

The developers of Lots 1 and 2 DP 709653 and Lot 1 DP 508537 are required to prepare a sewerage strategy and required to undertake assessment of the sewerage transportation system to determine what augmentation works shall be required to support their developments.

A sewer main has been constructed from SPS X5 along Clifford Close to support subdivision development to the north-east quadrant. A Special Section 64 (sewer infrastructure) contribution (Project No. 79SEWR0011) is in place.

Orderly development for this precinct is seen as progressing as shown on plan No. 3A.



Map 3A Mollymook Area Water Supply & Sewerage Servicing Plan

Area 4A-West Ulladulla

Princes Highway Precinct

This precinct straddles the Princes Highway with the Princes Highway as the ridge line. Some subdivision works has commenced on the north-western side of the Princes Highway.

Water Supply.

It is intended that this precinct (see Plan No. 4AA) be served by Narrawallee service reservoir, however, the supply of water to the recently rezoned land on the southern side of the Princes Highway will require a water supply strategy and detailed hydraulic analysis report to assure water supply needs to the current standards.

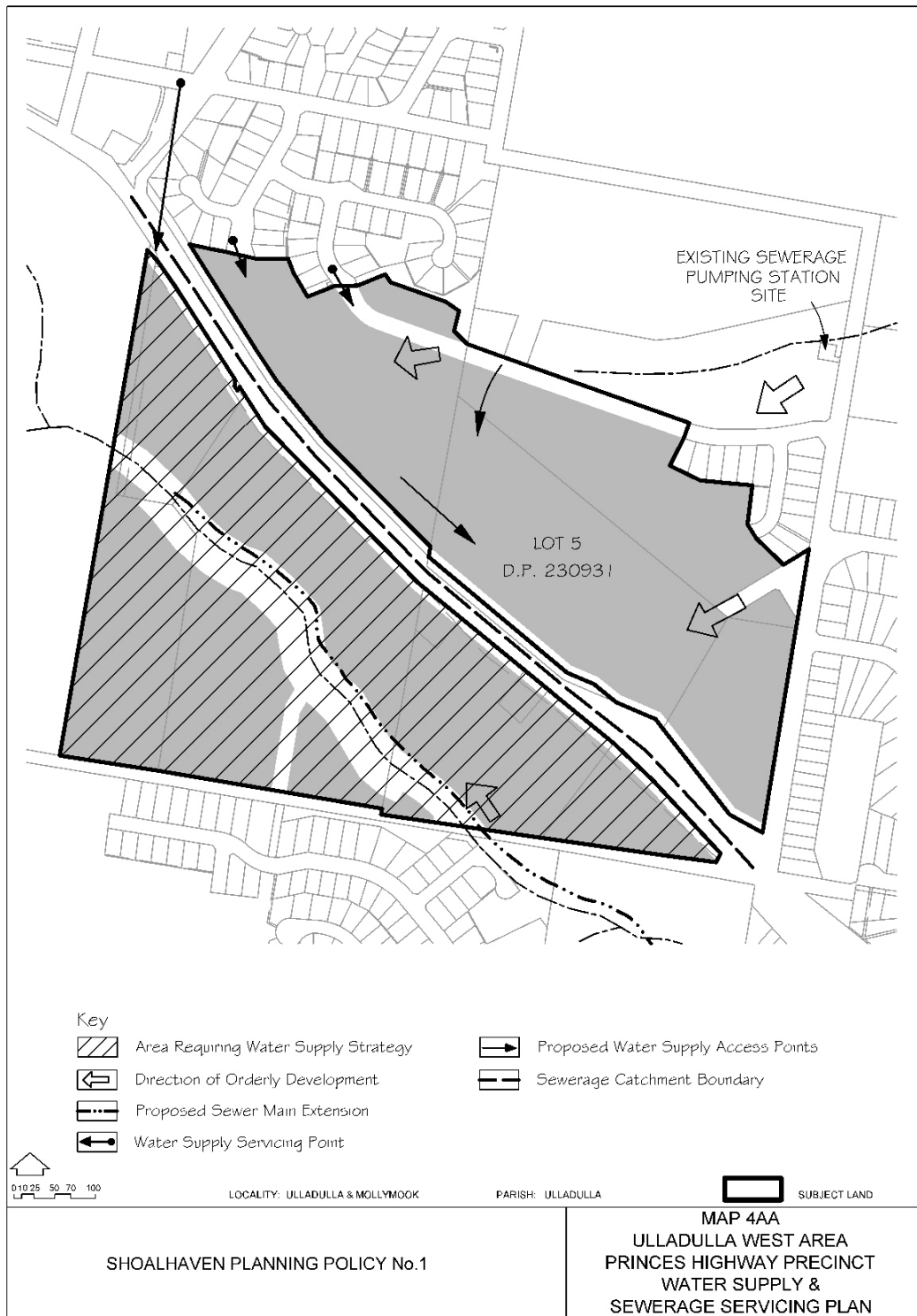
Water supply access point/s to service Lot 5 DP 230931 shall need to be made over the lands currently under development (see Plan No. 4AA). Lot 5 DP 230931 will not be able to develop (subdivide) until water supply can be extended from the north and north-west (i.e. Settlers Way and Springfield Drive).

A Special Section 64 (water infrastructure) contribution (Project No. 43WATR0010) is in place, which requires all the lands on the northern side of the Princes Highway to contribute towards.

Sewerage

A Special Section 64 (sewerage infrastructure) contribution (Project No. 79SEWR0009) is in place which covers all the lands on the northern side of the Princes Highway as per Plan No. 4AA.

Orderly development for this precinct is seen as progressing as shown on plan No. 4AA.



Map 4AA Ulladulla West Area Princes Highway Precinct Water Supply & Sewerage Servicing Plan

Area 4B-West Ulladulla

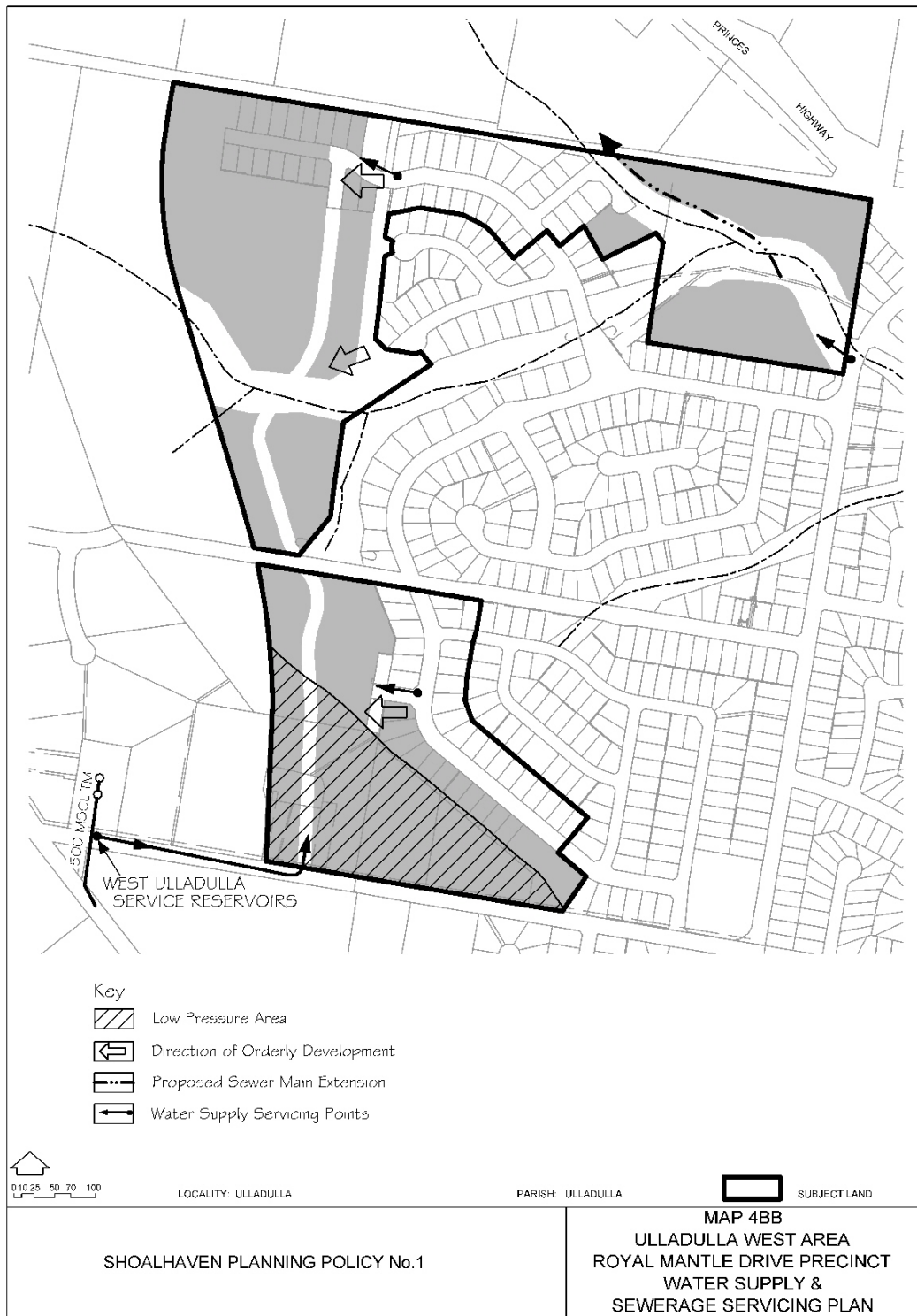
Royal Mantle Drive Precinct

Water Supply.

This area will be served from the west by the West Ulladulla reservoirs via the existing 500mm diameter MSCL trunk main. The draft Ulladulla Water Reticulation Investigation and Hydraulic Analysis Design Report (revised 1997) outlines the necessary water supply infrastructure required for this precinct (except for the area marked on Plan No. 4BB as a low pressure area). This low pressure area will require a separate water supply strategy to assure water supply meets current design standards.

Sewerage.

Sewerage services to this precinct are available via the orderly extension of the existing sewerage system. Orderly development for this precinct is seen as progressing as shown on plan No. 4BB.



Map 4BB Ulladulla West Area Royal Mantle Drive Precinct Water Supply & Sewerage Servicing Plan

Area 4C-West Ulladulla

Cashman Road Precinct

Development of this precinct has already begun with subdivision works underway along and to the north of Cashman Road.

Water.

The draft Ulladulla Water Reticulation Investigation and Hydraulic Analysis Design Report (revised 1997) outlines the necessary water supply infrastructure required for this precinct (except for the area marked on Plan No. 4CC as a low pressure area). The low pressure areas will require a separate water supply strategy to assure water supply meet current design standards.

Water supply to the precinct below Budawang Drive (see Plan No. 4CC) will be from one connection on the 500mm MSCL trunk main running along Cashman Avenue.

Sewerage.

Sewerage for this precinct will depend on the ultimate subdivision layout but will be predominantly along a natural drainage line, which almost bisects the area from the south-east to the north-west. It is unlikely that any amplification works will be required as a result of development of this precinct.



Map 4CC Ulladulla West Area Cashman Road Precinct Water Supply & Sewerage Servicing Plan

Area 5 Ulladulla

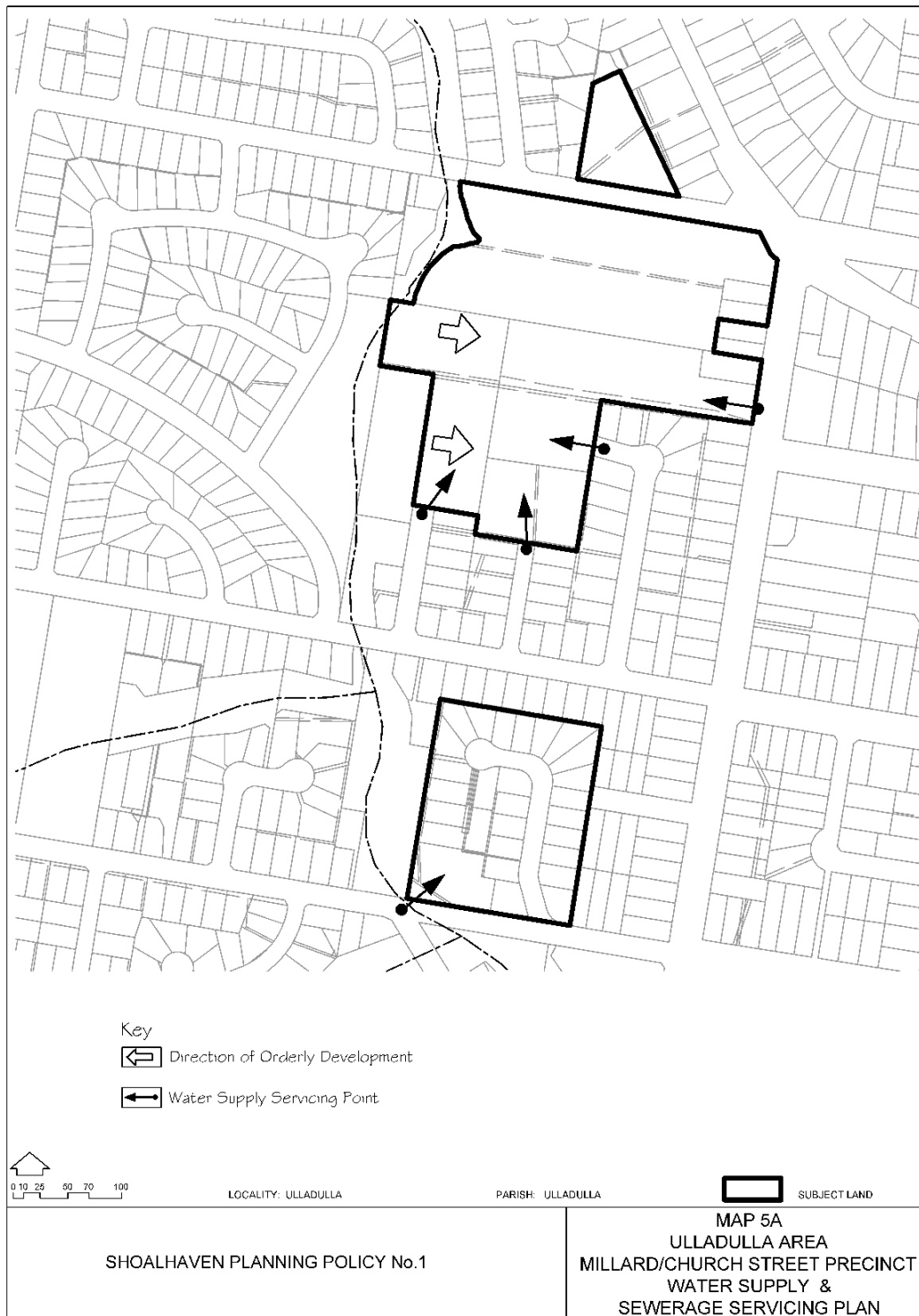
Millard/Church Street Precinct

Water Supply.

Water supply to this precinct shall be provided via the extension of the existing water supply system. All works shall be at the full cost of the developer. These areas as shown on Plan No. 5A will not require augmentation of the water supply system.

Sewerage.

Sewerage services to this precinct shall be via the extension of the existing sewerage system.



Map 5A Ulladulla Area Millard/Church Street Precinct Water Supply & Sewerage Servicing Plan

Area 6 Kings Point

Water Supply.

It is intended to provide water supply to the recently rezoned lands (on both sides of Kings Point Drive) off the 250mm feeder main. A water supply strategy and detailed hydraulic analysis must be undertaken by the developer to determine the appropriate sizing of water supply infrastructure and determine if any augmentation is necessary to the existing water supply system. The water supply strategy shall need to include appropriate measures to overcome the potential low pressure area as marked on Plan No. 6A.

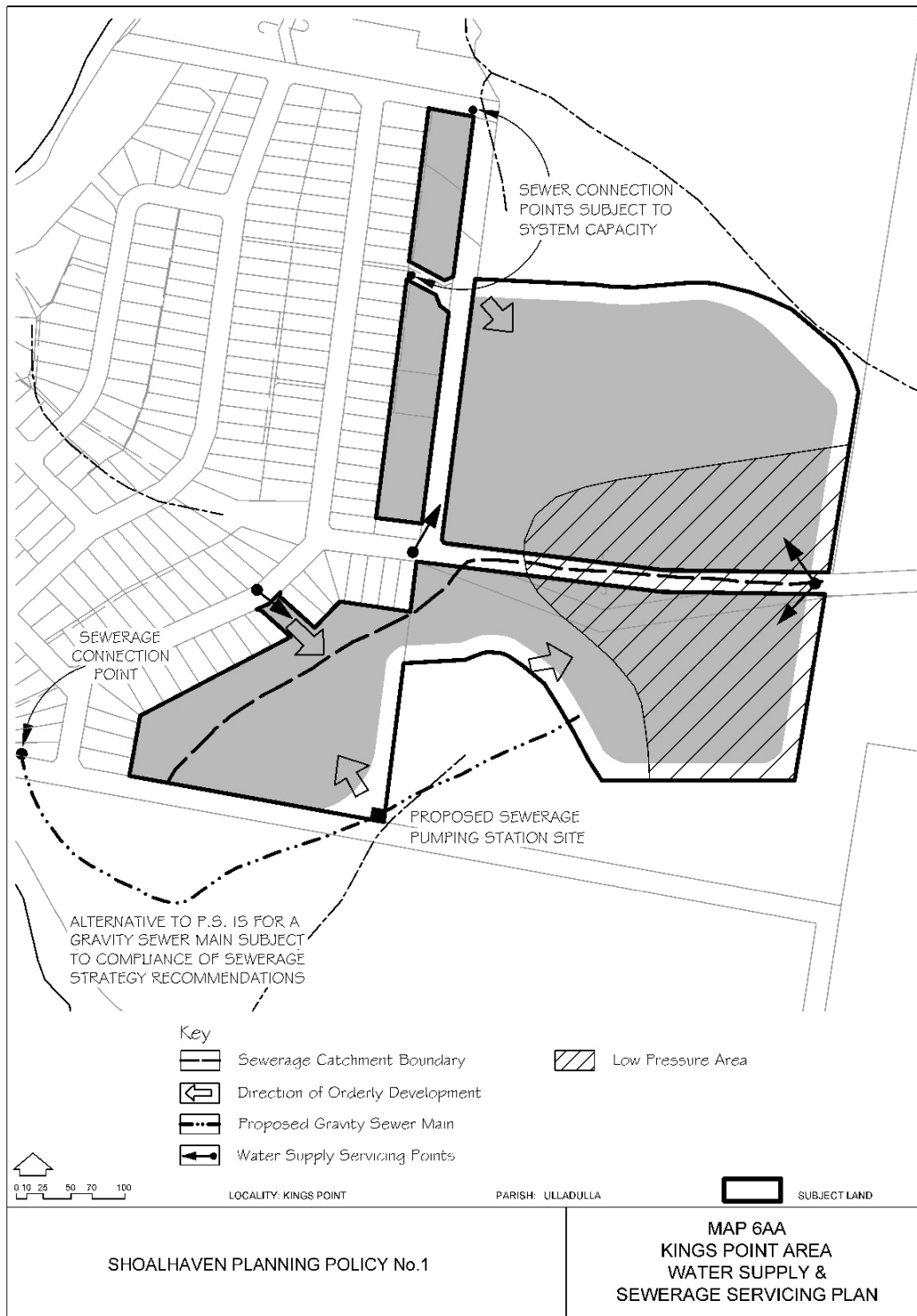
Easements for water supply in favour of Shoalhaven City Council shall be provided over all water pressure mains within private lands.

Sewerage

Kings Point currently has two sewerage catchments. With the recent rezoning of lands to the west of Kings Point village an additional sewerage catchment may have been created.

As a result of this new rezoning the developers of the recently rezoned lands on the southern side of Kings Point Drive and existing undeveloped land located in the south-eastern corner of Kings Point shall prepare a sewerage strategy on how these lands on the southern side of Kings Point Drive are to be served. The strategy shall include assessment of the existing sewerage system and transportation system to ensure that any augmentation works have been identified.

The area of recently rezoned land located to the north-east of the intersection of Kings Point Drive and Oakley Place is intended to drain to the existing sewerage system adjacent to Oakley Place and at Tudor Road (see Plan No. 6A). Detailed assessment of the existing sewerage and transportation system to ensure that any augmentation works have been identified is required. Any proposal for the servicing any of these lands shall be subject to appropriate environmental assessments.



Map 6AA Kings Point Area Water Supply & Sewerage Servicing Plan

Area 7 Burrill Lake/Dolphin Point

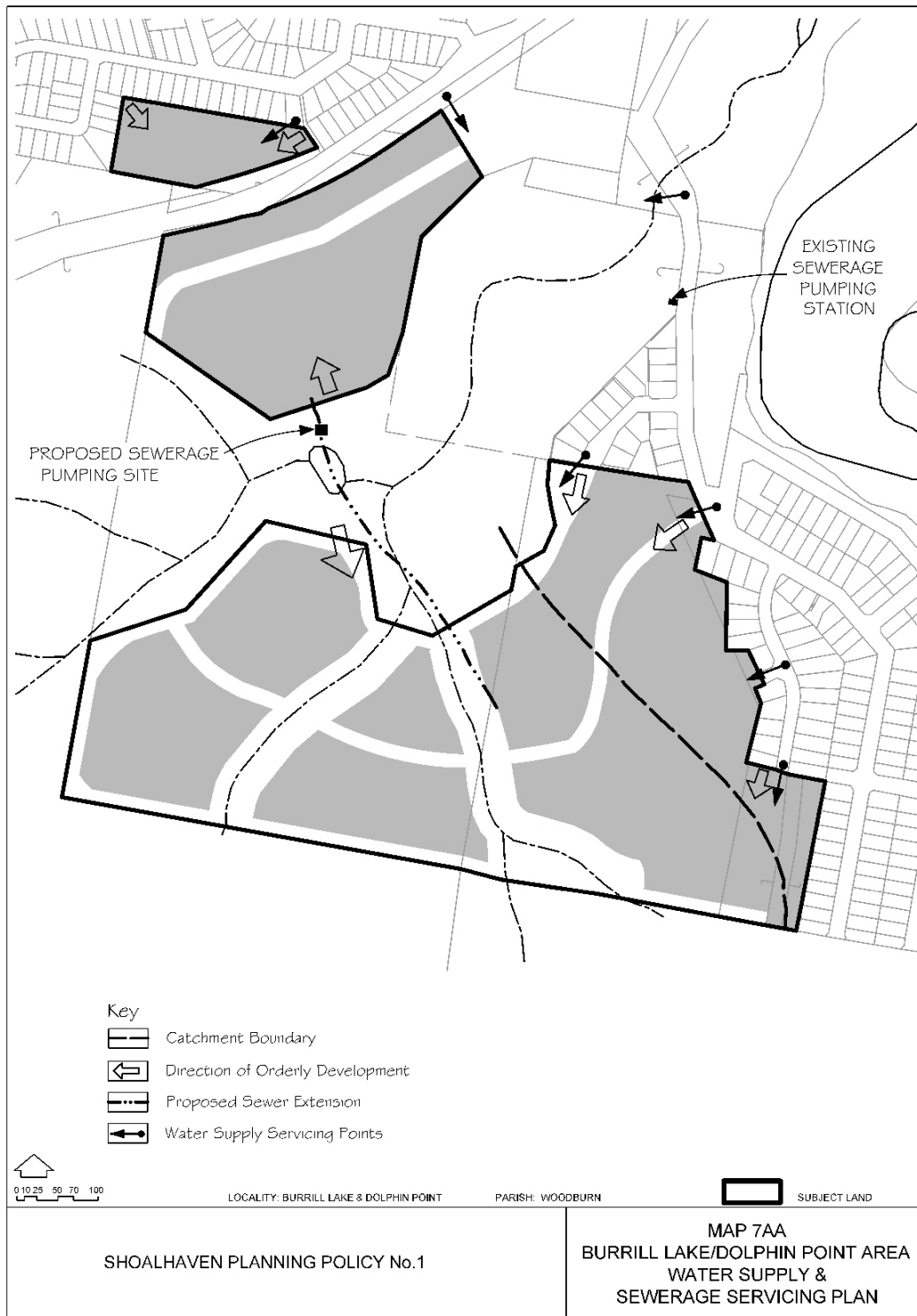
Water Supply.

Water supply to the land on the northern side of the Princes Highway as shown on Plan No. 7A shall be not be served off the 300mm trunk main.

Preliminary hydraulic analysis has been undertaken by Shoalhaven Water to assess the size of the feeder mains to serve the undeveloped lands and reticulated urban area to the south-east. A water supply strategy is required for the lands on the southern side of the Princes Highway.

Sewerage.

A draft sewerage strategy has been prepared by Shoalhaven Water for the servicing of lands on the southern side of the Princes Highway. The objective of this current sewerage strategy report is to outline the requirements and the costs for the provision of new and augmented sewerage collection and transportation facilities for Dolphin Point to satisfy both existing and potential loadings from future projected development. Once adopted, the recommendations of this report will form the basis for a Sewerage DSP for future development in Dolphin Point. The lands on the northern side of the Princes Highway are intended to be served by the existing sewerage system.



Map 7AA Burrill Lake/Dolphin Point Area Water Supply & Sewerage Servicing Plan