Development Control Plan No. 54
Draft Amendment No. 4

HUSKISSON TOURIST TOWN CENTRE

Adopted:

Effective:

Reference: 10132-05
ADOPTED BY COUNCIL:

and

BECAME EFFECTIVE ON:

Strategic Planning Group
Shoalhaven City Council
PO Box 42
NOWRA NSW 2541
telephone (02) 4429 3485
facsimile (02) 4429 3168
e-mail planning@shoalhaven.nsw.gov.au
internet www.shoalhaven.nsw.gov.au

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HUSKISSON TOURIST TOWN CENTRE DEVELOPMENT CONTROL PLAN (DCP) – No. 54, AMENDMENT No. 4

1. LAND TO WHICH THE PLAN APPLIES

The Plan generally applies to commercial zoned land within the Huskisson Tourist Town Centre bounded by Bowen, Currambene, Morton, Sydney and Tomerong Streets, and the foreshore area of Currambene Creek and Jervis Bay.

2. RELATIONSHIP TO ENVIRONMENTAL PLANNING INSTRUMENTS

(a) Local Environmental Plan

This Plan is subject to the provisions of the Shoalhaven Local Environmental Plan 1985, as amended. The land within this Plan is zoned 2(a1) (Residential "A1" Zone), 3(a) (Business "A" (Retail) Zone), 3(f) (Business "F" (Village) Zone), 3(g) (Business "G" (Development Area) Zone), 5(a) (Special Uses "A" Zone) Car Parking, Wharf, Church, and 6(a) (Open Space - Recreation "A" Existing) Zone).

(b) Regional Environmental Plan

This Plan is subject to provisions of the Jervis Bay Regional Environmental Plan 1996.

3. RELATIONSHIP TO OTHER DEVELOPMENT CONTROL PLANS, CODES AND POLICIES

Where this Plan is inconsistent with a Council Code or Policy then this Plan prevails to the extent of that inconsistency. Development must comply with other Codes and Policies in all other respects.

Persons considering development in the area covered by this Plan should refer to the relevant Council Codes/Policies including the following:

- Policies for Planning and Development - Shoalhaven Beyond 1990
- SEPP 71 Coastal Protection
- SEPP 65 Design Quality of Residential Flat Development
- DCP No.18 Car Parking Code
- DCP No.62 Residential Development in Foreshore Areas
- Policy to Control Building Height and Amenity in Residential Areas
- Landscape Guidelines
- DCP No.100 – Subdivision Code
- DCP No.71 – Medium Density Housing
- DCP No.80 Streetscape Guidelines for Paving and Tree Planting
- South Coastal Regional Strategy NSW Department of Planning
- White Sands and Voyager Park Plans of Management
- Outdoor Eating Policy
- Shoalhaven City Council Policy POL04/73 Coastal Areas Planning and Development
- Tourist Accommodation Design – Permanent Occupation Policy
Note:

1) Reference may be made to the Shoalhaven Higher Density Residential Code (under preparation) for Council’s policy direction in this regard.
2) This is not an exhaustive list and pre-development enquiries should be made to Council’s Development & Environmental Services Group.

4. OBJECTIVES

a) The objectives of this Plan are:

- To encourage and develop a special identity for the business centre by:
  a) incorporating a Tourist Town focal point;
  b) promoting a retail shopping link between the business centre and Currambene Creek public wharf
  c) minimising overshadowing of pedestrian orientated spaces;
  d) protecting views to Currambene Creek and Jervis Bay, particularly from the Tourist Town focal point; and
  e) improvement to streetscapes.

- To maintain Huskisson’s role as the “Gateway to Jervis Bay” by establishing an appropriate scale of urban development that is in keeping with the surrounding natural features.

- To encourage a compact and accessible retail core.

- To ensure there is adequate car parking for shoppers, tourists and workers in the business centre and that such car parking is as close to the Tourist Town focal point as is economically feasible.

- To improve traffic movements to, from and around the business centre which is clear, safe and convenient for both vehicles and pedestrians.

- To maintain and improve off-street service access to commercial and retail premises.

- To maintain and promote water based activities and allow for future expansion of water based infrastructure on the foreshore of Currambene Creek.

- To provide for ecologically sustainable development and use of resources.

- To encourage tourist related opportunities within the commercial core which have the potential to generate activities outside of normal business and shopping hours.

- To provide detailed building controls to ensure that development on Lot 2 DP 571682, 59 Owen Street (north west corner with Currambene Street), Huskisson, is of an appropriate scale and form to make a positive contribution to the existing streetscape and character of the Huskisson
Tourist Town Centre whilst maintaining a view corridor along Currambene Street to the creek estuary.

b) The Future desired Character Statement is:

The Huskisson Tourist Town Centre is the gateway to Jervis Bay;
A Tourist Town in a unique and pristine environment;
A centre with a rich boat building history;
A business centre orientated to take advantage of Bay side views and traditional waterside activities; and
A community which lives in harmony with its natural environment and the future.

5. APPLICATION

All development within the area, the subject of this Plan, is to generally comply with the Development Control Plan No. 54 Huskisson Tourist Town Centre, as amended.
6. ELEMENTS OF THE PLAN

6.1 Land Use (see Map 1)

Existing retail and personal services are primarily focused on Owen and Currambene Streets. The plan encourages residential uses to be attached to shops and commercial premises however, future retail and personal service activities should be confined to the commercial core shown on the maps. Retailing outside this zone will only be considered where the applicant can demonstrate that this is ancillary to the primary objective of the mixed use zone. Supermarkets may also be located outside the commercial core, but must be within the zoned commercial area of the Tourist Town centre.

Mixed residential/commercial uses have been located in areas which support the commercial core and can take advantage of views to Jervis Bay and Currambene Creek.

Residential accommodation shall be restricted within the 3(a) Business zone unless it is attached to retail and commercial activities. Residential uses will be permitted on the ground floor retail areas but with limited frontages to Owen and Currambene Streets.

Implementation:

- All proposed development is required to comply with the land uses outlined on Map 1.
- Retail and personal services shall be located primarily in the commercial core area.
- Mixed uses to be located to reinforce retail sector or to take advantage of views to Currambene Creek and Jervis Bay.
- Supermarkets will be permitted outside the retail core area but must be within zoned commercial area.
- Any consent for residential accommodation within the 3(a) Business zone, and the 3(g) Business Development Area zone over Lot 2 DP 571682, 59 Owen Street Huskisson, is to be attached to the retail/commercial development.
- Residential uses may occupy ground floor retail frontages to Owen and Currambene Streets provided such frontages are limited to a maximum 20% of the width of the site and maintain an area for the retail shop having a minimum net leasable floor area of 80m² to such streets.
6.2 Tourist Town Focal Point

(a) General Principles

The Tourist Town focal point has been identified as generally the intersection of Currambene Street and Owen Street. To function effectively, the Tourist Town focal point requires sufficient pedestrian open space for people to meet, sit and appreciate those assets which contribute to the Tourist Town character.

Implementation:

- During streetscape works, allow for the widening of footpaths and narrowing of the carriageway generally in the Owen Street/Currambene Street intersection area. Currambene Street between the wharf and Owen Street to be narrowed to allow for an 8 metre roadway.

- Avoid overshadowing of pedestrian areas by limiting the height of adjoining buildings.

- Establish retail/community/cafe uses adjoining the pedestrianised areas.

(b) Views and Vistas

The views which contribute most to the character of the Tourist Town are the views to the Currambene Creek Estuary. These views are unique to Huskisson and reinforce its role as the "Gateway" to Jervis Bay. Views looking east along Owen Street from the focal point to Jervis Bay and Point Perpendicular should also be generally maintained. Additional setbacks are to be placed over Lot 2 DP 571682, 59 Owen Street, Huskisson in order to increase the views to the Currambene Creek Estuary.

Implementation:

- Elevated outdoor cafes and sitting areas taking account of northern views to Currambene Creek be provided with any development having frontage to that creek.

- Streetscape planting in Owen Street should frame views to the east.

- High quality architectural designs incorporating modulated facades will be a requirement of any development within the town focal point and particularly having frontage to Currambene Creek.

- Building setbacks are to be provided within Lot 2 DP 571682 (59 Owen Street) (as shown on the supporting plan) – this will increase views to Currambene Creek and encourage an appropriate scale of development in keeping with the existing centre.

- Views looking east along Owen Street from the Tourist Town focal point should also be generally maintained.

- No temporary or permanent structures, or the like, that would impede the
views to the creek will be permitted within the building setbacks.

(c) Huskisson Wharf

The wharf on Currambene Creek is an important element in strengthening the relationship between the Tourist Town centre and Jervis Bay. The wharf and surrounding land should be protected from inappropriate development to ensure water-based activities can expand in accordance with expected future demand. Pedestrian/vehicular conflicts should be minimised.

Implementation:

- Retail/commercial link to be provided between the wharf and Tourist Town focal point through retail frontages at least to the western side of Currambene Street.

- Adequate maneuvering space shall be maintained between the wharf and any proposed development to ensure reversing movements are avoided.

- Provide a bus set down area adjacent to the wharf area.

- Access road to the wharf should be in a unit paved material to indicate primary pedestrian usage. Vehicle access should be restricted to service vehicles and buses, and delineated through the use of bollards or other effective devices.

6.3 Height Controls (see Map 2)

The purpose of height controls is to ensure that new buildings are appropriately scaled in relation to the existing built form, street widths and desired future character.

Although mixed use development will mean larger and higher developments, any development needs to conform to the objectives of the zone.

Development will also need to maintain a design relationship to the natural environment – particularly in regard to the treed backdrop, avoid the overshadowing of public places, and incorporate principles of ecologically sustainable design.

Buildings having strong corner architectural elements are encouraged at the entrance to Owen Street to reinforce the sense of arrival.

Council may consider bonus provision through increased building height where lot consolidation achieves a more efficient design of basement car parks and good architectural design is achieved through significant façade articulation.

Further development on the site of the Huskisson Hotel will be permitted to 14 metres and 4 storeys.
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Height Controls

Map 2

Scale - NTS

NOTE:
1. ARCHITECTURAL ROOF FEATURES - SEE STATEMENT
2. BONUS HEIGHTS - SEE STATEMENT
   ⭐ SITE SPECIFIC CONTROLS HUSKISSON HOTEL SITE - SEE STATEMENT

KEY
- COMMERCIAL CORE
- 14 METRES & 4 STOREYS
- 13 METRES & 4 STOREYS
- 10 METRES & 3 STOREYS
- 11 METRES & 3 STOREYS
- BUILDING HEIGHT & AMENITY IN RESIDENTIAL AREAS CODE APPLIES
- RESIDENTIAL FORESHORE HEIGHT CODE APPLIES

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Implementation:

General:

- All development shall be required to comply with the building heights shown on Map 2.
- All heights are measured from the natural ground surface.

Commercial:

- Generally, in zoned commercial and special use areas, the overall maximum height is 10 metres with the exception of the south side of Owen Street where the maximum height is 13 metres and 4 storeys. Lot 2 DP 209436 and Lot 87 DP 755928 (the Huskisson Hotel site) has a maximum height limit of 14 metres and 4 storeys. Lot 12 DP 7169 Huskisson Bakery Site has a ‘one off’ maximum height control of 11 metres and 3 storeys.

- Buildings having a height between 10 metres and 13 metres inclusive may exceed this height by a maximum of 1 metre to provide for architectural roof features and decorative elements on the upper most portion of a building. This does not include an advertising feature or floor space area or areas that are reasonably capable of modification to floor space but may include building identification signage or equipment for servicing, including plant and lift motor rooms, provided such elements are fully integrated into the design of the roof feature. Architectural roof features must not cause overshadowing to public footpaths or other open spaces in the public domain.

Bonus Provisions

- Council may consider bonus provisions of one additional storey (maximum height 3m) for lots exceeding 2000m² or 2 or more lots having a minimum area of 1200m², for buildings that demonstrate high architectural merit and a high degree of articulation. However they must not:
  
  ➢ increase loss of sunlight to the public domain and street system ie. additional bonus level may be required to be set back from the face of the building; and

  ➢ basement carparks are designed to allow for two-way traffic flow. In this regard the use of lifts turntables and other suitable devices may be considered.

Residential:

- Where lots have frontage to Currambene Creek, all provisions of the foreshore residential height of building code will apply. The two lots fronting Sydney Street, not being water frontage lots, will be subject to the normal building code height requirements.
6.4 Setbacks (See Map 3)

Setbacks determine how a building is placed on a site in relation to the street and adjoining buildings and help to maintain the special character of the area. In commercial areas they also help to facilitate the provision of future infrastructure for service vehicle deliveries, footpaths, car parking and rear lane access.

In the main commercial core, buildings are to be built to the front boundary to maintain pedestrian amenity, active frontages, window shopping and provide continuous awning cover to afford wet weather protection.

Setbacks in village business areas and from the rear lanes in the retail business centre, where residential apartments are likely to predominate, should be designed to provide landscaped (garden) frontages to residential units thereby creating an attractive streetscape.

Implementation:

• To maintain the special character of the Tourist Town and to ensure that new development contributes to infrastructure requirements relating to their development, setbacks for any development are to be provided in accordance with Map 3.

• Building setbacks from the front boundary alignment in the commercial core will only be allowed where it can be demonstrated that it would be desirable for outdoor dining activities and that an activated street frontage will be maintained.

• Rear building setbacks will be required to proposed rear access lanes to facilitate rear service access, footpaths and carparking. Landscaped open space associated with mixed use developments will also need to conform to setbacks shown on Map 3.

• A foreshore building line of variable width as shown on Map 3 will apply to residential properties adjoining Currambene Creek. Generally the width of this setback is 20 metres.

Note:

1) In commercial zones awnings, balconies, pergolas and architectural roof elements may be permitted to encroach into the nominated setbacks where it is demonstrated that the objectives of the setback can be maintained.

2) Any open balconies may encroach into the public road reserves to a maximum depth of 450mm.

3) Minor structures built in association with a residential dwelling, including freestanding swimming pools, gazebos and other similar lightweight buildings that do not exceed a footprint of 10 square metres, may be built within the foreshore building line to Currambene Creek.
6.5 Development Guidelines Residential Flat Design Code (SEPP 65)

The Residential Flat Design Code (RFDC) [http://www.planning.nsw.gov.au/programs/services/d.code.asp] and State Environmental Planning Policy No. 65 Design Quality of Residential Flat Development (SEPP) 65 [http://www.planningsystem/sepp1.asp] will generally be the primary guidelines for all development within the Huskisson Tourist Town Centre regardless as to whether it contains a residential component. Development should also follow the template for urban based apartments described in the Residential Flat Design Pattern Book [http://www.patternbook.nsw.gov.au]. In the RFDC the following additional requirements apply:

1) Zero side setbacks should apply to the first two commercial levels.

2) Subsequent levels relating to building separation be based on merit.

3) Mixed use can allow a combination of tourist or permanent residential apartments however, in any case parking assessments will be based on permanent residential requirements.

6.6 Building Guidelines for Huskisson Hotel Site

The following guidelines are generally based on the Council adopted site specific guidelines prepared by the NSW Department of Planning.

1. Land to which these Guidelines Apply

These guidelines apply to the site known as the "Huskisson Hotel" which is located on Lot 2 DP 209436 and Portion 87 Parish of Currambene, Owen Street, Huskisson. The site is located on the southern side of Owen Street at its junction with Hawke Street.

2. Objectives

The objectives of these guidelines are to define building parameters for the development of the Huskisson Hotel site. They are additional to the general objectives outlined in Section 4 of this plan and are specifically to:

- Define a building envelope for future development, which recognises the sensitive nature of the site both in context of the town setting as well as the site’s wider setting within Jervis Bay.
- Identify the most appropriate location for vehicle access to the site.
- Define car parking requirements for the site.
- Enhance the tourist related opportunities for the site and the business centre of Huskisson.
- Preserve the existing 1929 Huskisson Hotel building and ensure that any additional development has sympathetic heritage qualities.
- Define building form and envelope requirements which define setback, massing and height requirements for any new development.
3. Application of these Guidelines

All development on the subject site is to comply with this DCP and these specific guidelines. Recommendations from the Urban Design Review (URDAS) and the Dain Simpson report appended to this plan should also be taken into account. (See appendix 1 a & b)

4. Elements of the Guidelines

(a) Heritage Qualities of Existing Huskisson Hotel

The main hotel building was designed by Rudder and Grout and built by Stan Dengate in 1929 for the then owner Mr Frank O'Brien. This building is to be preserved and restored as a key element in the Owen Street streetscape. Adjoining development should not detract from the style and form of this building. The interior of the hotel is particularly important.

The form of the building should remain intact.

Implementation

- Preserve the built form and massing of the existing building as a dominant feature of the Owen Street streetscape.
- Adjoining buildings to respect the character, mass and detail of the hotel building and not detract from its significance through incompatibility.
- Respect the mass of the main building by keeping adjoining structures slightly separated and recessive such that the dominance of the existing building mass within the streetscape is not diminished.
- Adjoining buildings located along the Owen Street frontage are to be designed in a sympathetic architecture style and scale to the hotel.

- Conservation of the hotel should be generally consistent with the heritage assessment prepared by Graham Brooks and Associates 1997. See Appendix 1c) (Assessment of Significance)

(b) Height of Development

Due to the unique opportunity that this site represents for a tourist resort development, the site enjoys a slightly greater height limit than any other site within the Huskisson town centre. In doing so however, the development is to be sensitive to the nature of surrounding land uses (particularly public open spaces) as well as the surrounding Jervis Bay and Currambene Creek areas.

Implementation

- Development located along and fronting the eastern and northern boundaries of the site (towards the adjoining public car park and public foreshore reserves) is to have a maximum unrelieved facade height above natural ground level of eight (8) metres. and two storeys. In this respect however, to reduce the visual bulk of the development, any
building above eight (8) metres and two storeys shall be set back a minimum of 1.5 metres from the outer face of the facade of the floor immediately below where a flat roofed profile is provided, or a minimum 3 metres to the top of the roof, for a pitched roof.

• With appropriate design, the building envelope to the rear of the hotel can be increased to a height of 14 metres and 4 storeys above natural ground level (subject to defining the curtilage of the hotel).

(c) Building Form and Setbacks

The development of the subject site is to be undertaken in a manner which is sympathetic to the character of the Huskisson town centre, as well as the surrounding Jervis Bay and Currambene Creek setting. In this regard the bulk and scale of development, and the relationship of the development to surrounding property boundaries is to be undertaken in a manner which reduces its bulk and scale and does not adversely affect the visual amenity of the locality.

Implementation

• Development may incorporate architectural roof features exceeding the maximum height by 1 metre as defined in this plan.
• Facades are to be modulated and stepped with the length of any one segment to be a maximum of 12 metres
• To ensure an appropriate transition between development and the adjoining foreshore reserve areas, a landscaped area of a minimum 1.5 metres width shall be provided between the accommodation units and the northern and eastern boundaries.
• Setbacks to the adjoining public open space shall be provided to ensure adequate design relief; these shall range from a minimum of 3.0 metres at the north-western corner to 7.5 metres at the north eastern corner, and an average of 2 metres along the eastern frontage. Such setback shall relate to the building form and not be attached to verandas or awnings.
• Provision shall be made for significant design articulation of the western elevation of any development above the 8 metres and two storey height control. Such articulation should include setbacks of the upper levels from the western boundary, modulation of facades and building proportions that reduce the visual impact and bulk of this elevation.

(d) Car Parking and Vehicular Entry

The development shall provide parking on site to meet the demands of the tourist accommodation/residential component of the development as a minimum. Provide vehicle entry via Owen Street.

Implementation

• Car parking for the development is to comply with Council's Development Control Plan No.18 - Car Parking Guidelines.
• A minimum on-site car parking provision is to be provided for the tourist accommodation/residential component of any development in accordance with DCP No.18 - Car Parking Guidelines.
• Vehicle access to the site is to be obtained from the south western corner of the site, and provision is to be made in any design for the potential common vehicular entry for the adjoining site to the west.
• Provision is to be made on-site for loading and unloading of all commercial and delivery vehicles.

(e) Streetscaping

Future streetscaping includes the embellishment of the main shopping and tourist accommodation streets through improved planting, paving, lighting and street furniture. The wide road reserves make it possible to increase footpath widths.

5. Implementation

The development of this site will be required to upgrade the footpaths and adjoining the development in accordance with any approved streetscape plan and DCP 80 Streetscape Guidelines for Paving and Tree Planting in the Shoalhaven.

6.7 General

(a) Car Parking

To ensure the retail sector is compact and accessible, future carparking (approximately 96 spaces) is to be provided within the existing wide road reserves and additional rear lane access. Maximum site coverage would, therefore, be encouraged for the main retail core. Tourist accommodation/residential units and large space uses would be required to provide the total component of car parking on site.

Implementation:

• Maintain and increase angle/parallel parking on streets with 30 metre road reserves.
• Integrate additional parallel/angle parking into future rear lanes as shown on the supporting plans.
• Maintain a compact and accessible retail area by maximising site coverage for retail developments fronting Owen Street.
• On-site car parking to be required for tourist accommodation/residential units and large space uses.

(b) Road System

To minimise possible congestion in Owen Street, provision has been made for
a relief road via Sydney and Bowen Streets. To encourage rear servicing to all retail developments, a network of rear lanes and side streets, some of which will require construction and/or widening, is allowed for in the plan. Traffic calming devices aimed at limiting speeds to 50kph or less are to be provided to all roads having retail, commercial or tourist frontages. A proposed roundabout at the intersection of Owen and Sydney Streets will form an integral part of the gateway element and will increase car parking accessibility in the main street (Owen Street).

**Implementation:**

- Allow for the construction of a future roundabout at the intersection of Owen and Sydney Streets, to increase car parking accessibility in the main street (Owen Street).

- Make provision to relieve traffic in Owen Street by upgrading Sydney and Bowen Streets and providing a roundabout at the intersection of Bowen and Hawke Streets.

- Provide rear service access to all retail developments where possible and/or service embayments, as shown on the accompanying maps.

- Introduce traffic calming devices on streets having retail, commercial or tourist functions to ensure that vehicle speeds do not exceed 50kph.

(c) Foreshore Open Space

Many of the public recreation reserves are capable of further utilisation. A management plan has been prepared to guide future uses containing the following principles:

(i) set aside areas for active and passive uses;

(ii) reinforce tree planting including foreshores subject to erosion;

(iii) rationalise boundaries of the existing car park and provide shade planting;

(iv) provide for a cycle path;

(v) incorporate view lines from the Tourist Town focal point to Jervis Bay/Currambene Creek.

To improve public access, pedestrian linkages should be provided between such reserves, the retail centre and car parks.

**Implementation:**

- Further development of foreshore open space is to be carried out in accordance with the adopted relevant Plans of Management.

- Provide car parking facilities close to reserves and/or provide linkages
between such reserves and future off-street car parks via pathways, arcades etc.

(d) Streetscaping

Future streetscaping includes the embellishment of the main shopping and residential accommodation streets through improved planting, paving, lighting and street furniture. The wide road reserves make it possible to increase the footpath widths, particularly on the sunny side. Difficult street cambers can be reduced by allowing a terraced footpath on the southern side. Landscaping, utilising shade trees, would be provided to future and existing off-street car parks. A gateway element at the intersection of Owen and Sydney Streets is encouraged to enhance the entry to the commercial core. Streetscape works are to be provided in accordance with the adopted Streetscape Plan for Owen Street and DCP No. 80.

Implementation:

- Increase footpath widths on the southern side of Owen Street to allow for terracing, footpath cafes, tree planting etc.
- Adopt a maritime/leisure theme.
- Provide for a landscaped gateway element at the intersection of Owen and Sydney Streets.
- Exclude parking and minimise service traffic from the Tourist Town focal point to maximise pedestrian open space.
- New or enlarged developments shall be required to upgrade the footpath adjoining their development in accordance with proposed, detailed landscape plans.
- Street trees and planting themes, apart from pedestrian orientated areas, are to be predominantly Australian natives. Streetscape works are to be provided in accordance with the adopted Streetscape Plan for Owen Street and DCP No.80.

7. CONTRIBUTIONS

Contributions under provisions of Section 94 of the Environmental Planning and Assessment Act 1979, are payable where an increased demand on Council's services is generated.
The Contribution Plan is currently under review by Council to include the following:

8. APPLICATION

Any development and/or building application within the study area must conform to the principles set down in this Development Control Plan. Works relating to the adjoining footpath reserves etc is to be carried out in accordance with any approved streetscape plan.

Council may approve, however, variations in this Plan without the necessity of amending this Plan, where Council is satisfied development will still be consistent with the objectives of the Plan.

9. DEFINITIONS

Articulation: Articulation is the treatment of a façade of a building which forms part of the public domain (ie in relation to streets, view corridors, open space, Jervis Bay/Currambene Creek) and how it is emphasised architecturally. Articulation may be achieved by using distinctive architectural elements such as variation in setbacks, fenestration, entryways, balconies, bay windows etc.

Building Setback: means the horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary) and:

a) A building wall, or
b) The outside face of any balcony, deck or the like, or
c) The supporting posts of a carport or verandah roof, whichever distance is the shortest.

Height: means the vertical distance between ground level (existing) at any point to the highest point of the building, roof or parapet, but excluding architectural roof features which exceed the top of a building by more than 1 metre.

Mixed Use: means a building or place containing 2 or more uses.

Residential Flat Building has the meaning ascribed to it under SEPP65
(Note: SEPP65 is under review)

**Storey:** means the habitable space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

a) a space that contains only a lift shaft, stairway or meter room;
b) any storey below the natural surface;
c) a mezzanine or an attic.

Note:

a) The minimum height of a commercial/ residential storey would be 3 metres and for any residential storey above the first storey (ie two storeys above street level) would be 2.7 metres.
b) View corridor means a core of vision extending from a selected point towards the valued view.
c) Vista means an enclosed view, usually long and narrow.
Development Control Plan No 54. Amendment No. 3 – Huskisson Tourist Town Centre.

Adopted by Council:

And

Became effective from:

Russ Pigg
General Manager
Appendix 1

HUSKISSON HOTEL SITE

a) Recommendation from Dain Simpson Report

Demand for Upmarket Visitor Accommodation in the Shoalhven. DAIN SIMPSON ASSOCIATES Feb 2002

The following extract from the above report should be considered as part of any development proposal associated with the Huskisson Hotel site:

8.5 Up-Market Accommodation – Jervis Bay

The Jervis Bay area could potentially support a few small, up-market accommodation properties. Potential properties include:

8.5.1 Serviced Apartments/All suite Hotel/Self Contained Cottages-Villas

The strongest demand in the Jervis Bay area is for quality self contained accommodation cottages, serviced apartments and/or all-suite hotel. A waterfront site or a site with extensive water views is required if the property is to attract the higher yielding markets. Kims on the Central Coast is a model for such development.

An apartment or villa complex would probably be the most viable property to develop, with the apartments being strata titled, sold to private investors and then put back into a management pool. The complex should be of 4-4.5 star standard and provide a mix of studio, one and two bedroom apartments. The units should not be permitted to be occupied on a permanent basis and should only be used for short-term holiday letting under the DA.

The complex would be primarily targeting the couples and short-breaks family markets and as such the apartments would need to be large and ‘roomy’ rather than boxy – a studio of 50+ sqm would be the minimum size preferred. Where possible, lounge rooms should open onto a verandah or terrace. The property would require a reception area plus an all day dining style food outlet and bar. The rooms should be fitted out for both the corporate and holiday markets with a desk or work space available for corporates. The kitchen/kitchenette should be well appointed and laundry facilities provided. Ideally the property should have a swimming pool, barbeque area and small fitness gym.

A requirement should be that it is equipped for meetings, preferably with a stand-alone meeting room with breakout rooms and facilities (see Section 8.4.4 on meeting room fit-out). This should be able to be serviced from the main kitchen.

Ideally the property should be located in Huskisson close to the shopping centre so that guests can access local restaurants and cafes.

The proposed Huskisson Hotel redevelopment and the redevelopment of the Holiday Haven caravan parks at Huskisson may fill this gap in the marketplace in the short-term.
8.5.2 **Boutique Resort Hotel/Guesthouse**

This would be a small (up to 60 rooms), exclusive property (4-4.5 star), catering primarily for the couples market. It could also attract the senior executive/executive retreat meetings market.

The property would need to have a very high quality location – water frontage with spectacular views would be preferred. The architecture would need to be contemporary, minimalist and reflect coastal living. The site will need to be well landscaped as this will form part of the attraction. The resort would need to provide a guest lounge area with bar, as well as café-brasserie and a formal dining room.

A swimming pool, spa and sauna would be essential, with a small gymnasium and tennis court/s considered highly desirable. Mountain bikes and watercraft (eg kayaks, surf skis) should be available for guest use.

To accommodate the meeting market the property would need to provide a quality meeting room capable of accommodating up to 120 delegates theatre style, 4 smaller breakout rooms, a boardroom accommodating up to 20 delegates and 1-2 smaller interview rooms that are linked to the boardroom and main plenary room. The interview rooms could be used by a Chief Executive or by secretarial staff.

b) **Development Application Review**

*Urban Design Review Proposed Accommodation Units, Owen Street, Huskisson – Huskisson Hotel*

**URBAN DESIGN ADVISORY SERVICE - Department of Urban Affairs and Planning –Report 2001**

*Synthesis and Recommendations:*

Further Development on the Huskisson Hotel Site should have regard to the Synthesis and Recommendations attached to the above report and included as follows:

1) **Integration with Local Context and Building Patterns:**

- The maximum height for the site needs to be considered in relation to heights within the town centre. On this basis a general height of 3 storeys is preferred, with setbacks to an upper fourth storey in appropriate locations (refer 2.3).
- That the development be reduced in bulk and respond to the village’s key modulation devices such as the 7 metre/14 metre wide subdivisions/shop fronts to Owen Street.
- That the proposed uses to the site permit a high degree of public access. Uses such as tourism, restaurants and bars are supported, particularly where they help to enliven the surrounding public open space, and contribute to the village-activity of Huskisson.

2) **Relationship to local and on-site views and view corridors:**
• That a consistent ‘parallel’ setback (in relation to Owen Street, rather than the splayed northern boundary) is preferred to minimize impacts on vistas and thereby better integrate the development.

• That the potential for casual seating for the public/patrons be considered within the northern setback, optimizing views to the north, and contributing a public role to the village.

3) Built form, height and density including response to heritage curtilages:

• In light of the review of the proposal in relation to the controls and guidelines for the site, general urban design objectives, and site visit to the site, the following approach is recommended:

• That the development optimize its address to the park to the north and south.

• That the development have a consistent alignments to boundaries (with some scope for articulation within this), except to the northern boundary, where alignment is to be parallel to the southern boundary; consistent alignments are to assist with clearly defining views lines, and contain the extent of the built form.

• That the development, at the northern and eastern portions of the site extend 3 levels above the existing natural ground level (habitable spaces below natural ground are not supported due to poor amenity), with a fourth level at the northern most end of the site permitted, with the uppermost level setback a minimum 2 metres from the building line immediately below.

• That development not extend beyond 3 storeys elsewhere in the site, as those units not adjacent to the northern and/or eastern boundaries of the site are more likely to be compromised in terms of amenity, and therefore should be kept to a minimum in number; and keeping height within the site to a minimum will also best allow for reasonable solar access to public/patron/visitor open spaces within the site.

• The shallow corner indicated to the north-east corner of the development is not supported. A clear well defined square corner is preferable in maintaining the lines of the important views along the northern and eastern elevations of the development.

• That the extent of a required curtilage to the heritage ‘Husky pub’ has not been clearly identified in the heritage reports. Further information identifying areas where the new development may ‘touch’ the pub, and potential to reuse spaces within the pub.

4) Access, Circulation and Parking:

• That the pedestrian entry to the proposed hotel should have improved street address, and should be located in a separate location from the servicing area/loading bay.

• The view to the garage entry and extent of ramped driveway be minimized and may include using a podium-type structure over the driveway.

• That access from Owen Street to the park, along the eastern elevation, be provided at sufficient width, to act as a significant public thoroughfare.

5) Public Open Space, Landscape and Permeable Surfaces:

• That the development provide a better interface with the adjacent public domain. That is: more activated address at ground level, increased articulation, and no
blank walls greater than 1.5 metres in height, facing public open space and/or key access paths.

- That some communal open space is provided within the site for guests/visitors/residents, on natural ground, allowing for mature planting and natural drainage.

6) **Response to Streetscape:**

- That reducing the building heights as outlined at 2.3 will assist in allowing the original Huskisson Hotel be the dominant element on the site as viewed from Owen Street (and to a lesser degree, Hawke Street).

7) **Visual character including heritage identify, use of materials, façade composition, roof design, articulation and colour:**

- That the development be further modulated in terms of form, and articulated in terms of façade design.
- That the design of balconies be reconsidered, with the use of semi-recessed balconies encouraged.
- That a range of roof types are encouraged to reflect the modulation of the built form, with the extensive use of pitched roofs discouraged.
- That the heritage background material to date provides little guidance with regard to required articulation to the existing heritage ‘Husky Pub’, the potential for re-use, additions and/or alterations to the heritage building.
- That further information with regard to materials and colour be provided.
- That all facades are further articulated, specifically the western façade given its prominence within the village.

8) **Mix of Uses and Scopes for Flexibility:**

- That the provision of a mix of uses on the site is desirable, where they permit public use and access.
- It is desirable that the site remain predominantly tourist-based, that is the most units are to be utilized as hotel rooms. That the smaller units are preferred, tailoring more to the tourist market, than to the provision of long-term residential accommodation.

9) **Amenity, Including Private Open Space, Privacy and Security:**

- That the units to the sub-basement are not supported.
- That there is insufficient separation between the opposite windows of some units, to afford acceptable privacy and solar access.
- That the number and layout of units be amended to optimize solar access and natural ventilation.

10) **Inclusion of ESD Principles:**

- The development demonstrates little ESD initiative. Key considerations to be addressed include:
  - Optimizing solar access to apartments;
  - Provision of deep soil open spaces on the site to permit tree growth and natural
water filtrations; and
• Selection of low energy and/or natural materials.

c) **Assessment of Heritage Significance** (prepared by Graham Brooks and Associates Pty Ltd as part of Jervis Bay Resort Heritage Impact Assessment 1997)

**Historic Significance**

The Huskisson Hotel has historic significance at a local level. This significance is derived from the continuity of hotel operations on the site since the first development in the 1890s.

The first building reflected the opening up of the area that resulted from the construction of the railway line to Bomaderry and the progressive growth of Huskisson as a fishing village and tourism centre. The current building was erected in 1929 as a reflection of the growth in urban settlement and tourism development in the Jervis Bay region, particularly following the establishment of the Royal Australian Naval facilities.

The progressive expansion of the hotel facilities, around the core of the 1929 building illustrates the on-going development of the township of Huskisson as a centre for residential development and local tourism in the Jervis Bay region throughout the decades following the Second World War.

**Aesthetic Significance**

The Huskisson Hotel has aesthetic significance at a local level, due primarily to the architectural character and prominence of the two storey 1929 structure, which remains at the core of the existing complex. This structure is a good example of the Interwar Georgian Revival Style, with some Mediterranean design influences, particularly in the use of textured external render. The arrangement of the façade with symmetrical wings flanking a recessed upper balcony is typical of the arrangement of the style when it was applied to hotel buildings in the suburban areas of Sydney. It is an unusual example of the style outside the metropolitan area and is rare in the Shoalhaven region.

The Hotel also has aesthetic significance for its prominent setting at the eastern end of the main street of Huskisson, on an open grassy promontory overlooking both the river mouth and the central stretch of Jervis Bay. The aesthetic impact of its setting within the township is reduced somewhat by the surrounding development immediately to the west, including a petrol station and local club building near the wharf. Its visual prominence from Jervis Bay is partially screened by tall trees located to the east.

The main building element retains its essential external and internal architectural integrity within the overall composition. The aesthetic significance is however
reduced by the accumulated extensions and group of outbuildings on the east of
the main building and to the rear.

Social Significance

The Huskisson Hotel has social significance at a local level, based largely on its
continuing role as a centre for recreation and entertainment for both local people
and visitors.

It also forms a traditional component of the built environment at the eastern end of
the main street of the township, greatly assisting the local people to establish the
identity of the place.

Scientific Significance

The Huskisson Hotel has limited scientific significance at a local level, given that
it utilizes typical forms of traditional construction and materials and reflects a
typical planning form for interwar hotels throughout the Sydney Metropolitan area
and country regions of New South Wales.

Summary Statement of Significance

The Huskisson Hotel has historical, aesthetic and social significance at a local
level, within the City of Shoalhaven. This significance is based on the historic
continuity provided by the 1929 building to the hotel operations that commenced
on the site in the 1890s, following the opening of the Jervis Bay area as a result of
the construction of the railway line to Bomaderry.

The hotel is a good example of the Interwar Georgian Revival of suburban hotel
but exhibits Mediterranean influences, particularly in the use of textured external
cement render. It adopts the typical hotel planning of a recessed balcony
symmetrically located at the upper level, between flanking wings. The building
gains increased aesthetic significance for its prominent siting, on an open grassed
knoll at the eastern end of the main street of Huskisson township. It enjoys
excellent views over the nearby river mouth and Jervis Bay.

The hotel provides a continuing source of local entertainment and recreation for
both residents and visitors, ensuring a strong level of social significance to the
community.

Grading Significant Elements

Major components of the subject property have been assessed to determine a
relative grading of significance of the building fabric, as an aid in establishing a
management framework for the re-use and redevelopment of the building and site.
This process examines a number of factors, including:

- Original Architectural Quality
- Degree of Intactness and General Condition
- Association with important people or events
- Ability to demonstrate a rare quality, craft or construction process.
The grading of significance of the various elements of the building is based on a four tier system and has been established to assist in the determination of appropriate conservation measures for the building. The different grades of significance are:

a. High Significance:
   Of considerable or exceptional cultural significance to the wider community.

b. Medium Significance:
   Of some significance to the particular item and the site as a whole.

c. Low Significance:
   Of relatively slight significance, particularly when compared to other features.

d. Intrusive:
   An intrusive or disruptive element of slight significance which tends to devalue the greater level of significance of adjacent components.

**Significant Elements**

a) Elements of High Significance

- The architectural form and style of the original two storey, 1929 core of the overall complex, with its symmetrical wings flanking the recessed balcony.
- The urban presence of the building at the eastern end of the main street and its contribution to the character and identity to the township.
- The continued operation of the hotel on the site, as a traditional component of social life in the community and the provision of accommodation for visitors.
- The original external architectural elements including the form of the roof, projecting eaves, textured external render, projecting upper balcony, arched windows and recessed centre entry bay.

b) Elements of Medium Significance

- The remnants of the two single storey bays located at the outer extremities of the ground floor front elevation.
- The intact layout and joinery of the upper level bedrooms and bathrooms.
- The main timber stair located at the rear of the main entry space.
- Remnant original external window and door joinery.
- The remnant layout of original internal walls on the ground floor.

c) Elements of Low Significance
• The internal and external alterations made to the original building to enable it to continue as a hotel operation in response to increasing levels of trade over recent decades.
• The large additions made to the eastern and northern sides of the building.
• The various outbuildings at the rear of the main structure.
• The architectural quality and integrity of the rear elevation of the 1929 building.

d) Intrusive Elements

• Alterations made to the external window and door joinery, particularly on the main elevation of the 1929 building.
• Poor quality signage on the main elevation.

Essential Conservation Philosophy

The essential conservation philosophy arising from the assessment of significance and grading of significant elements, indicates that the 1929 hotel building should be retained and conserved by adaption or upgrading as necessary to ensure its ongoing function. It is essential that the hotel operation, with its provision of service to the local community and to visitors continue as a vital part of the Huskisson community.

The various additions made to the 1929 building, particularly to the east and north can be removed if replaced by a more sympathetic architectural form.

In the context of a major redevelopment, the bulk of the new accommodation should be located at the rear of the 1929 building and arranged in a manner which respects the architectural integrity and urban presence of the older building. The historic building should be utilized as the main entry focus for any new development, but the re-use of the building should include a reasonable respect for the layout of internal walls.
Appendix 2

RFDC CONTENTS PAGE AND CONTEXTURAL SITE ANALYSIS

a) Residential Flat Design Code – Contents and Contextural Site Analysis Department of Infrastructure Planning and Natural Resources 2002.

The following extract from the above Code provides a limited overview of the document which must be used in relation to section 6.5 of this document. The complete document can be accessed from the NSW Department of Planning website http://www.planning.nsw.gov.au/programservices/dcode.asp.
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Appendix 4: Local Context Analysis

The importance of contextual analysis
The aim of contextual analysis is to recognize why a place is as it is. Contextual analysis will highlight the elements that reinforce the locality’s desired identity as well as the inconsistencies that could detract from it.

Contextual analysis enables:
- an understanding of the existing form of a locality and the relationships that have caused its development
- an identification of the qualities and character of the existing urban form
- the identification of a successful development pattern and the identification of inappropriate developments.

This kind of analysis assists the writing of residential flat development controls because it:
- identifies opportunities for locating residential flat development within the local area and the region
- provides an understanding of the economic capacity of an area and its ability to support particular types of residential flat development
- provides an understanding of the local community and identifies their housing needs
- identifies impact of residential flat development on existing infrastructure and open space and informs decisions about developer contributions, incentives and bonuses
- provides knowledge of the existing street, block and lot patterns and informs decisions about future subdivision and amalgamation requirements to facilitate residential flat development
- identifies development and building types to be replicated, modified or avoided
- enables the design of building envelopes and development controls which anticipate future development and support the desired character of a local area
- provides a body of work which can support future negotiations with development applicants.

Social Context
Understanding the social context and needs of the local community in terms of lifestyle, affordability, access to social facilities and employment opportunities influence the choice and location of residential flat developments. Quality design outcomes and successful project delivery require integration of the proposed development’s aims, council’s goals for a particular area and the processes which involve and support the local community.

Quality of Life
As our towns and cities continue to grow, increasing residential and working populations put development pressure on open spaces and natural resources as well as on existing built and services infrastructure. Increasing the population in an area requires increasing amenity to ensure that places remain liveable for the whole community.

Housing Choice
There are many factors affecting where we live, the type of housing we live in and whether it is owned or rented. Some of these factors have to do with what is available, some with people’s preferred household structure and some with what people can afford. A mix of dwelling types - from
apartments to detached houses - can provide housing choice for a diverse population, including older people, people with disabilities and people with lower incomes.

**Employment Opportunities**
Locating residential flat development in town centres and mixed use areas increases the opportunities for residents to work locally and to use local retail and leisure facilities. Living near public transport nodes also facilitates the use of this type of transport and improves access to employment outside the local area. Residential development can include a component of commercial space to enable people to work from home.

**Economic Context**
Economic capacity is tied to the physical ability of a locality to support growth and change, including the provision of community infrastructure and services. It is important to balance the interests of the public domain and the community's goals with realistic commercial expectations, market demands, real estate and development profit.

Factors that affect feasibility include:
- changing market demands
- land ownership patterns
- future development potential
- investment performance
- regional placement
- financial requirements for infrastructure and community service provision
- incentives and trade-offs (eg. affordable housing provision, upgrading of public open space, access connections)
- cumulative impacts
- flexibility of building stock for adaptive reuse
- local business opportunities.

**Environmental Context**
The environmental context is comprised of natural processes, which are a combination of the natural environment and the built environment. It extends beyond local boundaries and is continually influenced by the on-going change of the built environment. Natural processes are important determinants of the quality and character of the urban structure; they affect the ecology and future sustainability of our cities.

**Natural Environment**
The natural environment is one of the key influences on the layout and form of our cities, towns and neighbourhoods. It includes elements such as landform, watercourses, drainage patterns, coastlines, vegetation, geology and climatic conditions (including daylight orientation and prevailing wind patterns). The natural environment also includes the transformation of these elements into urban infrastructure, such as canals, viaducts, reclaimed land and parkland. It influences the layout of
Residential Flat Design Code

streets, open space, block patterns and lot subdivision and also establishes landmarks and vistas.

Infrastructure Systems
Infrastructure systems are integral to the urban environment and have a significant impact on the physical and visual amenity of public streets and spaces. The location of infrastructure impacts on the layout of streets, land use decisions and the location of urban housing. Visible elements, which include overhead cables, pylons, electricity substations and service pit covers, impact on streetscapes. Maintenance of underground services also impact on streetscapes and can result in damage to paving and to streetscape character. Infrastructure easements through blocks and lots can influence the siting of residential flat buildings.

Site Pollutants
Contaminants threaten the health of people, animals and plants. Chemicals or other wastes, which make the area unsafe or unfit for occupation, may affect a contaminated site. The environmental degradation caused by contamination results in reduced capacity of the land to support flora, such reductions may be short or long term.
Care must be taken to ensure that affected areas can be made suitable for the proposed land use, including residential flat development. See State Environmental Planning Policy No 65: Remediation of Land for further considerations regarding residential flat development, contaminated sites and remediation work.

Transport Systems
A clear and legible vehicular network serves the needs of pedestrians and cyclists as well as motorists. Good access and circulation through and within the development area can increase the usability of streets and associated public spaces because they are more lively, inviting and safe.

Accessible, well serviced public transport provides an alternative means of travel to the private car. Rail stations and bus routes, which are close and convenient to people’s homes, work and leisure activities, provide increased amenity and choice for potential public transport users and help reduce car dependency.

Pedestrian networks, which may be formal or informal, are formed by any places where pedestrians can go, such as footpaths, streets and laneways. They also include routes through or alongside buildings in the public and private domain and through open spaces, like parks and recreation areas. Pedestrian networks can be used by commuters, recreational walkers or both. Well located, connected, accessible and safe walking routes with good amenity enhance the attractiveness and useability of the public domain.

In theory, a cycle network consists of all public streets as well as dedicated cycle routes. In practice, many streets are unsafe for cyclists and links to recreational cycling routes can be unclear or incomplete. Streets, which are designed to encourage cycle use and are connected to recreational (including regional) cycle routes, provide recreational as well as commuter travel opportunities. Safe bicycle storage within residential flat developments further promotes cycle use as a viable transportation alternative. See State Environmental Planning Policy No 68 (SEPP 68): Integration of Land Use and Transport for guidance to achieve better integration of land use and transport planning at the local level.
Urban Form Context

Urban form defines the fabric of our cities, towns and neighbourhoods. It is made up of buildings, landscapes and the spaces they define. Understanding the existing urban form of an area provides clues to determining the future shape and scale of a particular place. Residential flat development is a component of urban form. The desired future urban form of an area directly influences decisions about the location, size and type of residential flat development.

Regional Context and Urban Centres

Regional transport networks, cycle and pedestrian routes, existing land uses, ecological and infrastructure systems, open-space networks and visual connections extend beyond the local boundaries and have significant influence on local decision making. Understanding the dynamics between a local area and its region is necessary to determine the viability and location of residential flat development, particularly in relation to urban centres, public transport, regional roads, open-space networks, entertainment and social facilities, schools and employment precincts. Residential flat development is an essential component of creating vibrant, mixed use urban centres, which promote public transport modes and efficient land use.

A4.01. Locating residential flats in urban centres optimises the use of public transport, promotes better urban form, and assists in the creation of open-space corridors.
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Neighbourhood and Precinct Areas
Neighbourhoods are parts of cities, towns or suburbs. Most neighbourhoods are contained within well-defined edges or boundaries, these can be natural features, major thoroughfares and infrastructure, changes in use, or a change in street or block pattern. Neighbourhoods usually have a focus. Unlike an urban centre, which will be characterised by greater intensity and diversity of use, a neighbourhood centre can be as small as a couple of shops, a train station, a park, a church or a school.

Precincts are physical areas of a city, suburb or town with a consistent use and/or character. A special use, culture or history may define them. Examples would include health, education and legal precincts, a Chinatown precinct or a heritage conservation area. Consistent urban elements, such as streetscapes, vegetation, building types and materials, may also help define a precinct.

Open Space
Public open space is important because it can provide a range of benefits for a range of people:
- active and passive recreation
- conservation of natural features & cultural sites
- improved amenity for the urban environment
- buffer zones between conflicting uses
- stormwater management
- pedestrian links.

Together with streets and public buildings, public open spaces help create a civic identity and local character. A variety of public and private open spaces are necessary to provide amenity to apartment residents. In urban areas where on-site communal open space opportunities are limited, more public open spaces may be required in the local area to support increasing populations. Landscape design and open space can soften people’s perceptions of the scale sometimes associated with residential flat development.
Views
Within the public domain views assist with orientation, help make a place memorable and contribute to a distinctive skyline. Views, which link a distant feature with the immediate locale, also create a sense of openness and space.

A vista or view corridor is a ‘View through’, usually defined by buildings. Streets can be view corridors, which visually and spatially link one part of an urban area to another. View corridors can be terminated or framed by an architectural landmark, such as a heritage building or a building element (church spire), public art, and/or a landscape feature, such as a hilltop or significant tree. They can also focus on the horizon, the water or the sky.

Topography
Topography - including natural features like ridges, gullies and watercourses - is the most distinctive and, usually, the longest established marker of an area’s unique identity. Often the setting of a place is what defines it. Much of our landscape has been significantly modified from its natural state, particularly in urban areas, for example by cut and fill, where intervention for different kinds of development has altered the original topography. Often the landscape tells a story about the history of the area; the street and subdivision layout and the kinds of use and building types. In this it is an important part of an area’s cultural heritage.

The location and form of new residential flat development in relation to topography is important in shaping the scale and character of an area.
Residential Flat Design Code

Street Layout
Street layout is an essential element for ordering an urban area. It rarely changes and is effectively in place for hundreds of years. Street hierarchy describes the different roles that streets have in the urban structure. The importance of the street in planning and designing residential flats is tied to the size as well as the function of streets. A main arterial road is likely to be wider, more heavily trafficked and noisier than a suburban street. Places with a legible street network provide greater opportunities for linking the site to its locality, for optimising access to public transport and for retaining views.

Street Design
Street Design is the three-dimensional space, which encloses and defines the street. Its form and proportions are given by the dimensions of the public domain - streets, footpaths, verges, street trees and street furniture - in relation to the dimensions of the private domain - the height, setbacks and massing of buildings. Streetscape has a social role in providing useable spaces with good amenity for pedestrians and residents. It also has a landscape role in providing an attractive setting for development.

The scale of residential development is a key determinant of streetscape quality. It influences the street’s proportions in relation to human scale and to other buildings along the street.
Blocks
There is a reciprocal relationship between street and block patterns. The street layout subdivides an area into blocks, but the uses and types of proposed buildings generally determine the size and proportion of blocks. For example, the block size in a warehouse district is normally bigger than in a residential neighbourhood and in a mixed use neighbourhood, blocks can be subdivided into lots of variable sizes to accommodate a range of uses and building types. In areas undergoing change from one use to another, such as a brownfield site, the street layout and the block sizes may also need to change.

Although function mainly determines the size of blocks and lots, topography and significant natural features impact on block, lot and street layouts. Block shapes (and lots) are often irregular because of a street layout that responds to the contours of the land or other requirements.

Lots
While street layout subdivides an area into blocks, these are further subdivided into smaller building lots. The size and shape of building lots has a direct relationship with the building types proposed for site. In particular, where an area is changing to accommodate more and/or different building uses, the size and shape of building lots will determine the possible building types and densities. Amalgamation or subdivision of lots may be necessary to accommodate a desired change.

The range of lot sizes can change over time by subdividing or amalgamating existing lots or blocks. Site amalgamations and subdivisions can have a major impact on a streetscape by changing the characteristic rhythm of typical lots and buildings on a block. Topography also affects the shape of lots. For example, on a sloping site, building lots can be irregularly shaped because of a street layout that responds to the contours of the land.
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Heritage Buildings / Significant Elements
Heritage, which is shaped by nature, buildings and history, contributes to an understanding of our past, the towns and cities we live in and our relationship to the land. Heritage includes special buildings and places that reflect physical, social or cultural significance in a community as well as special indigenous places and natural landscapes. Heritage items need to be assessed to determine their significance, which in turn gives guidance to future development. Heritage items may include private and public buildings, street patterns, lot subdivision, neighbourhoods and public open spaces. Heritage buildings and places form the foundations of the built form and public domain of our cities.

Building Use
A single use zone is sometimes determined by existing statutory controls. In contrast, mixed use areas support a finer grain mix of uses in an area or in a development. Mixed use developments contribute to the vibrancy and economic sustainability of an area by combining residential uses with an appropriate range of supporting uses, such as work facilities, small scale retail and commercial opportunities for local residents.
Image Credits Relating to the Residential Flat Design Code Extract
Development Control Plan No. 54 Draft Amendment No. 4

Cover Images
Main Image Newington Apartments
Thumbnails Images (L to R)
Kogarah Town Centre Development Control Plan prepared by Russell Clson Urban Projects. Illustrations based on public domain drawing by Jane Irwin, Crown Street Housing, Crown Street Housing.

Divider Images (Part 01 to 03)
Kogarah Town Centre Development Control Plan, Crown Street Housing, Crown Street Housing.

All other photographs and illustrations by the Urban Design Advisory Service.

Residential Flat Developments Featured
Albers, Alexandria NSW - Turner + Associates and Staniski Associates (architecture); McGregor + Partners (landscape architecture); Brett Boardman (photography)

Crown Street Housing, Surry Hills NSW - Architecture (architecture and landscape architecture); Walter Glover, Architect (photography)

Domain, Marrickville NSW - Staniski Associates and Turner + Associates (architecture); Frank Staniski (photography)

The Hudson, Alexandria NSW - Alain Jack + Cottier (architecture); Anton James Design (landscape architecture); Nic Bailey (photography)

Kings Bay, Five Dock NSW - DEM Design Group (architecture); Philip Fischer (photography)

Lyndhurst Gardens, Woodleigh NSW - Gilbert Hughes and Maloney (architecture); Brett Boardman (photography)

MacArthur Street Housing, Ultimo NSW - Tonkin Zulaikha Greer in association with Rodrick Simpson (architecture); Eric Senina (photography)

Moore Park Gardens, East Redfern NSW - Alain Jack + Cottier (architecture)

Newcomen Street Apartments, Newcastle NSW - JUCW Sasse (architecture); Paul Foley, Martin Hunt (photography)

Newington Apartments, Newington NSW - HPA Architects in association with Bruce Eales and Associates, Vote Associates, Hassan, Peddle Thorpe and Walker (architecture); Patrick Bingham-Hall, Geoff Amber (photography)

Paddington Green, Paddington NSW - Alain Jack + Cottier (architecture)

The Peninsula, Marly NSW - Conyers Morrison and Partners (architecture); Janet Marston, Ron Israel (photography)

The Point, Pyrmont NSW - Cundallam Associates (architecture); Patrick Bingham-Hall, John Golinge (photography)

Presidio, Newtown NSW - Staniski Associates and Turner + Associates (architecture); DM Taylor Landscape Architects, Brett Boardman (photography)

Rockwall Gardens, Potts Point NSW - Architects Johnson and Partners (architecture); Fatwal Photography (photography)

Wyrie St Apartment, Potts Point NSW - Aaron Bold (architecture); Brett Boardman (photography)
STATE ENVIRONMENTAL PLANNING POLICY No. 65 – DESIGN QUALITY OF RESIDENTIAL FLAT BUILDINGS

b) State Environment Planning Policy No. 65 – Design Quality of Residential Flat Development (SEPP65).

The following is an extract from SEPP65 and is to be addressed in any development proposal referred to in section 6.5 of this document. The full document can be accessed from the NSW Department of Planning website http://www.planningsystem/sepp1.asp

1 Name of Policy

This Policy is State Environmental Planning Policy No 65—Design Quality of Residential Flat Development

2 Aims, objectives etc

(1) This Policy aims to improve the design quality of residential flat development in New South Wales.

(2) This Policy recognises that the design quality of residential flat development is of significance for environmental planning for the State due to the economic, environmental, cultural and social benefits of high quality design.

(3) Improving the design quality of residential flat development aims:

(a) to ensure that it contributes to the sustainable development of New South Wales:

(i) by providing sustainable housing in social and environmental terms, and

(ii) by being a long-term asset to its neighbourhood, and

(iii) by achieving the urban planning policies for its regional and local contexts, and

(b) to achieve better built form and aesthetics of buildings and of the streetscapes and the public spaces they define, and

(c) to better satisfy the increasing demand, the changing social and demographic profile of the community, and the needs of the widest
range of people from childhood to old age, including those with disabilities, and
(d) to maximise amenity, safety and security for the benefit of its occupants and the wider community, and
(e) to minimise the consumption of energy from non-renewable resources, to conserve the environment and to reduce greenhouse gas emissions.

(4) This Policy aims to provide:
(a) consistency of policy and mechanisms across the State, and
(b) a framework for local and regional planning to achieve identified outcomes for specific places.

3 Definitions

(1) In this Policy:

design quality principles means the design quality principles set out in Part 2.
design review panel means a panel constituted under Part 3.
master plan has the same meaning as in clause 92A of the Environmental Planning and Assessment Regulation 2000.
residential flat building means a building that comprises or includes:
(a) 3 or more storeys (not including levels below ground level provided for car parking or storage, or both, that protrude less than 1.2 metres above ground level), and
(b) 4 or more self-contained dwellings (whether or not the building includes uses for other purposes, such as shops), but does not include a Class 1a building or a Class 1b building under the Building Code of Australia.

Note.
Class 1a and Class 1b buildings are commonly referred to as town houses or villas where the dwelling units are side by side, rather than on top of each other.

residential flat development means development to which this Policy applies because of clause 4.

the Act means the Environmental Planning and Assessment Act 1979.

(2) Notes in this Policy do not form part of it.

4 Application of Policy

(1) This Policy applies to development being:
(a) the erection of a new residential flat building, and
(b) the substantial redevelopment or the substantial refurbishment of an existing residential flat building, and
(c) the conversion of an existing building to a residential flat building.
(2) If particular development comprises development to which subclause (1) applies and other development, this Policy applies to the part of the development that is development to which subclause (1) applies and does not apply to the other part.
5 Land to which this Policy applies

(1) This Policy applies to the whole of the State.
(2) Despite subclause (1), this Policy does not apply to land to which State Environmental Planning Policy (Kosciuszko National Park—Alpine Resorts) 2007 applies.

6 Relationship with other environmental planning instruments

In the event of an inconsistency between this Policy and another environmental planning instrument, whether made before or after this Policy, this Policy prevails to the extent of the inconsistency.

7 Design quality principles

The design quality principles for residential flat development are the principles set out in this Part.

8 Introduction to the principles

Good design is a creative process which, when applied to towns and cities, results in the development of great urban places: buildings, streets, squares and parks.

Good design is inextricably linked to its site and locality, responding to the landscape, existing built form, culture and attitudes. It provides sustainable living environments, both in private and public areas.

Good design serves the public interest and includes appropriate innovation to respond to technical, social, aesthetic, economic and environmental challenges.

The design quality principles do not generate design solutions, but provide a guide to achieving good design and the means of evaluating the merit of proposed solutions.

9 Principle 1: Context

Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.

Responding to context involves identifying the desirable elements of a location’s current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.

10 Principle 2: Scale

Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings.

Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.
11 Principle 3: Built form

Good design achieves an appropriate built form for a site and the building’s purpose, in terms of building alignments, proportions, building type and the manipulation of building elements.

Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

12 Principle 4: Density

Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents).

Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.

13 Principle 5: Resource, energy and water efficiency

Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction.

Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.

14 Principle 6: Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.

Landscape design builds on the existing site’s natural and cultural features in responsible and creative ways. It enhances the development’s natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character.

Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbours’ amenity, and provide for practical establishment and long term management.

15 Principle 7: Amenity

Good design provides amenity through the physical, spatial and environmental quality of a development.

Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor...
space, efficient layouts and service areas, outlook and ease of access for all age
groups and degrees of mobility.

16 Principle 8: Safety and security

Good design optimises safety and security, both internal to the development and for
the public domain.

This is achieved by maximising overlooking of public and communal spaces while
maintaining internal privacy, avoiding dark and non-visible areas, maximising activity
on streets, providing clear, safe access points, providing quality public spaces that
cater for desired recreational uses, providing lighting appropriate to the location and
desired activities, and clear definition between public and private spaces.

17 Principle 9: Social dimensions

Good design responds to the social context and needs of the local community in terms
of lifestyles, affordability, and access to social facilities.

New developments should optimise the provision of housing to suit the social mix and
needs in the neighbourhood or, in the case of precincts undergoing transition, provide
for the desired future community.

18 Principle 10: Aesthetics

Quality aesthetics require the appropriate composition of building elements, textures,
materials and colours and reflect the use, internal design and structure of the
development. Aesthetics should respond to the environment and context, particularly
to desirable elements of the existing streetscape or, in precincts undergoing transition,
contribute to the desired future character of the area.