DEVELOPMENT CONTROL PLAN NO. 54

Section 72 of the Environmental Planning
and Assessment Act 1979

HUSKISSION TOWN CENTRE

File Number 92/2727

1. LAND TO WHICH THE PLAN APPLIES

The plan generally applies to commercial zoned land within the Huskisson Town Centre bounded by Bowen, Currambene, Morton, Sydney and Field Streets, and the foreshore area of Currambene Creek and Jervis Bay - more accurately shown on the accompanying plan.

2. RELATIONSHIP TO LOCAL ENVIRONMENTAL PLAN

This Plan is subject to the provisions of the City of 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, 5(c) (Special Uses "C" (Reservation) Zone) Car Parking and 6(a) (Open Space - Recreation "A" Existing) Zone).

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, as well as consulting with Council's Planning Services Division for more detailed advice:

- Policies for Planning and Development - Shoalhaven Beyond 1990
- Car Parking Code
- Building Code
- Landscape Guidelines
- Subdivision Code
3(g) policy statements

4. OBJECTIVES

The objectives of this Plan are:

- To encourage and develop a special identity for the business centre by
  
  (a) incorporating a town focal point
  (b) promoting a retail linkage between the business centre and Currambene Creek
  (c) minimising overshadowing to pedestrian orientated spaces
  (d) preserving views of Currambene Creek and Jervis Bay, particularly from the town focal point
  (e) improvement to streetscapes, including future guidelines for advertising

- 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.

- Ensure that any retail activity does not conflict with Council's objective of establishing a higher order centre for the St Georges Basin and Jervis Bay area at The Wool Road/Naval College Road intersection.

- To encourage a compact and accessible retail core.

- To ensure there is adequate car parking to shoppers, tourists and workers in the business centre and that such car parking is as close to the 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 ensure adequate safeguards exist to maintain and promote water based activities and allow for future expansion.

- To identify tourist related opportunities within the business centre and incorporate safeguards which will protect views of Currambene Creek and/or Jervis Bay.

5. APPLICATION

All development within the area, the subject of this Plan, is to generally comply with the draft Development Control Plan No. 54 Huskisson Town Centre which includes a plan and accompanying statement.
6. ELEMENTS OF THE PLAN

(a) Town Focal Point

The town focal point has been identified as generally the intersection of Currambene Street and Owen Street. This location contains such businesses as the Newsagent, Grocery Store and Post Office. To function effectively, the town focal point requires sufficient pedestrian open space for people to meet, sit and appreciate those assets which contribute to the 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 8 metre roadway.

• Ensure overshadowing of pedestrian areas is avoided by limiting the height of adjoining buildings.

• Establishing retail/community/cafe uses adjoining the pedestrianised areas.

(b) Views from the Town Focal Point

The views which contribute most to the character of the 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 to Jervis Bay and Point Perpendicular should also be maintained and enhanced looking east along Owen Street from the focal point.

IMPLEMENTATION

• 6 metre open space corridors to be provided within the development parcels between Currambene Street and the existing commercial development (as shown on the supporting plan) to increase views to Currambene Creek, and to encourage an appropriate scale of development in keeping with existing centre. 5 metre setback to any development on the western side of Currambene Street between Owen Street and the Wharf.

• Provision of high quality architectural design incorporating modulated facades to any development fronting Currambene Creek.

• Elevated outdoor sitting areas taking account of northern views to Currambene Creek be provided with any development generally as shown in supporting plan.

• Streetscape planting in Owen Street should frame views to east; median planting should be discouraged.
(c) Huskisson Wharf

The wharf on Currambene Creek is an important element in strengthening the relationship between the town centre and Jervis Bay. The wharf and surrounding land should be protected 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 town focal point through retail frontages to the western side of Currambene Street.

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

• Provide a vehicular link between the wharf to Field Street together with a bus set down area adjacent to 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.

(d) Land Use

Retail activities are primarily focused on Owen and Currambene Streets. To ensure Council's policy in identifying a higher order centre for the St Georges Basin/Jervis Bay area is implemented as soon as possible, future retail and personal service activities are to be confined to the zoned 3(a) Retail area. Retailing outside this zone will only be considered where the applicant can demonstrate that such uses are ancillary to tourist development and therefore will not delay the construction of the higher order centre. Supermarkets in excess of 800 square metres will not be approved.

The exception to this principle relates to land zoned 3(g) adjacent to Currambene Street. Retail uses will be permitted in this location to reinforce the linkages between the town focal point and Currambene Creek.

Tourist, Commercial uses and fringe business uses have been located in areas which support the retail centre and, in the case of tourist orientated uses, take advantage of views to Jervis Bay and Currambene Creek.

Residential accommodation shall be restricted within the 3(a) Business zone such that any use is ancillary to retail and commercial activities. Residential uses within such zones will not be permitted at ground floor levels.

IMPLEMENTATION

• Retail and personal services shall be located primarily in the zoned retail zones
such that they reinforce the town focal point.

- Commercial tourist activities and fringe business to be located close by to reinforce retail sector or to take advantage of views to Currambene Creek and Jervis Bay.

- Supermarkets in excess of 800 square metres will not be approved.

- Any consent for residential accommodation within 3(a) Business zone shall only be considered if it is ancillary to the retail/commercial development and shall be prohibited on ground floor level.

(e) Car Parking

To ensure the retail sector is compact and accessible, it is proposed to reduce the existing off-street car park off Owen Street by 50% and provide an additional 87 spaces more central to the focal point. In addition to these car parks, the wide road reserves have been utilised where possible for on-street angle and parallel parking. Maximum site coverage would, therefore, be encouraged for the main retail core. However, any tourist accommodation establishments or fringe business uses would be required to provide the total component of car parking on site. In the latter case the plan identifies the desirable location for such car parking.

IMPLEMENTATION

- Maintain and increase angle/parallel parking on streets with 30 metre road reserves.

- Reduce the existing off-street car parking area located off Owen Street and provide a new car park more central to the focal point.

- 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 fringe developments in Morton Street and the Currambene Street south of Owen Street.

- Section 94 contributions will be accepted only where it is consistent with the objectives of Section 94 Plan.

(f) Road System

To minimise possible congestion in Owen Street, provision has been made for a bypass via Sydney Street. Rear Servicing should be encouraged to all retail developments, Field Street and other existing lanes, some of which will need to be widened. Section 94 contributions will apply to developments which enjoy rear access via such service roads. Traffic calming devices aimed at maintaining speeds at 45KPH 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. An additional roundabout at Owen/Hawke Streets 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, and Owen and Hawke Streets.

- Make provision to by-pass Owen Street via Sydney Street to minimise future congestion.

- Provide rear service access to all retail developments where possible and/or service embayments, as shown on the accompanying Plan. Such roads to be a minimum 7 metres in width, off-street car parking shall be constructed on either side of such road at the developer's cost.

- Introduce traffic calming devices on streets having retail, commercial or tourist functions to ensure that vehicle speeds do not exceed 45 KPH.

**(g) Height Restrictions**

To maintain a relationship between the built environment and the natural physical setting, a two storey height limit (8 metres) shall apply to all areas within the Development Control Plan area with the exception of the southern side of Owen Street, zoned 3(a). Height of buildings in this location shall be permitted to 3 storeys (11 metres).

Due to its unique location at the entrance of Currambene Creek, further development on the site of the Huskisson Hotel will be permitted to 4 storeys or 14 metres. Such development shall incorporate architectural guidelines which minimise its impact within the town setting.
Architectural elements of a non habitable nature could be permitted to exceed the height restriction to improve the built form in the town.

Architectural elements of a non habitable nature could be permitted to exceed the height restriction to improve the built form in the town.
**IMPLEMENTATION**

**Height Restrictions**

- A two storey height limit (8 metres) shall apply to all areas within the Development Control Plan with the exception of the southern side of Owen Street zoned Commercial 3(a) where a height of three storeys (11 metres) will be permitted and the Huskisson Hotel site where a height of four storeys (14 metres) is permissible.

- Architectural elements of a non habitable/commercial nature may be permitted to exceed the height restriction provided that Council is satisfied such development will not detract from the objectives of the Control Plan.

- A building height plane shall apply to all three storey development. Such height plane shall commence from the floor level of the 1st storey and taper at 60° from the front and rear as shown in the above diagram. The 60° taper shall also apply to the side boundaries of corner allotments.

**(h) Foreshore Open Space**

Many of the public recreation reserves are capable of further utilisation. To ensure continuing public enjoyment no further alienation of such reserves should occur through such uses as car parking. A management plan shall be prepared to guide future uses containing the following principles:

(i) set aside areas for active and passive uses

(ii) reinforce tree planting along foreshores subject to erosion

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

(iv) provide for cycle path

(v) incorporate view lines from town centre to Jervis Bay/Currambene Creek

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

**IMPLEMENTATION**

- Preparation of management plan in accordance with the principles shown on the attached plan and above to determine future uses for foreshore reserves.

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

**(i) 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 the footpath widths, particularly on the sunny side. Difficult street cambers can be reduced by allowing for 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 proposed to enhance the entry to the shopping centre.

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 from 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 to be predominantly Australian natives.

(j) Building Lines/Development Envelopes

The accompanying Plan proposes building lines in various locations. All development shall be required to comply with such building lines, however awnings, balconies and architectural elements such as pergolas. Gazebo type structures and so on may be permitted to exceed such building lines where it is demonstrated that the objectives of the building line can be maintained.

The plan also identifies development envelopes for tourist and fringe business zones. It should be noted that such envelopes require provisions for landscaping and car parking and are not indicative of potential building areas.

(k) Building Form

Owners of new developments are encouraged to design developments which are sensitive to the natural setting of Jervis Bay and reflect the maritime influence of the town. The following guidelines should be used to achieve these objectives.

(i) buildings should have pitched roofs of between $32^\circ$ - $45^\circ$.

(ii) buildings form should not dominate the surrounding vegetation ie no building
should exceed the height of the trees which form the backdrop of the commercial centre

(iii) building colours should reflect the natural, physical or maritime influence. Suggested building materials include rendered and painted brickwork, fibro or hardiplank, or typical South coast weatherboards in light ochre colours. Roofing materials should be metal colourbond in birch grey saltbush or merino colours. Existing developments such as the Huskisson Hotel and the Huskisson Cinema contain good examples of design elements which contribute to Huskisson's character

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 reviewed annually by Council will be based on the particular rate at the time of development and will include the following:

(a) Construction of car parking and access thereto where car parking cannot be provided on a development site.

(b) Service Road Construction (2 areas)

(c) Drainage/gross pollution trap

8. IMPLEMENTATION

Any development and/or building application within the study area must conform to the principles set down in the accompanying Development Control Plan. Works relating to the adjoining footpath reserves etc shall 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.

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G A Napper
General Manager

November 1994