

#### 5.4.2 Residential subdivision

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

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

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

#### **Proximity to the Ulladulla By-Pass**

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

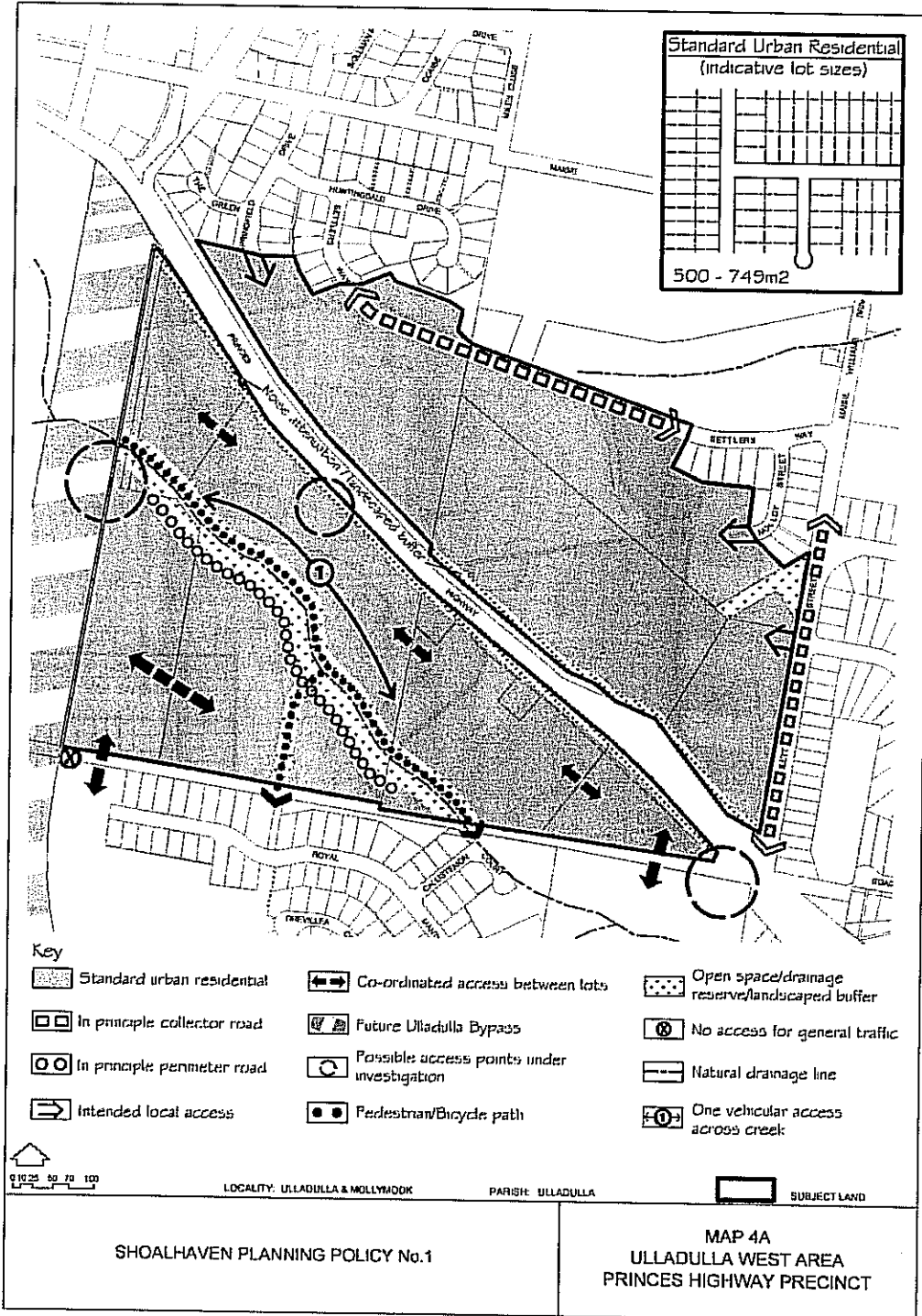
(Environment Protection Authority 1999). In instances where lots back on to the bypass corridor, larger lots with increased rear setbacks may be an option.

#### 5.4.3 Open space network

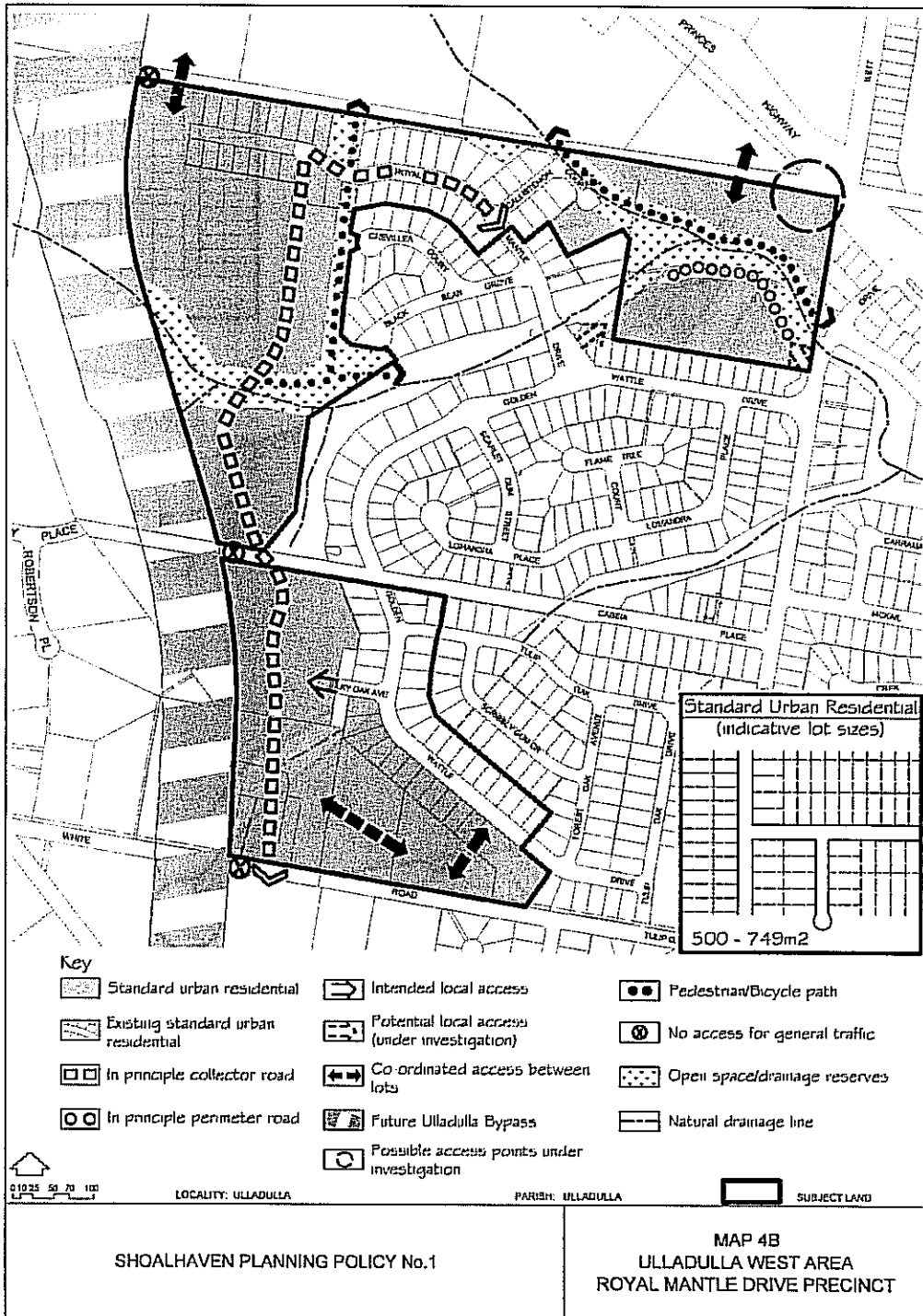
The Policy identifies public open space linkages centred on Millards Creek and its tributaries. The public open space will form an extension to the Millards Creek open space network and pedestrian/bicycle footpath network already existing in central Ulladulla.

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

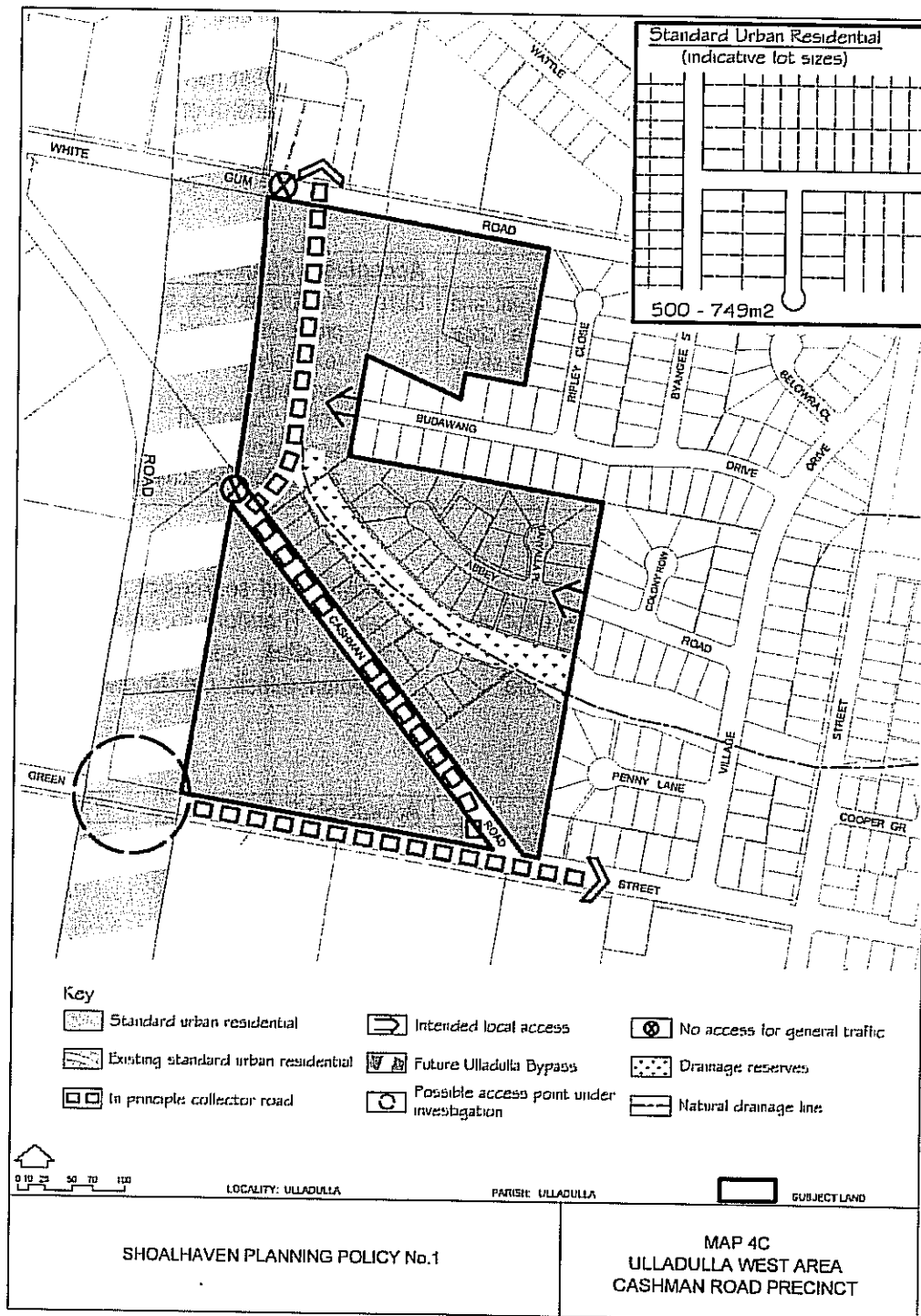
<b>Performance Criteria</b>	<b>Acceptable Solutions</b>
UW5. Public open space reflects topography, maintains the riparian integrity of Millards Creek and its tributaries and provides open space linkages across and within the area.	UW5a. Drainage reserves and other open space linkages are provided in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



**Map 4A: Ulladulla West Area: Princes Highway Precinct**



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



**Map 4C: Ulladulla West Area: Cashman Road Precinct**

## 5.5 Area 5 – Ulladulla

### 5.5.1 Access network

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

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

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

### 5.5.2 Residential subdivision

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

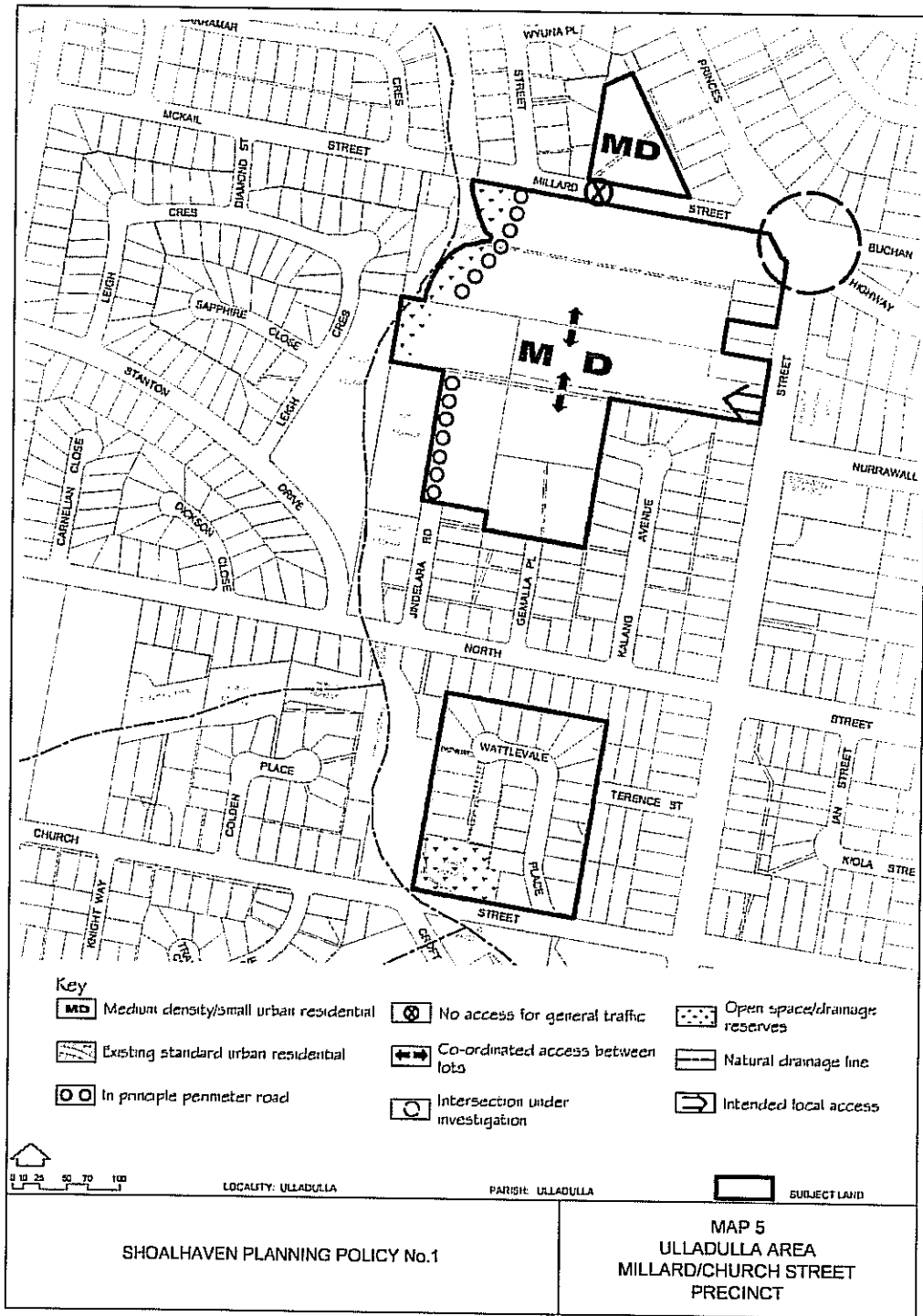
facilities and services of the Ulladulla town centre. Therefore in order to fully utilize these sites, subdivision appropriate for 'medium density development' is preferred.

<b>Performance Criteria</b>	<b>Acceptable Solutions</b>
UL3. Residential subdivision/development that: <ul style="list-style-type: none"> <li>- enables effective urban consolidation that utilises its proximity to the services and recreational facilities of the Ulladulla town centre; and</li> <li>- increases housing choice in Ulladulla.</li> </ul>	UL3a. Lots are subdivided to a size applicable to 'medium density development/small urban residential'.

### 5.5.3 Open space network

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

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



**Map 5: Ulladulla Area: Millard/Church Street Precinct**

## 5.6 Area 6 – Kings Point

### 5.6.1 Access network

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

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

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

### 5.6.2 Residential subdivision

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

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

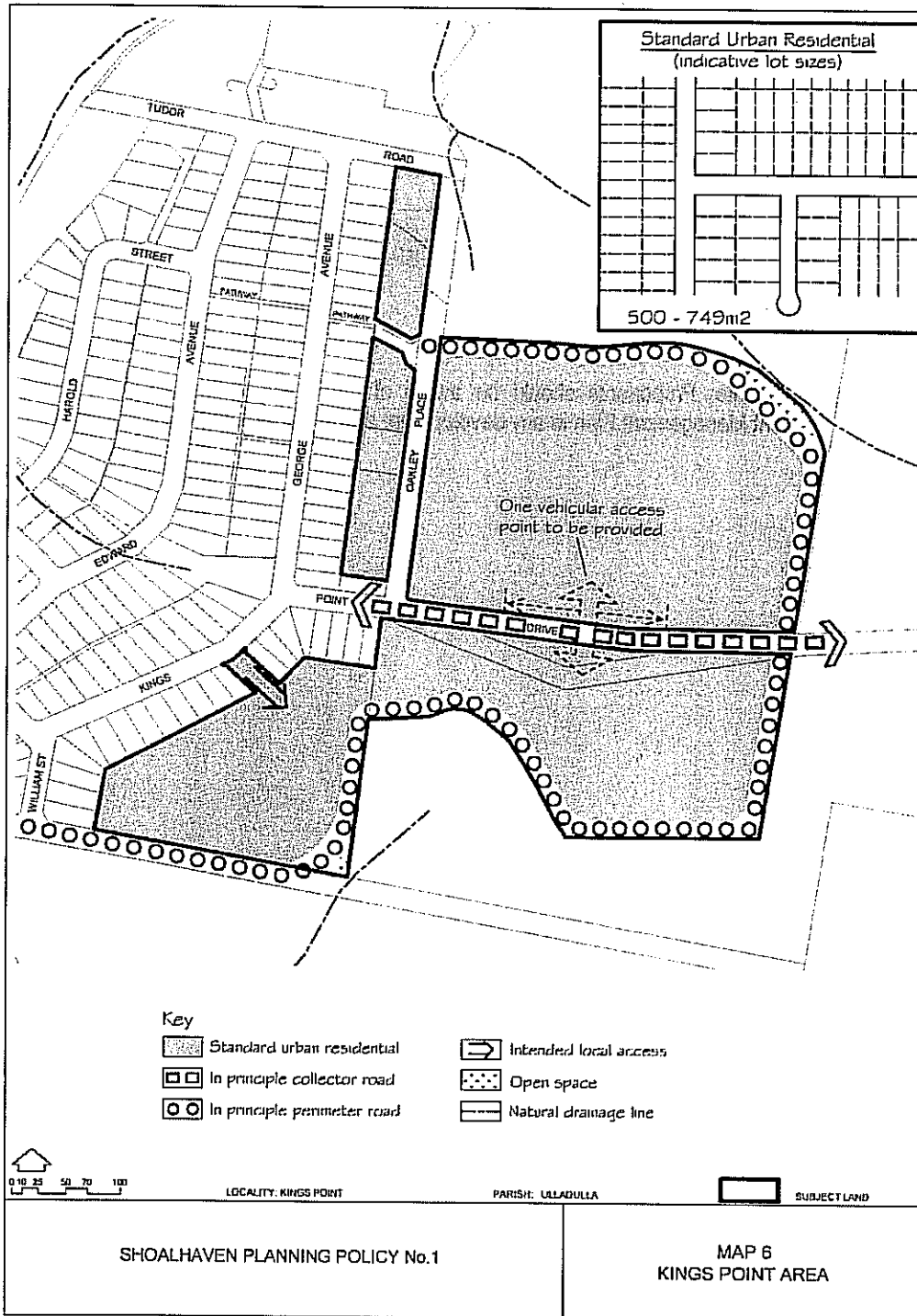
<b>Performance Criteria</b>	<b>Acceptable Solutions</b>
KP3. Residential lot sizes are relevant to demand and context.	<p>KP3a. Lots are subdivided to a size applicable to 'standard urban residential'.</p> <p>KP3b. Between 10% and 20% of the total area of land identified as 'standard urban residential'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

### 5.6.3 Public open space

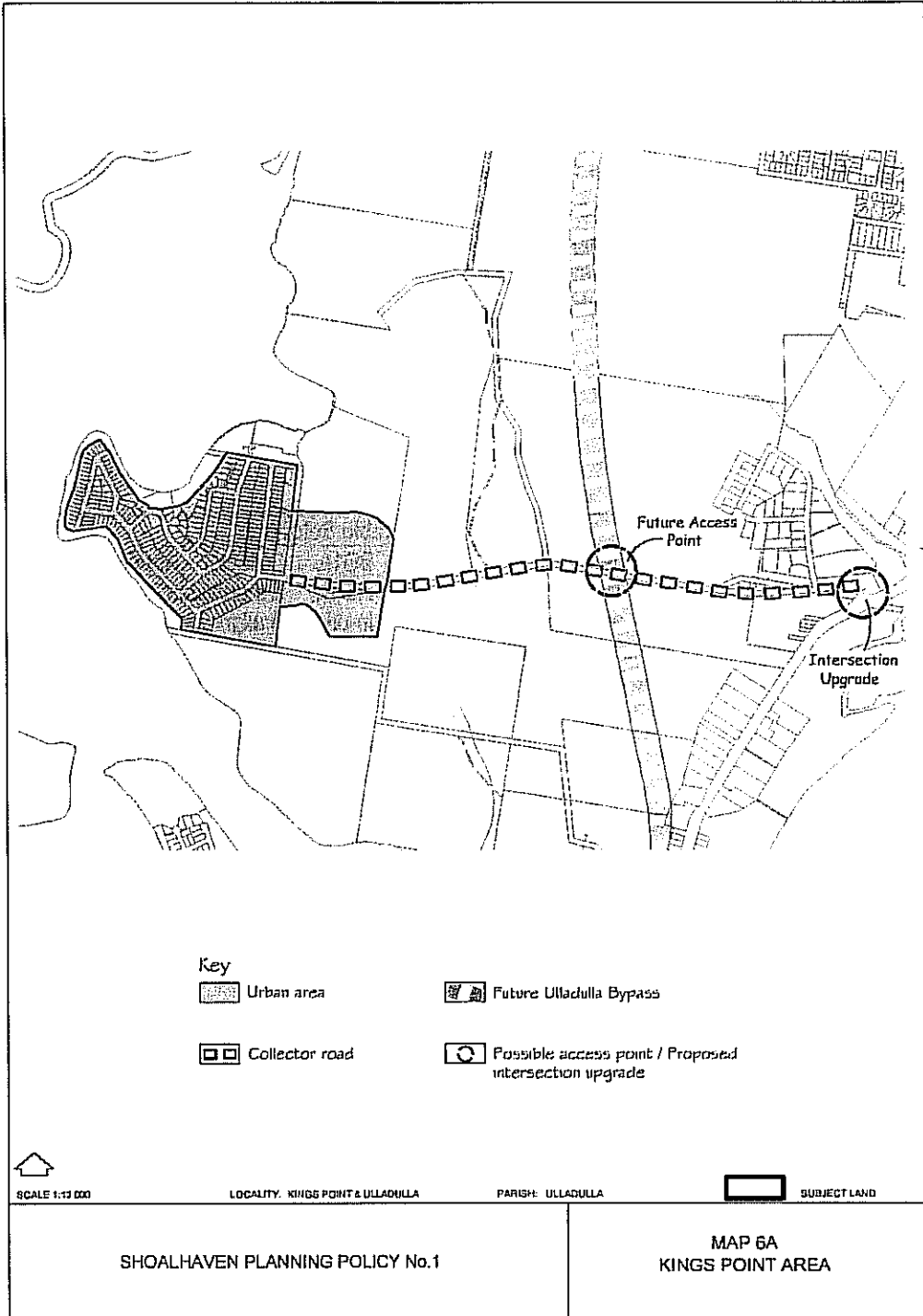
Two public open spaces are identified on the Policy to protect the ecological integrity of natural drainage lines near the Policy boundary

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

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



**Map 6: Kings Point Area**



**Map 6A: Kings Point Area**

## 5.7 Area 7 – Burrill Lake/Dolphin Point

### 5.7.1 Access Network

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

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

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

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

### 5.7.2 Residential Subdivision

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

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

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

### 5.7.3 Open space network

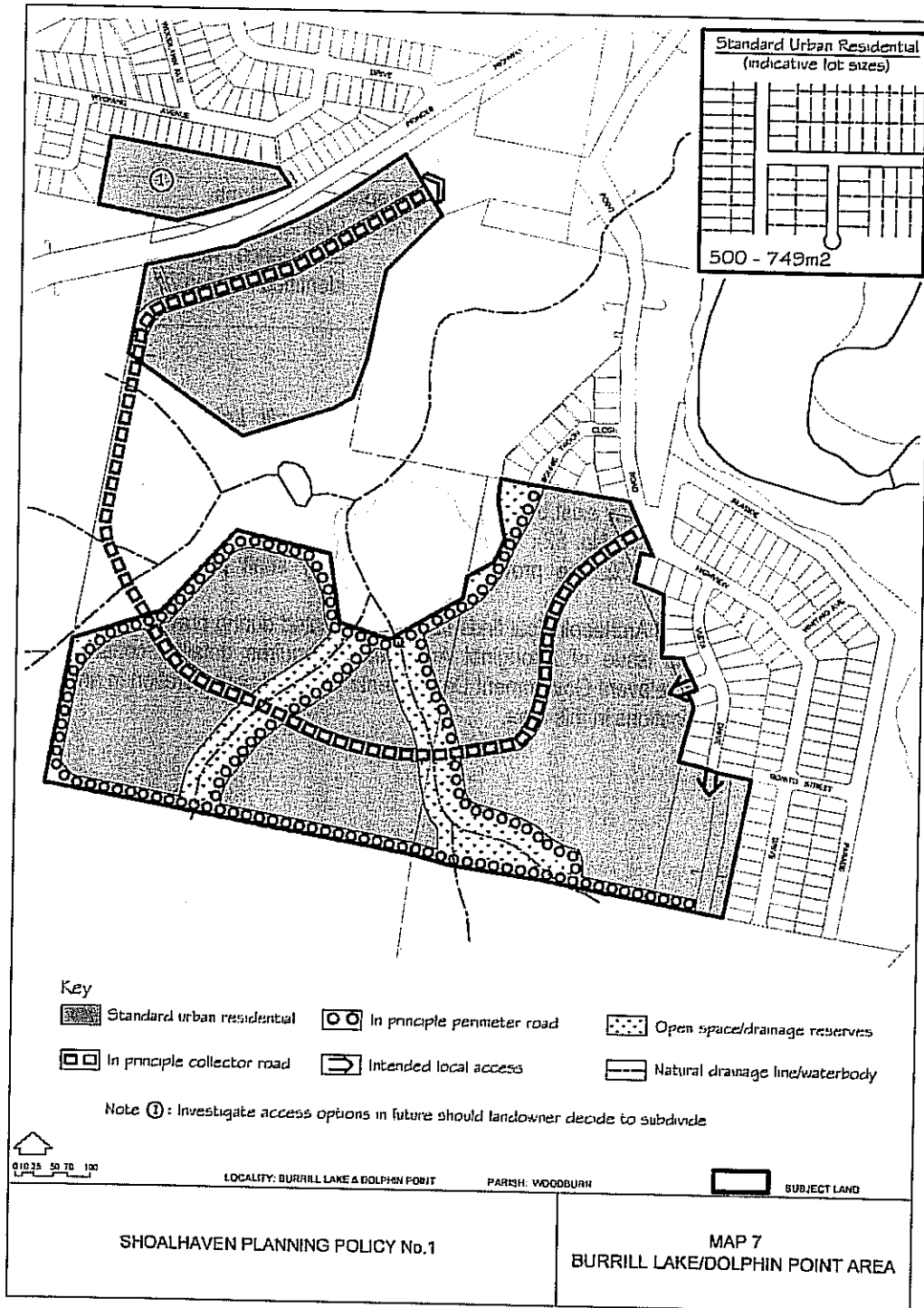
The Policy identifies two public open space linkages centred on a natural drainage line running through the Dolphin Point precinct.

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

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

\* Advisory Notes:

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



**Map 7: Burrill Lake/Dolphin Point Area**

## **6. IMPLEMENTATION AND MONITORING**

### **6.1 Conditions of Development Consent**

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

### **6.2 Section 94 Contributions**

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

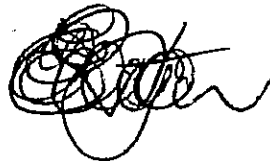
- roads and traffic control;
- drainage and pollution control;
- fire control and emergency services;
- open space;
- active and passive recreation (including pedestrian pathways);
- community facilities; and
- Section 94 Plan Administration.

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

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

### **6.3 Monitoring and minor amendments to the Policy**

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



Ernie Royston  
**ACTING GENERAL MANAGER**  
Date: 18.1.05

## REFERENCES

### *Shoalhaven City Council*

- Shoalhaven City Council (1990) 'Heritage Study: Milton Town Centre'. May 1990.
- Shoalhaven City Council (1993) 'Contribution Plan 1993'.
- Shoalhaven City Council (1995) 'Shoalhaven Local Environmental Plan 1995'.
- Shoalhaven City Council (1996) 'Heritage Conservation Development Guidelines: draft DCP 76'.
- Shoalhaven City Council (1997) 'Shoalhaven Bicycle Strategy'. Adopted 16 December 1997.
- Shoalhaven City Council (2000) 'Shoalhaven Housing Strategy'.
- Shoalhaven City Council (2001) 'Subdivision Code: DCP 100'. Adopted 18 December 2001.
- Shoalhaven City Council (2002) 'Burrill Lake Estuary and Catchment Management Plan'. Adopted November 2002.
- Shoalhaven City Council (2002) 'Medium Density Code: DCP 71' (as amended).
- Shoalhaven City Council (2002) 'Narrawallee Inlet Natural Resources Management Strategy'. June 2002.

### *State Planning*

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

### *Relevant State Legislation*

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

### *Relevant State Planning Policies*

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

**APPENDIX 1**

**analysis plus**

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

***Prepared for***

**Shoalhaven Water**

## **Specific Inclusions for Each Precinct**

### **Area 1A – Milton**

#### **Corks lane Precinct**

##### **Water Supply.**

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

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

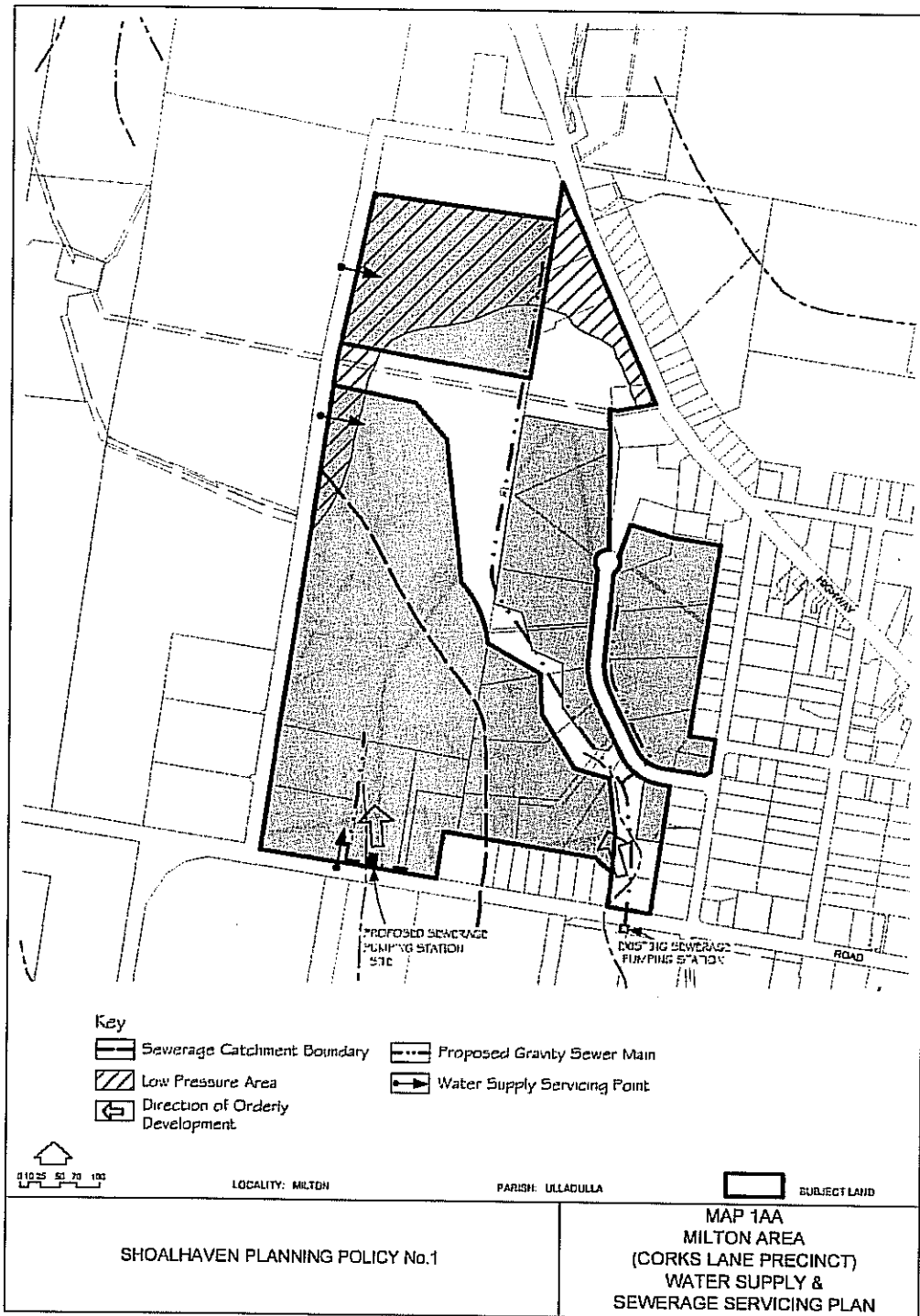
##### **Sewerage.**

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

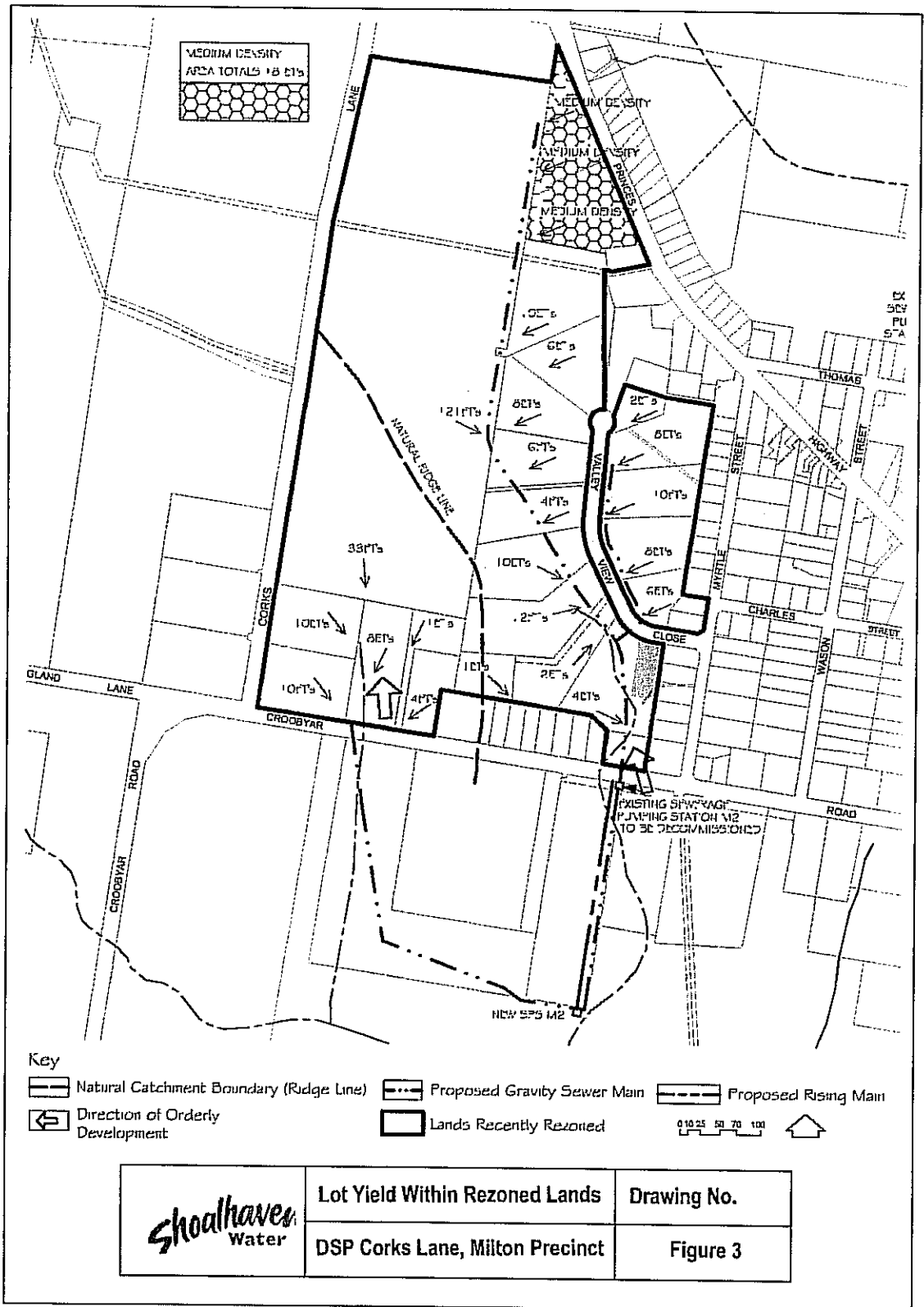
Council has adopted a special Section 64 Contribution following the preparation of a Development Servicing Plan for this precinct.

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

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



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



Map 1AB Milton Area (Corks Lane Precinct) – Adopted Development Servicing Plan (Sewerage)

## **Area 1B – Milton**

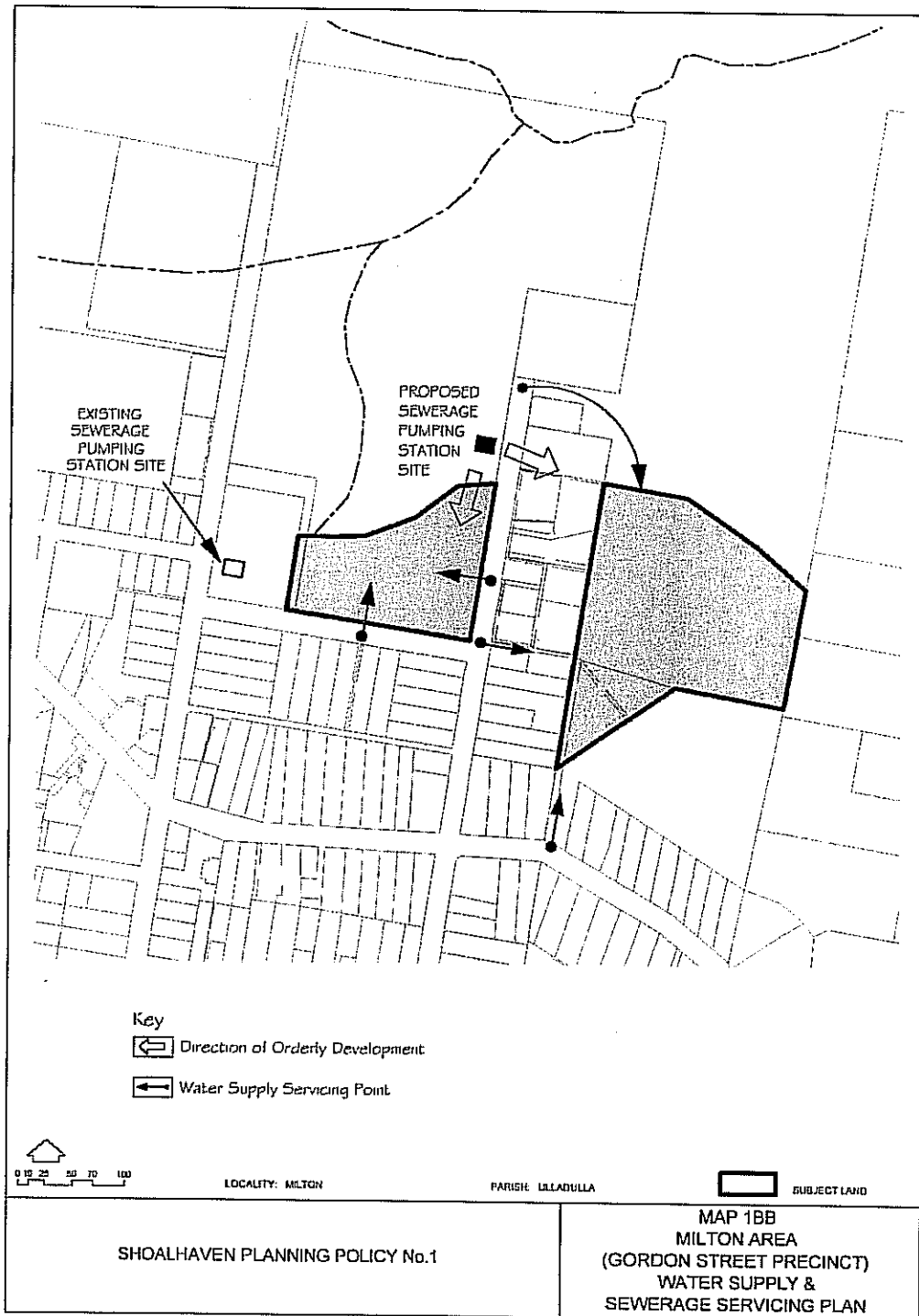
### **Gordon Street Precinct**

#### **Water Supply.**

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

#### **Sewerage.**

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



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

## **Area2--Narrawallee**

### **Water Supply.**

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

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

### **Sewerage.**

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