

24 June 2019

SUMMARY TABLE OF PROPOSED MODIFICATIONS TO DEVELOPMENT CONTROL STRATEGY CALDERWOOD VALLEY CONCEPT PLAN (MP09_0082) – MODIFICATION 4

DCS Section	Summary of Proposed Modifications	Justification
1A Urban Structure & Subdivision		
1.1 Street Types	General notes for consideration have been relocated to guide the design of street types defined in Table 1.	1) General notes that are located as a footnote to the approved DCS, are relocated to the start of the Street Type table so that they are more evident and easily understood. 2) Reference to on road cycle paths have been deleted in the notes. 3) New note (6) added regarding the localised widening of parking lanes to 3m where bus stops are to be located.
	Additional provisions included for the design and construction of laneways.	4) New design provisions incorporated to ensure that a suitable urban design outcome is achieved for laneways including: <ul style="list-style-type: none"> i. Passive surveillance opportunities ii. Materials and public domain treatments that encourage slower vehicular movements iii. Use of secondary dwellings to increase surveillance and add visual interest to the laneway
	Table 1: Sub arterial roads: 1) Sub arterial road with bus route: <ul style="list-style-type: none"> i. reduction in travel lane width ii. deletion of curb side parking on one side iii. deletion of cycle lane off road iv. decrease in verge width v. decrease in total footpath width vi. no change to total reserve 2) Sub arterial road with median <ul style="list-style-type: none"> i. increase in travel lane width ii. deletion of curb side parking 	Table 1 amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads. Illustrative Street Type Cross Sections reflect the proposed amendments. Proposed amendments, that have been delivered in stages 1, 2 and 3, include elements such as footpath relocations, removal of cycle lane off roads, reduction in travel lanes to reflect council standard widths, bus stop indents as required, and reduction in

DCS Section	Summary of Proposed Modifications	Justification
	<ul style="list-style-type: none"> iii. reduction in carriageway width iv. increase in verge width v. increase in footpath width vi. no change to total reserve 	verge widths to reflect council standard verge arrangements including service trenches and shared service trenches.
	<p><u>Major collector roads:</u></p> <ul style="list-style-type: none"> 1) Major collector road: <ul style="list-style-type: none"> i. increase in travel lane width ii. decrease in parking width iii. increase to footpath width iv. no change to total reserve 2) Major collector road with median: <ul style="list-style-type: none"> i. increase in travel lane width ii. decrease in parking width iii. increase in footpath width iv. no change to total reserve 3) New road type – major collector adjacent to rural lands: <ul style="list-style-type: none"> i. same travel lane width as above ii. no median iii. parking on both sides iv. 12m total carriageway v. 10m total verge vi. 2.5m footpath vii. 22m total reserve 4) New road type – major collector with median with parking both sides with bus route: <ul style="list-style-type: none"> i. 9m travel lane width ii. 1m median iii. parking on both sides iv. 15m total carriageway v. 10m total verge vi. 4m total footpath vii. 25m total reserve 	<p>Major collector roads:</p> <ul style="list-style-type: none"> 1) Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads. 2) Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads 3) Major Collector Roads in some locations directly adjoin rural zoned lands. The draft amendments include a proposed new road type that directly responds to this local context, with pedestrian movement directed and focussed on the road verge that is the proposed residential and urban development zoned land. The rural side of the road to be upgraded when land adjacent developed. 4) Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads

DCS Section	Summary of Proposed Modifications	Justification
	<p>Minor collector:</p> <ol style="list-style-type: none"> 1) Minor collector: <ol style="list-style-type: none"> i. increase in travel lane width ii. decrease in parking width iii. increase in footpath width iv. no change to total reserve 2) Minor collector – pedestrian priority: <ol style="list-style-type: none"> i. increase in travel lane width ii. decrease in parking width iii. increase to footpath width iv. no change to total reserve 	<ol style="list-style-type: none"> 1. Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads 2. Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads
	<p>Town and village centre:</p> <ol style="list-style-type: none"> 1) Distinguish between town centre and village centre road typology. 2) Village centre – collector road: <ol style="list-style-type: none"> i. increase in travel lane width ii. decrease in parking width iii. no change to total reserve 3) Village centre – access street: <ol style="list-style-type: none"> i. increase in travel lane width ii. decrease in parking width iii. no change to total reserve 4) New road type – town centre main street: <ol style="list-style-type: none"> i. 7m travel lane width ii. no median iii. parking on both sides iv. 15.1m total carriageway v. variable verge width vi. 5m footpath (town side) / 2.5m footpath (open space) vii. 21.1m total reserve 5) New road type to Town and Village Centres –access street - Town: <ol style="list-style-type: none"> viii. 7.2m travel lane width ix. no median 	<ol style="list-style-type: none"> 1. Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads 2. Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads 3. Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads. 4. The proposed Town Centre Main Street typology responds to the planned scenario of a main street adjacent to a public open space reserve either Citywide Park, or Town Plaza or riparian corridor. 5. Provide variety to Town and Village Centre standard access streets in B4 zones where residential is the predominant land use.

DCS Section	Summary of Proposed Modifications	Justification
	<ul style="list-style-type: none"> x. 4.4m verge width xi. 1.5m footpaths both sides xii. 16.0m total reserve 	
	<p>Access streets:</p> <ul style="list-style-type: none"> 1) Access street – town <ul style="list-style-type: none"> i. specify street type as ‘town’ ii. increase to footpath width 2) Access street – standard residential street <ul style="list-style-type: none"> i. specify street type as ‘standard residential street’ ii. increase in footpath width 3) Access street – urban one way <ul style="list-style-type: none"> i. specify street as ‘urban’ 4) Access street – urban town and village centre <ul style="list-style-type: none"> ii. specify street type as standard street type for town and village centre iii. increase in footpath width 5) Access street – APZ edge: <ul style="list-style-type: none"> iv. specify 8m clear path v. delete cycle way vi. decrease verge width vii. increase footpath width 6) Access street – country: <ul style="list-style-type: none"> viii. increase footpath width 7) Access street with WSUD median: <ul style="list-style-type: none"> ix. increase in travel lane width x. provide parking on both sides xi. increase footpath width 	<ul style="list-style-type: none"> 1. Local Access Streets will account for the majority of traffic movement infrastructure at Calderwood Valley. The proposed amendments will ensure the correct application of these street types to relevant physical locations and scenarios. 2. Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads.
	<p>Miscellaneous street types:</p> <ul style="list-style-type: none"> 1) Open space edge mews: <ul style="list-style-type: none"> xii. specify parking on one side xiii. change description to shared pedestrian not specifying ‘woonerf’ xiv. increase to verge width 	<ul style="list-style-type: none"> 1. Proposed amendments reflect Shellharbour City Council approved street and road cross sections that have been supported and delivered at Calderwood Valley in stages 1, 2 and 3 including the sub-arterial, collector and minor collector roads. 2. Proposed amendments reflect terminology that is more appropriate to the development industry in NSW.

DCS Section	Summary of Proposed Modifications	Justification
	<ul style="list-style-type: none"> xv. increase minimum total reserve 2) Accessway – mews: <ul style="list-style-type: none"> xvi. rename to refer to ‘mews’ not ‘rear loaded’ typology xvii. delete curb side parking 3) Accessway parking one side: <ul style="list-style-type: none"> xviii. increase to travel lane width xix. decrease to carriageway width 	
1.2.3 Public Domain	<ul style="list-style-type: none"> 1) Update to Rural Landscape / Lifestyle character statement to include active open space as part of this area. 2) New provision requiring the provision of footpaths along primary frontages of integrated housing 	<ul style="list-style-type: none"> 1) To align the character statement with the location of active open space provisions. This will allow for a greater community interaction within the Rural Landscape / Lifestyle public domain area. 2) To ensure that suitable public domain treatments are achieved in conjunction with integrated housing developments
1.2.4 Street Tree Planting	<ul style="list-style-type: none"> 1) New provision introduced requiring landscaping in the front yards of integrated housing and in the rear gardens where feasible. 	<ul style="list-style-type: none"> 1) To ensure that a suitable outcome is achieved for integrated housing.
1.3 Character Areas	<ul style="list-style-type: none"> 2) Identification of residential character areas upfront. 3) Location Criteria that support medium density development in specific areas is also articulated in this section. 4) Residential character area map updated to include 800m radius from town centre. 5) New plan inserted showing where sites comply with the locational criteria in condition B6. 	<ul style="list-style-type: none"> 6) Format improvement to document to provide a clear upfront overview of the Character Areas. 7) Location Criteria is an endorsed approval pathway for integrated development adjacent to and in close proximity of local parks and areas of increased amenity within the R1 zone. Consistent with changes proposed in the Mod to allow increased densities in targeted areas which are more accessible to public transport and offer higher levels of amenity, the LC is proposed to expand to include areas within 800m walking distance of the Town Centre. These areas are relatively flat in grade and with a higher density, provide for more walkability, permeability and connectivity to and from the Town Centre amenity. Steeper lands are not considered appropriate for medium density integrated solutions and as such local parks and/or open spaces in these areas will be precluded from Location Criteria approval pathways. 8) Figure updated to clarify areas within 800m of town centre. 9) New figure inserted to show where additional density can be achieved in accordance with the locational criteria.
Table 2: Planning and Design Principles Character Areas	<ul style="list-style-type: none"> 1. General Residential Neighbourhood: Expanding and specifying lot sizes under Location Criteria descriptions. 	<ul style="list-style-type: none"> 1. Expansion and clarification of the Location Criteria definition.

DCS Section	Summary of Proposed Modifications	Justification
	2. Rewording of Note a) at the conclusion of the Table to reflect revised condition B6	2. Condition B6 of the Concept Plan Approval permits residential lots to be delivered under 300m2 under an Integrated Development pathway if certain criteria are followed.
Table 3: Planning and Design principles Special Character Areas	Minor spelling errors corrected.	1. N/A
1.4 Subdivision Pathways	1) New table that outlines supported approval pathways for subdivision works to create standard lots over 300m2, and integrated developments. Inclusion of criteria in addition to Condition B6 for the subdivision approval process.	<p>1) The new approval pathways have been introduced to better align with subdivision approval processes occurring in other greenfield areas, particularly Growth Centres, where the subdivision certificate associated with an integrated development can be endorsed prior to the dwelling construction commencing. The approved dwelling design and associated conditions will be linked to the subdivision certificate 88b instrument that only permits the approved design to be constructed on that lot. This process facilitates a house and plan split contract package resulting in lower costs to each of the developer, builder and purchaser.</p> <p>2) A1 Approval Pathway – Standard “business as usual” approach where land is subdivided into individual lots and sold. The approval of the house is a separate development application of Housing Code Approval.</p> <p>3) A2 Approval Pathway – Standard “business as usual” approach where land is subdivided into individual lots and sold. The approval of the house is a separate development application of Housing Code Approval. Approval pathway includes Building Envelope Plans.</p> <p>4) B1 Approval Pathway – Attached Dwellings. This is business as usual “integrated housing”. Attached dwellings or dwellings that can’t be constructed separately will still require a combined development application for the dwelling design and subdivision. The developer/builder is required to construct the dwellings prior to subdivision certificate.</p> <p>5) B2 Approval Pathway – Subdivision and dwelling designs are provided with the subdivision plans as part of a combined development application. Provided the dwellings can be constructed separately and independently (ie. don’t share any common walls), the lots can be subdivided (subdivision certificate) prior to the dwelling being built. The dwelling design will be registered on title on the 88b instrument. Note: Abutting walls can enable dwellings to be built separately.</p>

DCS Section	Summary of Proposed Modifications	Justification
1B Built Form Housing		
1B Built Form Housing	<p>6) Description of dwellings grouped into dwelling types to reflect residential types in Table 5.</p> <p>7) Update to dwelling types, as follows:</p> <ul style="list-style-type: none"> i. Standard detached dwellings (front and rear access) ii. Attached dwellings (front and rear access) iii. Semi-detached dwellings (front and rear access) iv. Duplex dwellings v. Patio homes vi. Manor homes (rear access) vii. Strata four pack (rear access) viii. Town home dwellings ix. Urban sleeve / nano homes (front and rear access) x. Live/work dwellings xi. Shop-top housing xii. Apartments xiii. Secondary dwellings <p>8) Standard residential allotments:</p> <ul style="list-style-type: none"> i. Decrease minimum lot size for 'villa' allotments ii. Introduction of smart lot typology and development controls iii. Increase range of typical lot depth for courtyard typology iv. Introduction of zipper lots and development controls v. Increase in range of typical lot depth and mandating side setback for traditional lot typology vi. Reduction in minimum typical frontage, depth and dimension for Parkland+ typology <p>9) Integrated housing (e+f):</p> <ul style="list-style-type: none"> i. Increase to maximum area, increase in range of typical depth and decrease to articulation zone setback for attached dwelling typology ii. Decrease to articulation zone setback for semi-detached typology 	<p>1) To improve consistency between the description of the different dwelling types and their categorisation within Table 5.</p> <p>2) Introduce a broader range of small lot dwelling types and a variety of more affordable housing options that have been delivered successfully in other greenfield release areas and Growth Centres. These additional dwelling types respond to a variety of living conditions and community expectations and provide flexibility to meet market demand and affordability constraints, and assist in creating variety in urban design and place making, particularly for village and town centre areas of Calderwood Valley. Dwelling Types are consistent with NSW Department of Planning policy documents including the "Missing Middle" Medium Density Design Guide, and Housing Code.</p> <ul style="list-style-type: none"> i. The dwellings provide an opportunity to deliver more affordable homes in a controlled masterplanned community with convenient access to open space, recreation, education shopping and health. ii. Changing demographic profiles of our communities include smaller household types including single parents and separated families, families downsizing, semi-retired households, and those entering the property market for the first time. Our population is getting older, and there is a growing need to support the younger generation should they desire to enter the property market. The proposed modification supports greater diversity of housing choice complemented by efficient public transport and amenity to support these growing population groups. iii. Diversity of ownership and maintenance of housing to meet the changing lifestyle expectations of owners. iv. Increased density in and around mixed-use centres, local parks and along public transport corridors to sustain economic prosperity and efficiencies in infrastructure. v. A specific set of development criteria is defined for each proposed new dwelling type, enabling approval authorities to assess proposed home designs accurately.

DCS Section	Summary of Proposed Modifications	Justification
	<ul style="list-style-type: none"> iii. Increase in range of lot area, increase in range of typical frontage and typical depth, and decrease in articulation zone setback for detached typology <p>10) Integrated housing (TC/VC only) (g):</p> <ul style="list-style-type: none"> i. Increase to maximum lot area for town home typology ii. Decrease to minimum frontage for urban sleeve/nano typology. <p>11) Update to Appendix reference for all typologies.</p>	
Table 4 – Residential Development Controls	<ul style="list-style-type: none"> 1) Reference to indicative plans at Appendix C relocated from the bottom to the top of the table 2) Clarification of lot size ranges 3) Amendments to typical depth and widths of frontages 4) Clarification on articulation zone. 5) Clarifications to minimum setbacks to garages on side setbacks 6) Clarification of side setbacks 	<ul style="list-style-type: none"> 1. To increase transparency of Building Envelope Plans at Appendix C 2. To reflect the likely range of lot sizes for each dwelling type and to reflect lot anomalies on corner sites. 3. To reflect the likely range of lot depths and widths for each dwelling type. 4. To clarify that only 50% of the building can occupy the articulation zone. 5. To ensure a consistent setback for garages in the residential zone. 6. To clarify the setbacks permitted on either side of a dwelling
Table 5 – Residential Mix Table	<ul style="list-style-type: none"> 1) Amendments to allotment type references 2) Amendments to indicative lot areas 3) Confirmation that zipper lots are permissible in the R1 zone 	<ul style="list-style-type: none"> 7. To ensure consistency with the dwellings described in the DCS 8. To reflect the likely range of lot sizes for each dwelling type and to reflect lot anomalies on corner sites. To ensure consistency with table 4. 9. To clarify where the dwelling types are permissible.
1.5 Dwelling Types	<p>General</p> <ul style="list-style-type: none"> 1) Update all section numbers 2) Insertion of new dwelling typology descriptions 3) Deletion of redundant dwelling typology descriptions <ul style="list-style-type: none"> i. Updates to integrated housing description including lot sizes and location criteria. ii. Renaming of dwelling types consistent with new dwellings types described in introduction of Section 1B and reordering of sections. iii. Minor updates to cross references and figures within the description. iv. Renumbering of sections. 	<ul style="list-style-type: none"> 10. General Housekeeping to the dwelling type formats and nomenclature to better align with Tables 5 and 6.

DCS Section	Summary of Proposed Modifications	Justification
	Detached dwellings <ol style="list-style-type: none"> 1) Modification of lot size range to 150-2000+ square metres for detached dwellings. 2) Deletion of other dwelling typologies within description. 3) Deletion of specific dwelling typologies requirements relating to B4 zone. 4) Update to section references in Appendix C 	<ol style="list-style-type: none"> 1. Detached dwellings will account for the majority of residential housing typologies at Calderwood Valley. Detached dwellings incorporate a wide range of designs that would suit most household configurations. Most detached dwellings suit a single residential lot and can be approved under the NSW Housing Code, or through the development application pathways. Detached dwellings can also be endorsed under an integrated development application.
	Semi-detached dwellings <ol style="list-style-type: none"> 5) No changes apart from update to section references in Appendix C 	<ol style="list-style-type: none"> 1. Semi-Detached dwellings enable a more efficient use of available residential development land, in areas that support increased density through location and access to improved convenience, amenity and place, providing a wider range of affordable living options. Semi-Detached dwellings require endorsement under an integrated development application pathway either B1 or B2.
	Attached dwellings <ol style="list-style-type: none"> 6) Update description to remove nano homes (these are addressed separately within this section) and include terrace homes. 7) Update to section references in Appendix C 	<ol style="list-style-type: none"> 1. Attached dwellings also enable a more efficient use of available residential development land, in areas that support increased density through location and access to improved convenience, amenity and place, providing a wider range of affordable living options. Attached dwellings require endorsement under an integrated development application pathway either B1 or B2.
	Integrated housing <ol style="list-style-type: none"> 1) Modification to increase the range of lot sizes. 2) Update to areas of public parks within the existing requirements for lots less than 300sqm on R1-zoned land. 3) Inclusion of distance requirements from the town centre and village centre for lots less than 300sqm on R1-zoned land. 4) Inclusion of amenity justification for the siting of integrated housing projects within the town and village centres. 5) Minor rewording of design criteria, 	<ol style="list-style-type: none"> 1. Integrated Housing includes a wide variety of small lot and more affordable housing products that are designed to meet broadening market and demographic profiles that seek to maintain access to convenience, amenity and place. 2. Location Criteria is an endorsed approval pathway that supports integrated housing adjacent to and in close proximity of local parks, public transport nodes and areas of increased amenity within the R1 zone. Consistent with changes proposed in the Mod to allow increased densities in targeted areas which are more accessible to public transport and offer higher levels of amenity, the LC is proposed to expand to include areas within 800m walking distance of the Town Centre. These areas are relatively flat in grade and with a higher density, provide for more walkability, permeability and connectivity to and from the Town Centre amenity. Steeper lands are not considered appropriate for medium density integrated solutions and as such local parks and/or open spaces in these areas will be precluded from Location Criteria approval pathways.

DCS Section	Summary of Proposed Modifications	Justification
	Urban Loft Dwellings <ol style="list-style-type: none"> 1. Renaming of this typology from studio units to urban loft. 2. Require that housing typology consists of no more than one bedroom. 3. Specify open space requirement that can be provided as a courtyard or balcony. 	<ol style="list-style-type: none"> 1. Designed and delivered as an Integrated Housing dwelling typology. Urban Lofts are an affordable alternative to apartments.
	Town Home dwellings <ol style="list-style-type: none"> 1. Renaming of this typology from axis dwellings to town home dwellings. 2. Deletion of requirement relating to groups of town homes. 3. Update to section references in Appendix C. 	<ol style="list-style-type: none"> 1. Designed and delivered as an Integrated Housing dwelling typology. AXIS dwellings are not a readily recognisable industry dwelling typology. Townhomes dwelling typology is more easily understood.
	Urban Sleeve/Nano dwellings <ol style="list-style-type: none"> 1) Generally located within the town and village centres adjacent to non-residential built form 	<ol style="list-style-type: none"> 1) Nano homes are the smallest proposed residential dwellings at Calderwood Valley. These homes are a torrens title affordable alternative to an apartment, and must be located in the Town or Village Centre core.
	Live/work dwellings <ol style="list-style-type: none"> 1) Generally located within the town and village centres. 2) Integrated living and working spaces. 	<ol style="list-style-type: none"> 1) Dwelling option for occupants to live and work within the same dwelling to encourage a flexibility in land use for both employment and residential use.
	Shop Top dwellings <ol style="list-style-type: none"> 1) Dwellings provided above retail and other commercial uses within the town and village centres. 2) Provide a range of dwelling sizes to cater for a variety of households 3) Distinct entry for dwellings located on primary street frontage wherever possible 	<ol style="list-style-type: none"> 1) Providing residential dwellings along an activated street above retail or commercial premises provides for a more vibrant Town and Village Centre ensuring after business hours lifestyle to suit to the local climate at Calderwood Valley.
	Multi dwellings (MDU) <ol style="list-style-type: none"> 1) New dwelling typologies including Manor Homes and Strata Four Pack. Updates to section references in Appendix C 	<ol style="list-style-type: none"> 1) These Dwelling Types are consistent with NSW Department of Planning policy documents including the "Missing Middle" Medium Density Design Guide, and Housing Code. 2) These additional dwelling types respond to a variety of living conditions and community expectations and provide flexibility to meet market demand and affordable living options, and assist in creating variety in urban design and place making at Calderwood Valley.

DCS Section	Summary of Proposed Modifications	Justification
	<p>Dual Occupancy</p> <ol style="list-style-type: none"> 1) Renaming of dwelling type consistent with the Standard Instrument 2) Clarification that this typology is suitable in all character areas 3) Update to section references in Appendix C 	<ol style="list-style-type: none"> 1. These Dwelling Types are consistent with NSW Department of Planning policy documents including the "Missing Middle" Medium Density Design Guide, and Housing Code. 2. These additional dwelling types respond to a variety of living conditions and community expectations and provide flexibility to meet market demand and affordable living options, and assist in creating variety in urban design and place making at Calderwood Valley.
	<p>Apartments</p> <ol style="list-style-type: none"> 1. Update to section references in Appendix C 	
	<p>Secondary dwellings</p> <p>The minimum lot size that supports a Secondary dwellings within the B4 zone land has been increased to 450m² consistent with the AH SEPP.</p>	<ol style="list-style-type: none"> 1. Secondary dwellings or Granny Flats are an important accommodation option throughout NSW providing secure affordable housing for extended families, guests, teenagers, singles, downsizers or similar. Calderwood valley secondary dwelling requirements meet the NSW AH SEPP. Secondary dwellings are encouraged in laneways to achieve activation and natural surveillance.
1.6 General Housing Siting and Design Controls	<ol style="list-style-type: none"> 1. New section on design of dwellings within a laneway introduced 2. Additional controls for fencing along secondary frontages and lots with a frontage onto public open space 3. Updated controls to accommodate double garages. 4. Specification of solar access controls for integrated dwellings, separate to those for other dwelling types. 5. Inclusion of "To recycle, reuse and reprocess waste locally" as an objective of energy and water efficiency. New design criteria for waste storage to ensure that an appropriate storage space is incorporated into the dwelling design. 6. New controls for lot benching inserted 7. Renumbering of sections. 	<ol style="list-style-type: none"> 1. New design criteria introduced for dwellings within a laneway to ensure surveillance and suitable setbacks are proposed. 2. To ensure an appropriate visual outcome at these interfaces 3. Proposed amendments to garage widths and design requirements for standard detached residential dwelling types, specifically the garage door widths relative to the lot frontages, align directly with the endorsed Greenfield Housing Code that support good design outcomes for double garage homes on lots with between 10m and 11m frontage. 4. Solar access requirements are expanded and modified for integrated dwellings by seeking approval for solar access to be achieved with 3 hours at winter solstice to either principle private open space, main balcony or habitable room for a minimum of 70% of the dwellings in each integrated development application. This provides more flexibility in design and supports development outcomes of different orientations that may take advantage of predominant views, outlook or amenity. 5. An objective of the Calderwood Development is to achieve a minimum 5 Star Green Star Community accreditation from the Green Building Council of Australia. This amendments supports that platform. New design criteria is proposed in respect of waste storage areas so as to ensure the dwelling

DCS Section	Summary of Proposed Modifications	Justification
		<p>design incorporates this storage space and a suitable streetscape appearance is achieved.</p> <p>6. To ensure that house design responds appropriate to sites that slope.</p>
1C Non-Residential Built Form		
1.7 Non-Residential Buildings (Town and Village Centres)	<ol style="list-style-type: none"> 1) Update of description relating to built form to specifically relate to visual connection in form to the broader Calderwood Valley character and natural environment features. 2) Update to description relating to car parking and the sharing of parking. 	<ol style="list-style-type: none"> 1) To ensure that the town centre is of an appropriate design. 2) The Calderwood Valley DCS did not include carparking rates for retail and commercial developments. It is proposed to incorporate requirements for carparking rates for non-residential land uses that aligns with the SHCC DCP. The proposed amendments recognise the principle of shared carparking facilities in a coordinated manner in the Town and Village Centres.
1.8 Urban Design – Town Centre	<ol style="list-style-type: none"> 1) Insert “vision” for urban design within the town centre 2) Insert nine “Urban Design Principles” to guide development within the town centre. 3) Inclusion of new “Key Elements and Urban Structure” section to provide objectives and design criteria 4) Inclusion of new “Town Centre Core Built Form Guidelines” 	<ol style="list-style-type: none"> 1. To provide additional detail on the Town Centre as required by condition C9 of the Concept Plan. Town Centre Vision has been developed through consultation between Shellharbour City Council and Lendlease Communities. Lendlease has also engaged with the established Calderwood Valley residents to seek their specific needs and desired amenity in both the Village and Town Centres at Calderwood Valley. 2. The Urban Design principles are the product of a workshop with Shellharbour City Council and are included in an expanded DCS to guide the design and masterplanning for the Village and Town Centres at Calderwood Valley. Principles combine best practice and local context balanced with fundamental retail and economic business parameters. 3. The expanded DCS outlines key physical and community amenity for the Town Centre and design criteria for each element.