

Ms Sarah Lees
General Manager Southern Region
NSW Department of Planning and Infrastructure
PO Box 5475
WOLLONGONG NSW 2520

Your Ref:
Our Ref: Z18/119624
File: PP-2018/5
Date: 29 May 2018

Dear Ms Lees

DRAFT PLANNING PROPOSAL FOR WOLLONGONG LOCAL ENVIRONMENTAL PLAN 2009 AMENDMENT – YALLAH-MARSHALL MOUNT MINOR AMENDMENTS

Council at its meeting of 28 May 2018 resolved under Section 54 of the Act to prepare a draft Planning Proposal to amend Wollongong Local Environmental Plan 2009 to;

1. *A draft Planning Proposal for the Yallah-Marshall Mount precinct be submitted to the NSW Department of Planning and Environment to seek a Gateway determination to:*
 - *update the Land Reservation Acquisition Maps to reflect the updated road reservation requirements for Marshall Mount Road, Yallah Road, Road 8 and the Bypass Road, and make consequential changes to E2 Environmental Conservation zoned areas to E3 Environmental Management where a road is proposed;*
 - *amend the Minimum Lot Size maps for R2 Low Density Residential land within 30 metres of Road No 8 to have a minimum lot size of 300 m²; and*
 - *rezone the right of way within Lot 5 DP 24143 from E2 Environmental Conservation to E3 Environmental Management to enable access to Lot 1 DP 372848.*
2. *Following a Gateway determination, the draft Planning Proposal be exhibited for a minimum of 28 days.*
3. *The NSW Department of Planning and Environment be requested to issue authority to the General Manager to exercise Plan Making delegations, in accordance with Council's resolution of 26 November 2012.*
4. *Draft amendments to Chapter D16 – West Dapto Urban Release Area of Wollongong Development Control Plan 2009 to add the generic controls for the Yallah-Marshall Mount Precinct be exhibited for a minimum period of 28 days.*

Please find attached the following documents:

1. Council's Planning Proposal for the subject sites.
2. The Reports to Council on the proposal.

We now await advice from the initial Gateway determination.

Please contact Jon Bridge on 4227 7576 should you require further information.

This letter is authorised by:

Jon Bridge
Senior Strategic Project Officer

Land Use Planning
Wollongong City Council
Direct Line (02) 4227 7576

Attach/2.

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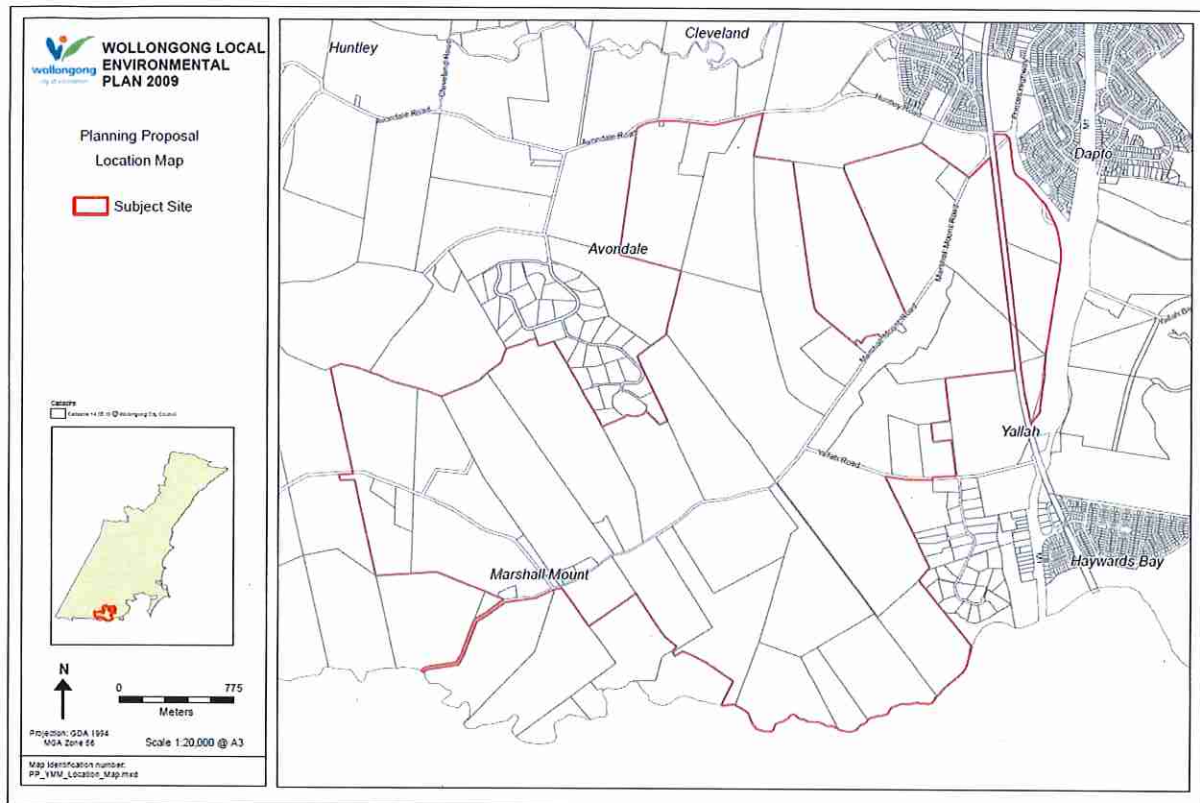
Planning Proposal – Yallah-Marshall Mount Amendments

LOCAL GOVERNMENT AREA: Wollongong

ADDRESS OF LAND: various sites within the Yallah-Marshall Mount precinct

MAPS:

Location map:



DESCRIPTION OF LAND: The site is situated on the lower slopes of the Illawarra Escarpment and has a total area of 1005 hectares. There the site has been used for grazing and cattle farming. The site is made up of cleared grasslands and remnant trees with a mostly cleared understory. Portions of the site are vegetated and Endangered Ecological Communities are located on the site according to Council's records. The Duck Creek and a number of smaller riparian corridors run across the site.

Surrounding development consists of rural properties, with Shellharbour Local Government Area and the proposed Calderwood release area to the south, rural lands to the west and proposed stages 3 & 4 of the West Dapto Urban Release area to the south. Access to the area is currently off Calderwood Road to the southwest, Yallah Road to the east and Marshall Mount Road to the north.

Part 1: OBJECTIVES OR INTENDED OUTCOMES OF PROPOSED LEP:

Concise statement setting out objectives or intended outcomes of the planning proposal.

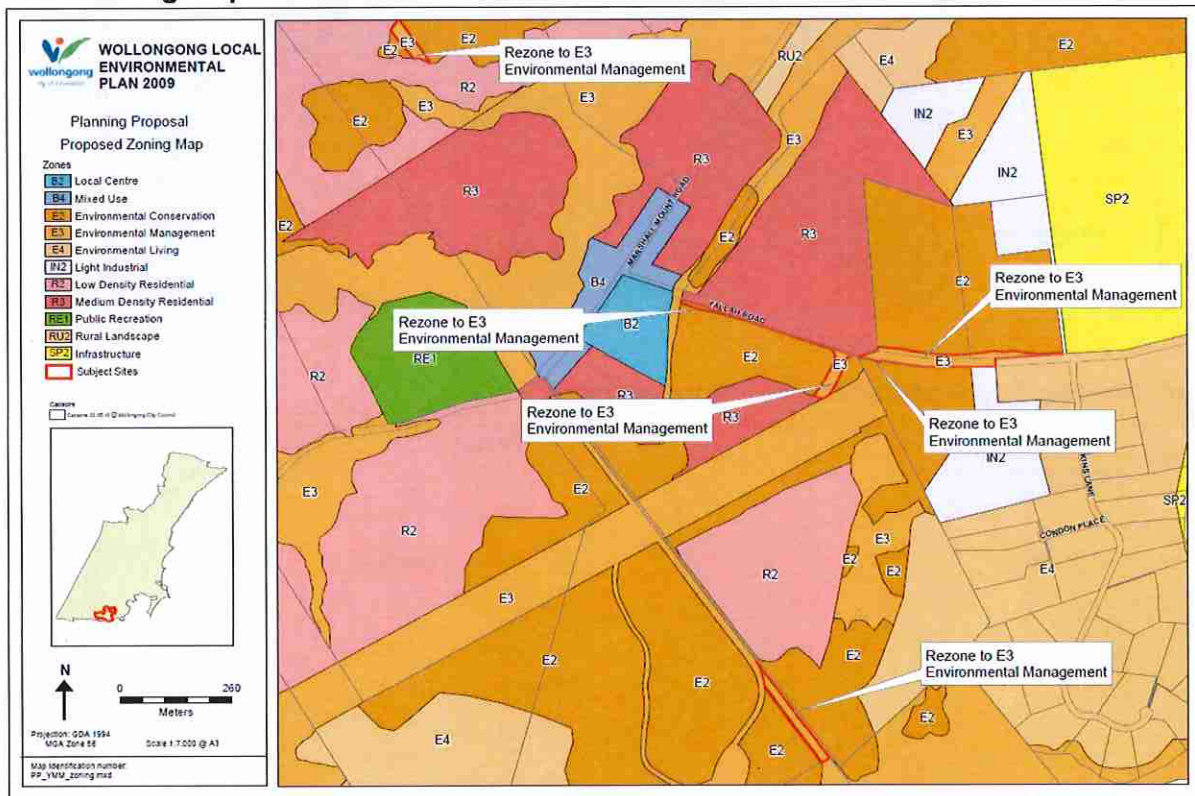
To make minor amendments to enable development of the precinct as an urban release area (update land acquisition maps to reflect new information on road acquisition needs, make minor zoning changes (to enable road and driveway construction), and minor minimum lot size changes to enable smaller lot sizes along proposed Road No. 8.

Part 2: EXPLANATION OF THE PROVISIONS OF PROPOSED LEP:

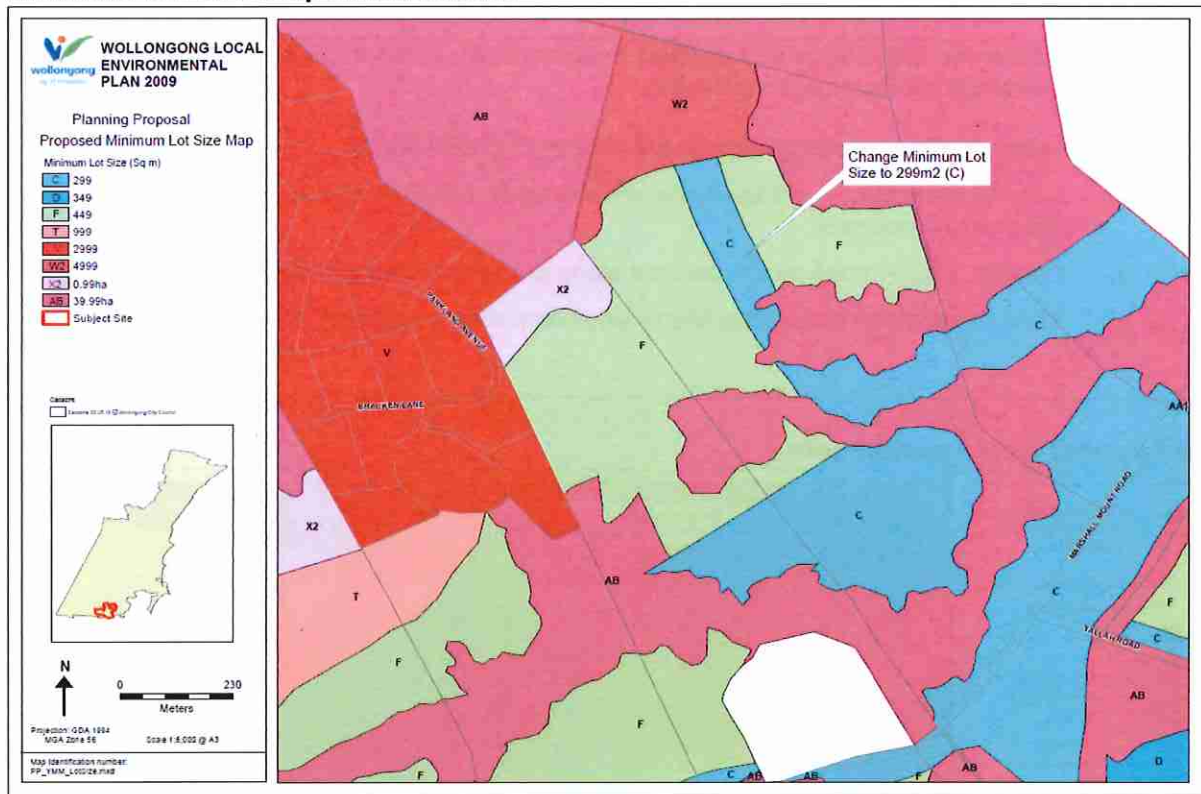
Statement of how the objectives or intended outcomes are to be achieved by means of new controls on development imposed via a LEP.

1. The amendment of the following maps in the Wollongong LEP 2009.
 - a. Land Zoning Map – make minor amendments changing E2 to E3 where a road or driveway is proposed;
 - b. Lot Size Map – make minor changes along proposed Road No. 8; and
 - c. Land Reservation Acquisition Map – additional road acquisition identified;

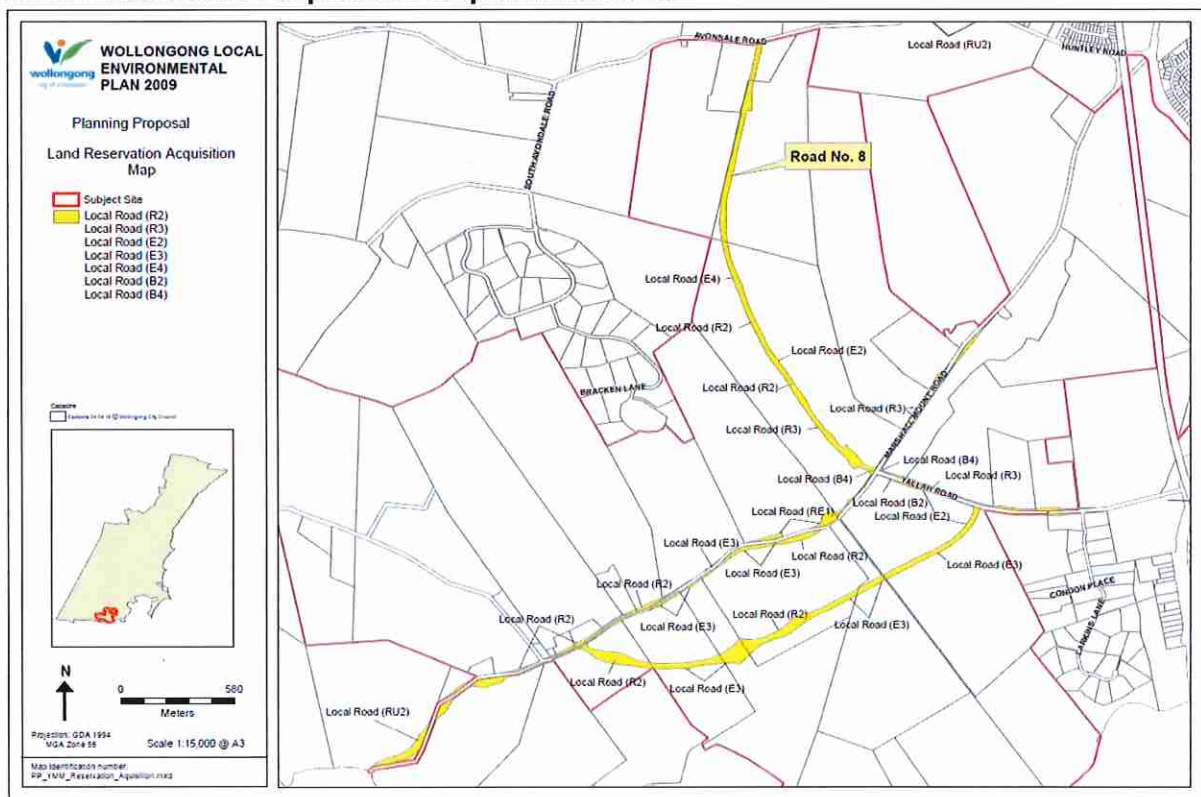
Land Zoning Map Amendments



Minimum Lot Size Map Amendments



Land Reservation Acquisition Map Amendments



Part 3: JUSTIFICATION OF OBJECTIVES, OUTCOMES AND PROVISIONS AND PROCESSES FOR THEIR IMPLEMENTATION:

Section A – Need for the planning proposal

1. Is the planning proposal a result of any strategic study or report?	The proposal The Yallah-Marshall Mount precinct was considered as Stage 5 of the West Dapto Release Area. The amendments deal with some minor issues and changes that were not able to be incorporated into the rezoning for the Yallah-Marshall Mount Precinct.
2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	The planning proposal is considered the best way of achieving the stated objective of updating the plan for Stage 5 of the West Dapto Urban Release Area.
3. Is there a net community benefit?	The precinct is required for the long term future urban needs of the Wollongong community, and is identified as such in the Illawarra Shoalhaven Regional Plan.

Section B – Relationship to strategic planning framework

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?	Yes, the proposal is consistent with the Illawarra Regional Plan, which identifies the precinct within the West Dapto Urban Release Area. The West Dapto Urban Release Area is the final remaining large Greenfield release area within the Wollongong Local Government Area.
5. Is the planning proposal consistent with the local council's Community Strategic Plan or other local strategic plan?	Council currently has Community Strategic Plan 2022. The adopted structure plan is consistent with this overall vision. The structure plan intends to provide for increased variety of housing choice, which is consistent with the Community Strategic Plan 2022. This planning proposal will make minor amendments to the Wollongong Local Environmental Plan 2009 to assist in implementing the adopted structure plan for the Yallah-Marshall Mount precinct. An action in the 2017-2018 Annual Plan is to continue the review of the West Dapto land release area. This Planning Proposal is part of that process.
6. Is the planning proposal consistent with applicable state environmental planning policies?	SEPP 55 – NA for this Planning Proposal. SEPP (Infrastructure) 2007 – Complies.
7. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?	See attached table.

Section C – Environmental, social and economic impact

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?	The planning proposal and has minor potential to impact on ecological communities. The Planning Proposal seeks to make minor amendments to E2 zones to enable roads and access to provide a practical use of the urban land.
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9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	The adopted structure plan seeks to maximise the urban outcome, while minimising environmental impacts. Further work on the structure plan has been undertaken to balance the need for a vibrant urban community and the environmental attributes of the study area. The plan maximises development near the village centre and along transport routes.
10 How has the planning proposal adequately addressed any social and economic effects?	The planning proposal seeks to create a sustainable community. The draft structure plan seeks to maximise the concentration of dwellings around the proposed village centre and transport routes, to provide for the social and economic needs of the community within the area where possible.

Section D – State and Commonwealth interests

11. Is there adequate public infrastructure for the planning proposal?	Public infrastructure can be provided. Satisfactory arrangements with relevant agencies will need to be made prior to development of the precinct.
12. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?	State government agencies have provided comments on the planning proposal. Continuing discussions have been held with agencies regarding their areas of interest during the development of the structure plan and planning proposal.

Part 4: DETAILS OF COMMUNITY CONSULTATION TO BE UNDERTAKEN ON THE PLANNING PROPOSAL:

Should the planning proposal pass a “gateway” determination, the planning proposal, draft zoning maps and associated provisions would be publicly exhibited for a period of 28 days.

Part 5: PROJECT TIMELINE

A primary goal of the plan making process is to reduce the overall time taken to produce LEPs. This timeline tentatively sets out expected timelines for major steps in the process. These timeframes are subject to change and are to be used as a guide only. The Minister may consider taking action to finalise the LEP if timeframes approved for the completion of the Planning Proposal are significantly or unreasonably delayed.

#	Action	Estimated Timeframe	Responsibility
1	Anticipated date of Gateway Determination	June 2018	Department of Planning and Environment
2	Government agency consultation	21 days	Agencies
3	Public exhibition period	Jul-Aug 2018	Council
4	Date of Public Hearing <i>(if applicable)</i>	N/A	Council
5	Consideration of submissions	2 weeks	Council
6	Assessment of proposal post-exhibition	2 weeks	Council
7	Report to Council	October 2018	Council

8	Final maps and Planning Proposal prepared	2 weeks	Council
9	Submission to Department for finalisation of LEP	1 week	Council
10	<i>Anticipated date RPA will make the LEP</i>	<i>Nov 2018</i>	Department of Planning and Environment
11	Anticipated date Council will forward final Planning Proposal to DoPE for notification	Jan 2019	Council
12	Anticipated date LEP will be notified	Jan 2019	<i>Parliamentary Counsel and DP&E</i>

Table A - Checklist of State Environmental Planning Policies

State Environmental Planning Policy		Compliance	Comment
State policies			
SEPP No. 1	Development Standard	N/A	N/A
SEPP No. 14	Coastal Wetlands		N/A
SEPP No. 19	Bushland in Urban Areas	Does not apply to Wollongong	N/A
SEPP No. 21	Caravan Parks		N/A
SEPP No. 26	Littoral Rainforests		No littoral rainforests identified by the policy in the Wollongong LGA.
SEPP No. 30	Intensive Agriculture	N/A	N/A
SEPP No. 33	Hazardous and Offensive Development	Yes	Does not contradict the SEPP
SEPP No. 36	Manufactured Home Estates	N/A	N/A
SEPP No. 44	Koala Habitat Protection	Yes	The precinct does not constitute 'potential koala habitat'.
SEPP No. 47	Moore Park Showground	Does not apply to Wollongong	N/A
SEPP No. 50	Canal Estate Development	N/A	N/A
SEPP No. 52	Farm Dams, Drought Relief and Other Works	Does not apply to Wollongong	
SEPP No. 55	Remediation of Land	N/A	N/A
SEPP No. 62	Sustainable Aquaculture	N/A	N/A
SEPP No. 64	Advertising and Signage	N/A	N/A
SEPP No. 65	Design quality of residential apartment development	N/A	N/A
SEPP No. 71	Coastal Protection	N/A	N/A
SEPP	Affordable Rental Housing (revised schemes) 2009	N/A	N/A
SEPP	Building Sustainability Index: BASIX 2004	N/A	N/A
SEPP	Educational Establishments and Child Care Facilities 2017	Yes	Complies with the objectives of the SEPP
SEPP	Housing for Seniors or People with a Disability 2004	N/A	N/A
SEPP	Infrastructure 2007	Yes	The Planning Proposal is consistent with the SEPP
SEPP	Exempt and Complying Development Codes 2008	N/A	N/A
SEPP	State and Regional Development 2011	Yes	Complies with the objectives of the SEPP

State Environmental Planning Policy		Compliance	Comment
SEPP	State Significant Precincts 2005	Yes	Complies with the objectives of the SEPP
SEPP	Development on Kurnell Peninsula 2005	Does not apply to Wollongong	N/A
SEPP	Sydney Region Growth Centres 2006	Does not apply to Wollongong	N/A
SEPP	Three Ports 2013	N/A	N/A
SEPP	Mining, Petroleum Production and Extractive Industries 2007	N/A	N/A
SEPP	Vegetation in Non-Rural Areas 2017	N/A	N/A
SEPP	Temporary Structures 2007	N/A	N/A
SEPP	Kosciuszko National Park – Alpine Resorts 2007	Does not apply to Wollongong	N/A
SEPP	Rural Lands 2008	Does not apply to Wollongong	N/A
SEPP	Affordable Rental Housing 2009	N/A	N/A
SEPP	Western Sydney Employment Area 2009	Does not apply to Wollongong	N/A
SEPP	Exempt and Complying Development Codes 2008	Yes	The Planning Proposal is consistent with the SEPP
SEPP	Western Sydney Parklands 2009	Does not apply to Wollongong	N/A
SEPP	Integration and Repeals 2016	Yes	The Planning Proposal is consistent with the SEPP
SEPP	Miscellaneous Consent Provisions 2007	Yes	The Planning Proposal is consistent with the SEPP
SEPP	Penrith Lakes Scheme 1989	N/A	N/A
SEPP	Rural Lands 2008	N/A	N/A
SEPP	Sydney Drinking Water Catchment 2011	N/A	N/A
SEPP	Urban Renewal 2010	Yes	The Planning Proposal is consistent with the SEPP

Table B - Checklist of Section 9.1 Ministerial Directions

Ministerial Direction		Comment
Employment and Resources		
1.1	Business and Industrial Zones	N/A
1.2	Rural Zones	N/A
1.3	Mining, Petroleum Production and Extractive Industries	N/A
1.4	Oyster Aquaculture	N/A
1.5	Rural Lands	N/A
Environment and Heritage		
2.1	Environment Protection Zone	The proposal involves minor changes to environmental zones to enable roads and driveway access. The minor changes are justified by the adopted structure plan for the Yallah-Marshall Mount precinct.
2.2	Coastal Protection	N/A
2.3	Heritage Conservation	N/A
2.4	Recreation Vehicle Areas	N/A
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A
Housing, Infrastructure and Urban Development		
3.1	Residential Zones	The Planning Proposal would involve minor amendments to new residential zones. The adopted structure plan provides for a variety of housing types and the Planning Proposal would improve the efficiency of the urban development of the area. The planning proposal is consistent with this direction.
3.2	Caravan Parks and Manufactured Home Estates	N/A
3.3	Home Occupations	N/A
3.4	Integrating Land Use and Transport	N/A
3.5	Development Near Licensed Aerodromes	N/A
3.6	Shooting Ranges	N/A
Hazard and Risk		
4.1	Acid Sulfate Soils	N/A The proposal does not affect acid sulfate soils
4.2	Mine Subsidence and Unstable Land	N/A
4.3	Flood Prone Land	The previous Planning Proposal for the urban release area considered flood risk. This Planning Proposal does not increase flood risk.

4.4	Planning for Bushfire Protection	The Planning Proposal does not increase bushfire risk nor increase development within bushfire risk areas.
Regional Planning		
5.2	Sydney Drinking Water Catchments	N/A
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	N/A
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	N/A
5.8	Second Sydney Airport: Badgerys Creek	N/A
5.9	North West Rail Link Corridor Strategy	N/A
5.10	Implementation of Regional Plans	The planning proposal will enable efficient development of the urban release precinct in accordance with the Illawarra Shoalhaven Regional Plan.
Local Plan Making		
6.1	Approval and Referral Requirements	The planning proposal complies with the direction and does not envisage additional approval or referral requirements.
6.2	Reserving Land for Public Purposes	N/A
6.3	Site Specific Provisions	The planning proposal does not contain unnecessary site specific provisions.
Metropolitan Planning		
7.1	Implementation of the Metropolitan Plan for Sydney 2036	N/A
7.2	Implementation of Greater Macarthur Land Release Investigation	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy	N/A
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A

ITEM 4

DRAFT PLANNING PROPOSAL AND DRAFT DCP CHAPTER AMENDMENTS FOR YALLAH-MARSHALL MOUNT

In October 2015, Council adopted a Planning Proposal for the Yallah-Marshall Mount Precinct (Stage 5) of the West Dapto Urban Release Area. The finalisation of the Planning Proposal was delayed pending the resolution of the local infrastructure funding arrangements for West Dapto.

On 27 November 2017, Council forwarded the Planning Proposal for the Yallah-Marshall Mount Precinct to the NSW Department of Planning and Environment to be made into an amendment to Wollongong Local Environmental Plan 2009. In the interests of finalising the Planning Proposal, and to avoid confusion since 2015, some subsequent potential minor amendments were placed on hold to enable the progression of the rezoning. With the making of Amendment 36 to the Wollongong Local Environmental Plan 2009 imminent, it is timely to consider the proposed minor amendments and also the proposed overarching Development Control Plan amendments to implement the Yallah-Marshall Mount Precinct.

RECOMMENDATION

- 1 A draft Planning Proposal for the Yallah-Marshall Mount precinct be submitted to the NSW Department of Planning and Environment to seek a Gateway determination to:
 - a update the Land Reservation Acquisition Maps to reflect the updated road reservation requirements for Marshall Mount Road, Yallah Road, Road 8 and the Bypass Road, and make consequential changes to E2 Environmental Conservation zoned areas to E3 Environmental Management where a road is proposed;
 - b amend the Minimum Lot Size maps for R2 Low Density Residential land within 30 metres of Road No 8 to have a minimum lot size of 300 m²; and
 - c rezone the right of way within Lot 5 DP 24143 from E2 Environmental Conservation to E3 Environmental Management to enable access to Lot 1 DP 372848.
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- 3 The NSW Department of Planning and Environment be requested to issue authority to the General Manager to exercise Plan Making delegations, in accordance with Council's resolution of 26 November 2012.
- 4 Draft amendments to Chapter D16 – West Dapto Urban Release Area of Wollongong Development Control Plan 2009 to add the generic controls for the Yallah-Marshall Mount Precinct be exhibited for a minimum period of 28 days.

REPORT AUTHORISATIONS

Report of: Wayde Peterson, Manager Environmental Strategy and Planning (Acting)
Authorised by: Andrew Carfield, Director Planning and Environment - Future City and Neighbourhoods

ATTACHMENTS

- 1 Proposed Land Reservation Acquisition changes
- 2 Proposed rezoning to enable roads and driveway access
- 3 Proposed amended Minimum Lot Size along Road No 8
- 4 Fountaindale submission and Village Centre Concept Plan
- 5 Neighbourhood Precincts for Yallah-Marshall Mount
- 6 Draft Wollongong DCP 2009 - Chapter D16 West Dapto Release Area

BACKGROUND

Council at its meeting of 19 October 2015, resolved to adopt a Planning Proposal for the Yallah-Marshall Mount Precinct, but not to forward this to the NSW Department of Planning and Environment to be made until IPART and the NSW Government determined how the shortfall in funding local infrastructure in West Dapto would be met. In November 2017, Council received confirmation of infrastructure funding arrangements, and on 27 November 2017 referred the Yallah-Marshall Mount Planning Proposal to the NSW Department of Planning and Environment to be made. Amendment 36 to Wollongong Local Environmental Plan 2009 has been drafted and is expected to be made soon.

At the time Council adopted the Planning Proposal (in 2015), some issues relating to the Yallah-Marshall Mount Precinct were still undetermined. These are outlined below:

Yallah Road, Marshall Mount Road, Road 8 and Local Bypass Road

Yallah Road and Marshall Mount Road are existing rural roads with a variable road reservation width of 10-20 metres and a rural road pavement surface. Marshall Mount Road includes two one-lane bridges over Duck Creek.

As part of the future development of Yallah-Marshall Mount these roads will be required to be reconstructed into urban roads. In March 2015, when Council adopted the Yallah-Marshall Mount Structure Plan and Planning Proposal the future function and design of these roads had not been determined.

Council subsequently engaged consultants to prepare concept road designs and these were reported to Council on 14 September 2015. The costs of the roads were included in the West Dapto Section 94 Development Contributions Plan which was subsequently reviewed by IPART and the NSW Department of Planning and Environment and adopted by Council on 11 December 2017.

The designs identify the road reservation width required for the reconstruction of the two roads.

In addition, the design work included a design for Road 8 (also known as NR 1-3) linking Marshall Mount Road (from Yallah Road intersection) to Avondale Road, and a Yallah village bypass road. These roads also form part of the West Dapto S94 Development Contributions Plan 2017.

These two new road corridors need to be identified in the Wollongong LEP 2009 to enable the corridors to be acquired before/or as part of the development process, to enable the orderly delivery of the road network.

It is timely to update the Land Reservation Map in the Wollongong LEP 2009 to reflect the required road corridor alignments for all the roads.

The alignment of the eastern end of Yallah Road and its relationship with the M1 Albion Park Rail bypass and the Princes Highway has not been resolved and is still being discussed with the RMS. Depending on the outcome a further amendment to the map maybe required, although the majority of the potentially affected land is owned by Council.

Proposed Road No 8 and adjacent minimum lot sizes

As part of the principles behind the Yallah-Marshall Mount proposed urban layout, it is intended that higher densities would be encouraged along main transport routes, to take advantage of public transport opportunities. As part of this intention, minimum lot sizes in residential zones along Marshall Mount Road have been provided with smaller minimum lot sizes of 300 m² minimum lot size on land fronting proposed Road No 8, it was not possible to map these as part of the Planning Proposal as the alignment for Road No 8 had not been established.

Alternate Road Access to Lot 1 DP 372848, Yallah

Subsequent to Council adopting the Yallah-Marshall Mount Planning Proposal, the NSW Road and Maritime Services (RMS) undertook planning of land acquisition as part of the Albion Park Bypass. As part of this process, RMS proposes to acquire land and a home on Lot 1 DP 372848. This leaves the landowners in a position where they need to find a location for a replacement dwelling and they will also need to change their property access point to use a right of way off Marshall Mount Road through Lot 5

DP 24143. The Yallah-Marshall Mount Planning Proposal made provision for dwellings to be located on the north-western boundary of the site, however, the right of way for the proposed driveway crosses land (Lot 5 DP 24143) identified to be zoned E2 Environmental Conservation under the Yallah-Marshall Mount Amendment No 36.

Changes to Chapter D16 – West Dapto Urban Release Area of Wollongong Development Control Plan 2009

With Amendment No 36 to Wollongong Local Environmental Plan 2009 likely to be made soon, it is timely to consider amendments to the Wollongong Development Control Plan 2009 to make provision for development within the Yallah-Marshall Mount Precinct. These amendments would provide general controls for the precinct, with Neighbourhood Plans being submitted by developers for the Neighbourhood Plan Precincts.

PROPOSAL

Planning Proposal

As part of the suggested draft Planning Proposal it is proposed to add areas for road acquisition and widening to the Land Reservation Acquisition Map that forms part of the Wollongong LEP 2009. These areas are shown in Attachment 1. While final designs have not been made, the proposed Land Reservation Acquisition Map amendments are made using the best concept design information available. Inclusion of the "missing" areas for land acquisition would assist in making Council's intentions clearer to landholders and developers.

It should be noted that as part of Council's Structure Plan review, the alignment of the northern portion of Road No 8 may change.

Consequential changes related to the Land Reservation Acquisition maps, include some minor zoning changes to enable roads to be built (Attachment 2) and a revision to minimum lot sizes along proposed Road No 8 (Attachment 3).

In response to the submission on behalf of the landowner of Lot 1 DP 372848, it is proposed that the portion of Lot 5 DP 24143 over which their right of way passes is to be zoned E2 Environmental Conservation under Amendment 36 to Wollongong Local Environmental Plan 2009 be included in the new Planning Proposal to be zoned E3 Environmental Management. This would enable a driveway access to be created and maintained (Attachment 2). In their submission, the owners of Lot 1 DP 372848 also request that a portion in the northern corner of Lot 1 DP 372848 that is identified to be zoned E2 Environmental Conservation under Amendment No 3 be considered for rezoning to E3 Environmental Management to enable a dwelling house to be constructed. In reviewing this request, it is noted that a number of smaller potential E2 Environmental Conservation areas on the land were changed to E3 Environmental Management and should Council resolve to prepare a Planning Proposal, more E2 Environmental Conservation areas would be converted to E3 Environmental Management. It is considered that there is sufficient room for a dwelling to be erected without losing the sole remaining E2 Environmental Conservation portion of Lot 1 DP 372848, and the proposed rezoning of this portion of E2 Environmental Conservation land is not supported.

Development Control Plan Amendments

In 2009, Council adopted the Wollongong Development Control Plan 2009. Chapter D16 – West Dapto Urban Release Area of the DCP controls the area-specific development controls which guide development within the urban release area, and makes provision for Neighbourhood Plans for Neighbourhood precincts. With the making of the Local Environmental Plan for the Yallah-Marshall Mount stage imminent, it is timely to consider changes to Chapter D16 of the DCP to include the Yallah-Marshall Mount stage of the West Dapto Urban Release Area. This will ensure that development occurs in a cohesive manner that integrates development sites and infrastructure sequencing.

It is proposed that Council consider the following changes to Chapter D16 – West Dapto Urban Release Area of Wollongong Development Control Plan 2009:

3 Objectives (k) – alter “Darkes Road and Bong Bong town centres” to read “Darkes Road, Bong Bong and Marshall Mount town centres”.

4.1 West Dapto Master Plan – alter “Stages 3 & 4 and the Yallah-Marshall Mount precinct have been deferred pending further review.” To read “Stages 3 & 4 of the release area have been deferred pending further review.”

4.1 West Dapto Master Plan – delete “The development potential of the Yallah-Marshall Mount precinct is currently being reviewed and will form a future amendment to the LEP and this DCP.” Add “Stage 5, Yallah-Marshall Mount precinct is characterised by:

- 4,000 new dwellings.
- Marshall Mount Town Centre comprising approximately 3,500 sqm floor space in a traditional main street format to provide for retail shops, local convenience needs, local services, community facilities and the like.
- Integration of the precinct into Cleveland, with access via an extension of Yallah Road (Road No. 8) as part of the overall West Dapto road hierarchy.
- Protection of significant vegetation and landscape areas.
- Utilisation of Duck Creek as a focal feature of the community.

The Yallah-Marshall Mount precinct will utilise traditional urban design principles, with relatively high densities around the town centre and concentrated along the main access roads. The precinct will have a diverse range of housing types and densities.

Figure 4.2 West Dapto Master Plan – update map to reflect Yallah-Marshall Mount component of West Dapto Master Plan.

4.1 Staging – alter the second last sentence to read “The potential staging of the Yallah-Marshall Mount precinct in the south of the site will be subject to adequate servicing.”

Figure 4.1 West Dapto Structure Plan – while Council will need to update this map to reflect Yallah-Marshall Mount component of West Dapto Structure Plan, this is currently part of a separate project under consideration by Council and will be considered in another report.

Figure 5.1 Defined Neighbourhoods – alter map to include defined neighbourhoods for Yallah-Marshall Mount Precinct.

6.2 Village Centres/Local Nodes – update the first paragraph to reflect the planned Marshall Mount Town Centre.

Figure 6.4 Heritage Map – update Heritage Map to reflect the Yallah-Marshall Mount Planning Proposal.

Figure 6.10 Road Cross Sections – In 2014 Council officers prepared revised draft Road cross section designs for the various road types. These draft designs have been used to guide recent Neighbourhood Plans and Development Applications for subdivisions, but had not been included in the DCP. As part of this DCP amendment it is proposed that the updated designs be included.

A submission has also been received from Fountaindale Pty Ltd who are working on development plans for the area with some landholders, particularly around the proposed town centre. This submission is provided as Attachment 4. The submission contains suggested urban design controls and also some servicing and parking suggestions. It is noted that a number of these principals were considered during the development of the vision and zoning for the Yallah-Marshall Mount area. Fountaindale have also previously submitted a Concept Plan for the “Marshallvale Village Centre” built form (Attachment 4). These proposed controls could form the basis of a Neighbourhood Plan for the “Village Core” Neighbourhood Plan Precinct, with a number of urban design principles also being able to apply to other Neighbourhood Plans within the Yallah-Marshall Mount area.

CONSULTATION AND COMMUNICATION

Should Council proceed with a Planning Proposal to make the amendments, this would be forwarded to the NSW Department of Planning and Environment for a "Gateway" determination. The Gateway determination would outline the public exhibition requirements (suggested at 28 days for exhibition) and the consultation with government agencies.

Should Council proceed with amendments to Chapter D16 – West Dapto Urban Release Area of Wollongong Development Control Plan 2009 then Council would publicly exhibit the proposed DCP amendments for a minimum period of 28 days.

In both cases, public exhibition would include documents being available:

- On Council's website.
- At Council's Customer Service Centre.
- At Council's Central Library and at Dapto Library.

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Wollongong 2022 objective "Residents have improved access to a range of affordable housing options" under the Community goal "We are a healthy community in a liveable city" and the objective "Walking, cycling and public transport is an accessible and well-resourced means of transport, and the use of private cars is reduced."

It addresses the Annual Plan 2017-18 Annual Deliverable "continue the review of the West Dapto Land Release area including the vision, structure plan and local infrastructure plans" under the Delivery Stream "West Dapto Planning".

When Amendment No 36 to Wollongong Local Environmental Plan 2009 is made, it will open a new development front within the West Dapto Urban Release Area. Clause 6.2 of Wollongong Local Environmental Plan 2009 and Chapter D16 – West Dapto Urban Release Area require that a Neighbourhood Plan must be prepared and adopted by Council to guide development within the specified neighbourhood precincts. The neighbourhood precincts for Yallah-Marshall Mount area at Attachment 5.

The proposed amendments to Wollongong Local Environmental Plan 2009 and Chapter D16 – West Dapto Urban Release Area of Wollongong Development Control Plan 2009 would assist in implementing development of the area.

FINANCIAL IMPLICATIONS

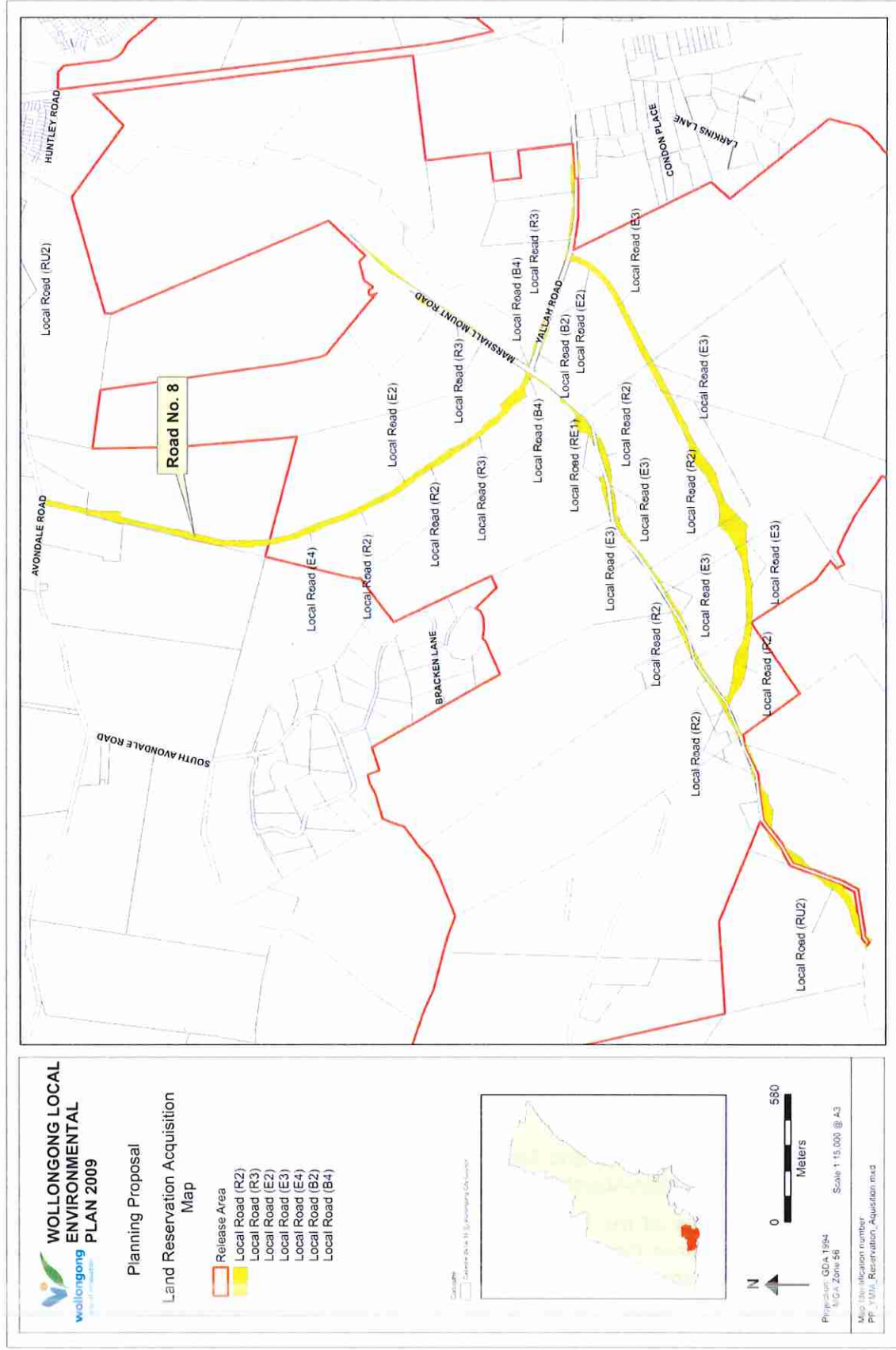
The financial implications of the West Dapto Urban Release Area are significant and are subject to regular monitoring and modelling. As part of the West Dapto Review Project, Council considered and adopted an updated Section 94 (now Section 7.11) Plan for the West Dapto Urban Release Area.

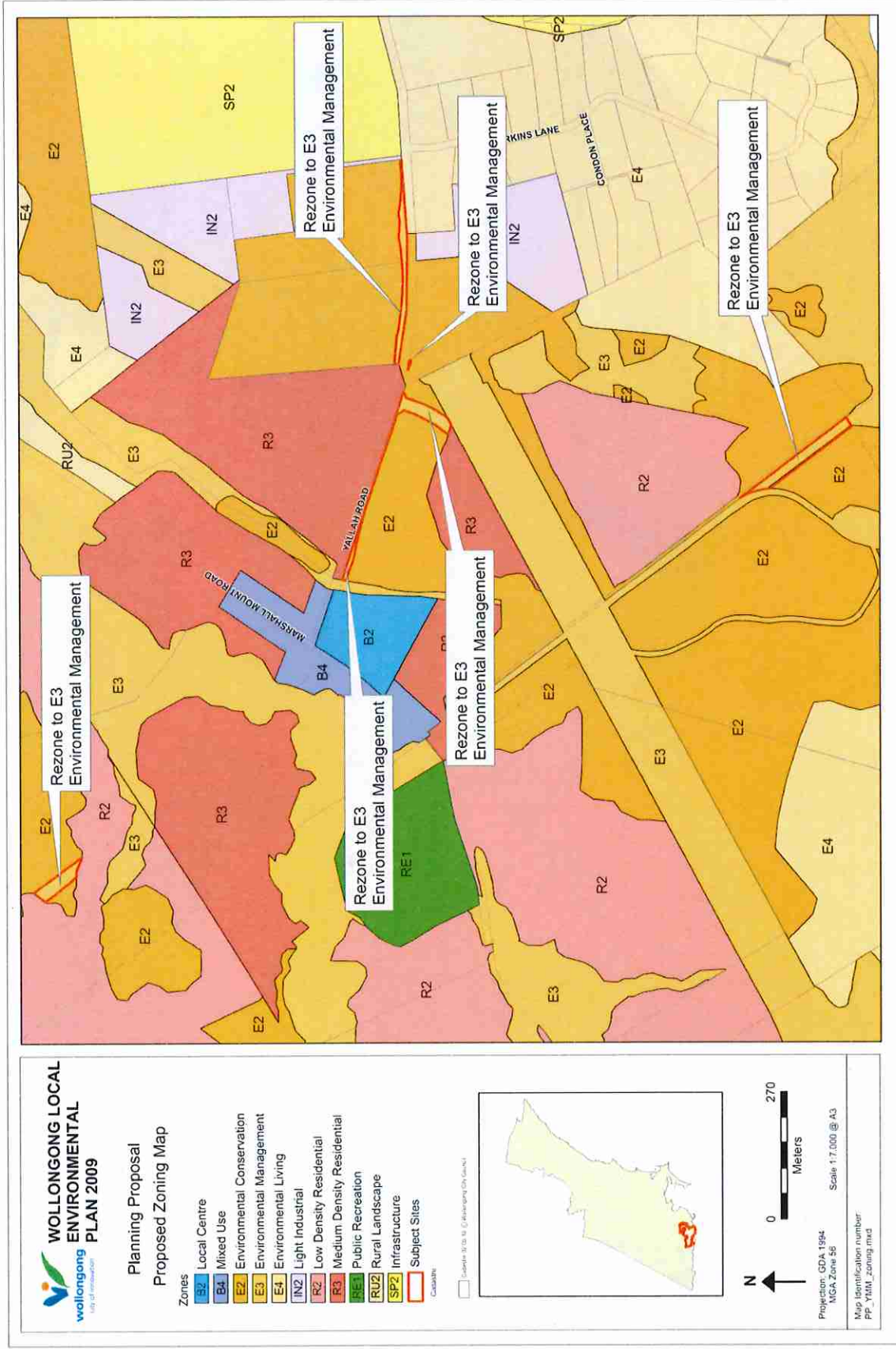
There are no significant financial implications resulting from this report.

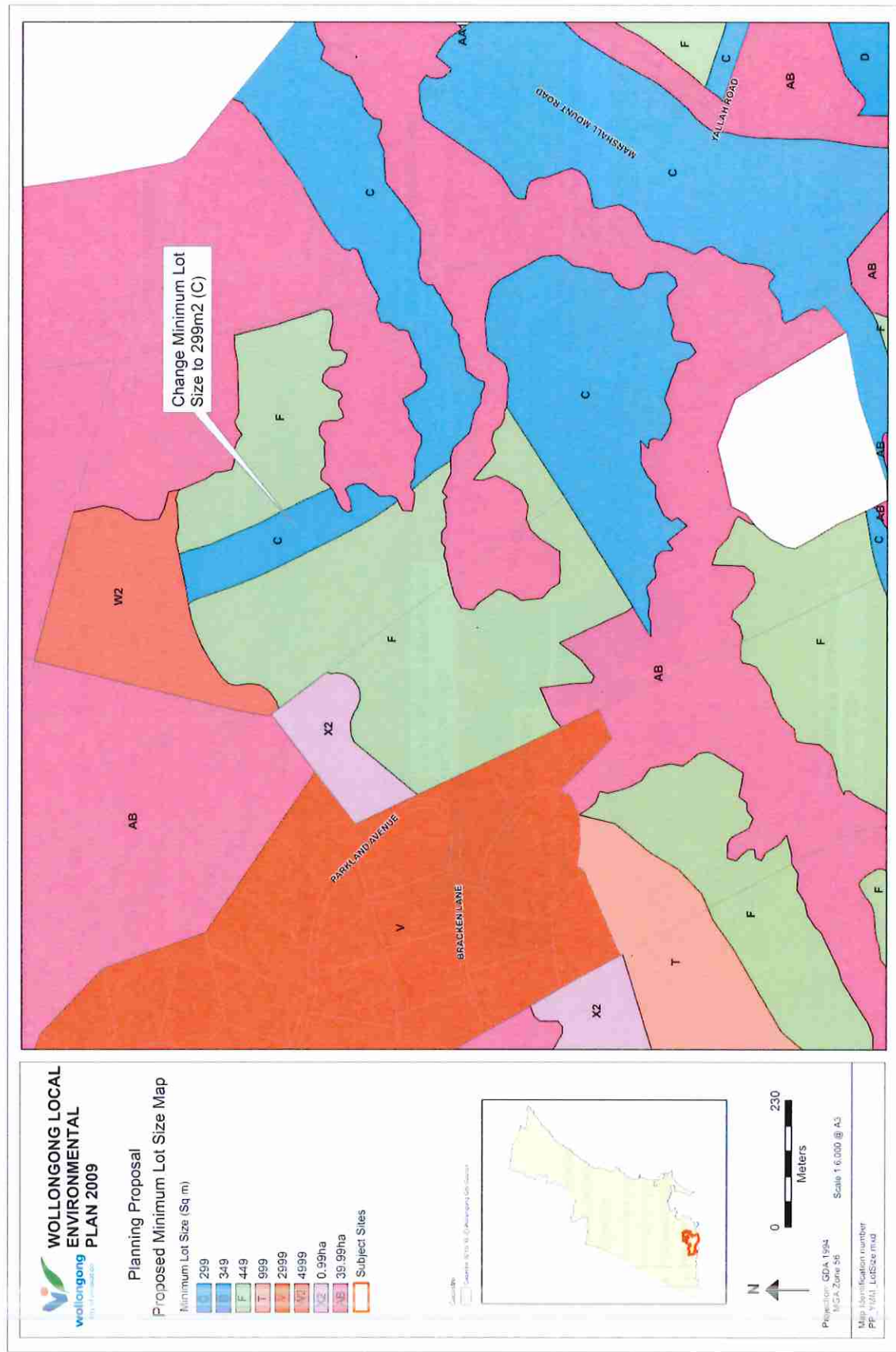
CONCLUSION

Council has expended significant time and funds to develop a vision and planning for the West Dapto Urban Release Area and the Yallah-Marshall Mount Precinct.

As part of the on-going review of the West Dapto Urban Release Area, the suggested draft Planning Proposal and draft Development Control Plan amendments would help in guiding development within this significant urban release area.







Yallah Marshall Mount DCP

OVERVIEW- Approximately 10,000 people will live in a new town in Precinct 5 of the West Dapto Urban Release Area

Council has identified that it wishes to embrace traditional urban design principles with relatively high density around a compact town centre. The town will have a diverse range of housing choice with a traditional main street and with high pedestrian amenity

The challenge is to have a precinct specific DCP that will effectively contribute to the achievement of these objectives and supporting the initiatives established in the Y/MM rezoning

Fountaindale Project Management P/L have had considerable experience in implementing traditional urban design principles in Tullimbar Village

Set out below are urban design standards, issues and principles that we believe should be incorporated into the Y/MM draft DCP in order to meet Councils objectives. The items listed below are not set out in any order of priority. In traditional townships, a greater effort is made in planning for quality social and cultural outcomes and for high pedestrian amenity, especially at the centre

RESIDENTIAL AREAS

1. Constructed footpaths to be required on both sides of every street within 500 m of the town centre
2. Concrete footpaths to be constructed should offset the private property boundaries, both front and side private property boundaries by 0.5m. This brings the pedestrian closer to the dwelling and allowing space for the electricity pillar box to be sited against the front boundary
3. Offsetting the constructed footpath provides more room in the footpath verge to plant larger street trees which should be large deciduous species, to give dense shade in summer and solar access in winter
4. Front boundary setbacks to be a minimum of 2m with garages at 5m. This reduces wasted front yards, (an important issue in a compact township) and help facilitate casual social interactions. With smaller lot sizes it maximises POS.
5. Mandate front verandahs with a minimum dimension of 2m by 3m. Verandahs to have low pitched skillion roofs at a maximum pitch of 12 degrees and with the verandah roof being a separate roof element. Verandah posts to be a minimum of 125mm sq. Where possible the floor level of verandahs to be 400mm above the footpath level
6. Ceiling heights for the ground floor of dwellings to be 2.7m and the main roof to be pitched a minimum of 25 degrees
7. Encourage home based business (HBB) offices, with access off the front verandah. No additional parking required and maximum of 1 employee
8. On local arterial roads, the dwelling is to front the main road and have rear lane access for vehicles. No ingress or egress from these homes directly onto the local arterial road
9. Build to side boundary permitted (300mm from boundary) on southern or western boundaries and 1 m wide easement for neighbours dwelling maintenance on north or eastern side boundaries of all lots
10. POS requirements kept to a minimum for 1 and 2 bed dwellings, to improve economy for the young, singles and older markets. These segments of the market do not want significant POS and can access public spaces in and around the town centre
11. Fencing

Street front fence to be maximum height of 1m and permeable timber or metal picket.
Side boundary street fencing to be 1.5 m and permeable. No sheet metal fencing to be permitted on any public street boundary.
Rear lane fencing to be a maximum of 1.8m

REAR LANES

1. Rear lanes are recommended when average allotment sizes are below 440m² and are required when providing rear vehicle access to dwellings that front a local arterial road.
2. Rear lanes to have a 6.4m wide road reserve with a pavement width 5.8m. This allows space for plantings to soften the lane streetscape and to accommodate varying pavement levels of the lane compared to the level garage floor
3. Garages may be built to the rear boundary but no part of the building including eaves and guttering may encroach into the lane
4. When allotment widths are 11m or above, a single bed apartment over the 3 garages is permitted up to 70m² in area, – 2 garages for the main dwelling and 1 for the apartment. This provides rear lane surveillance, improving security as well as an affordable dwelling. These units may be strata titled. No outdoor POS is required for these apartments. A small balcony is required fronting the lane but not overhanging the lane with access off the living space within the apartment

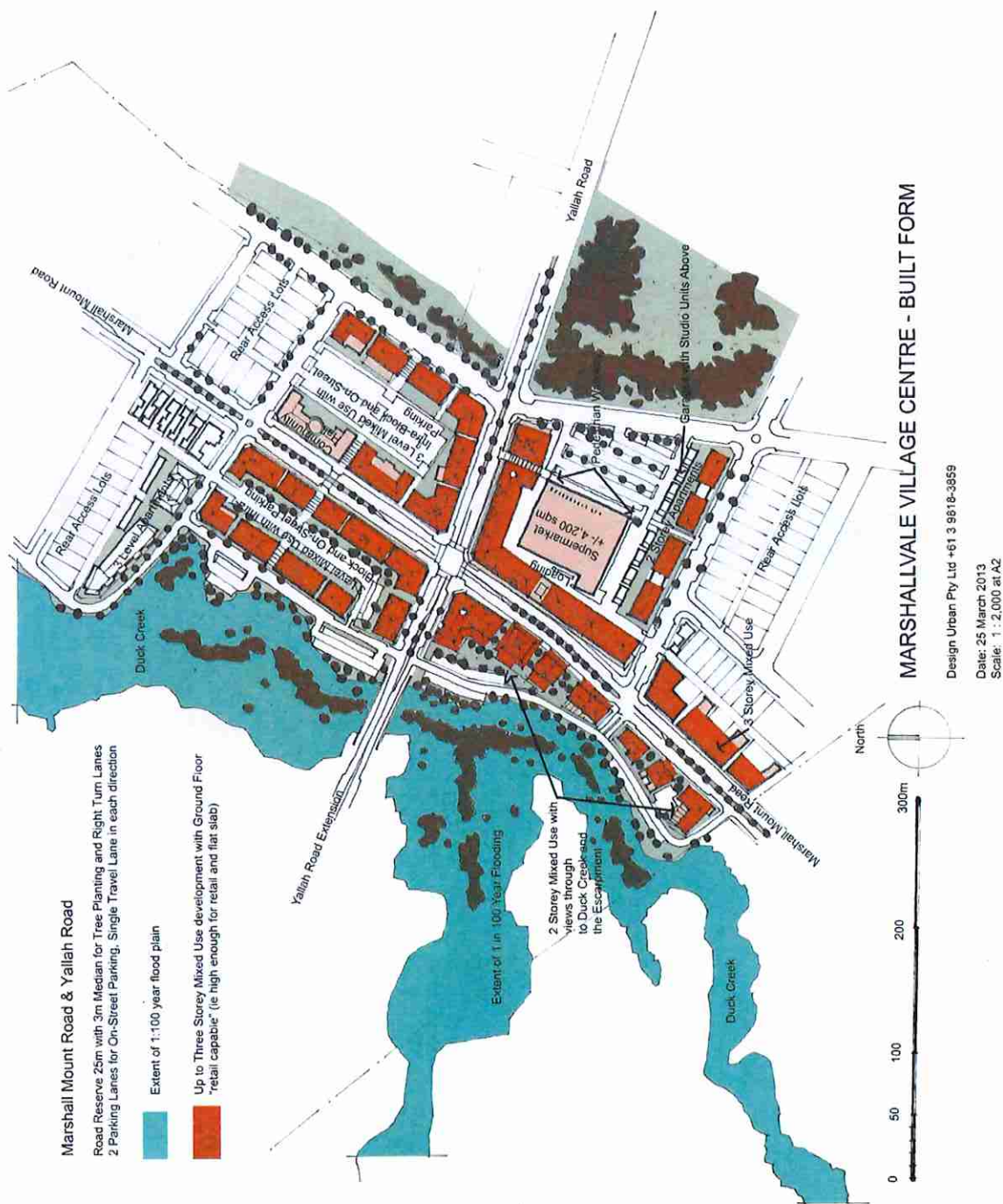
TOWN CENTRE

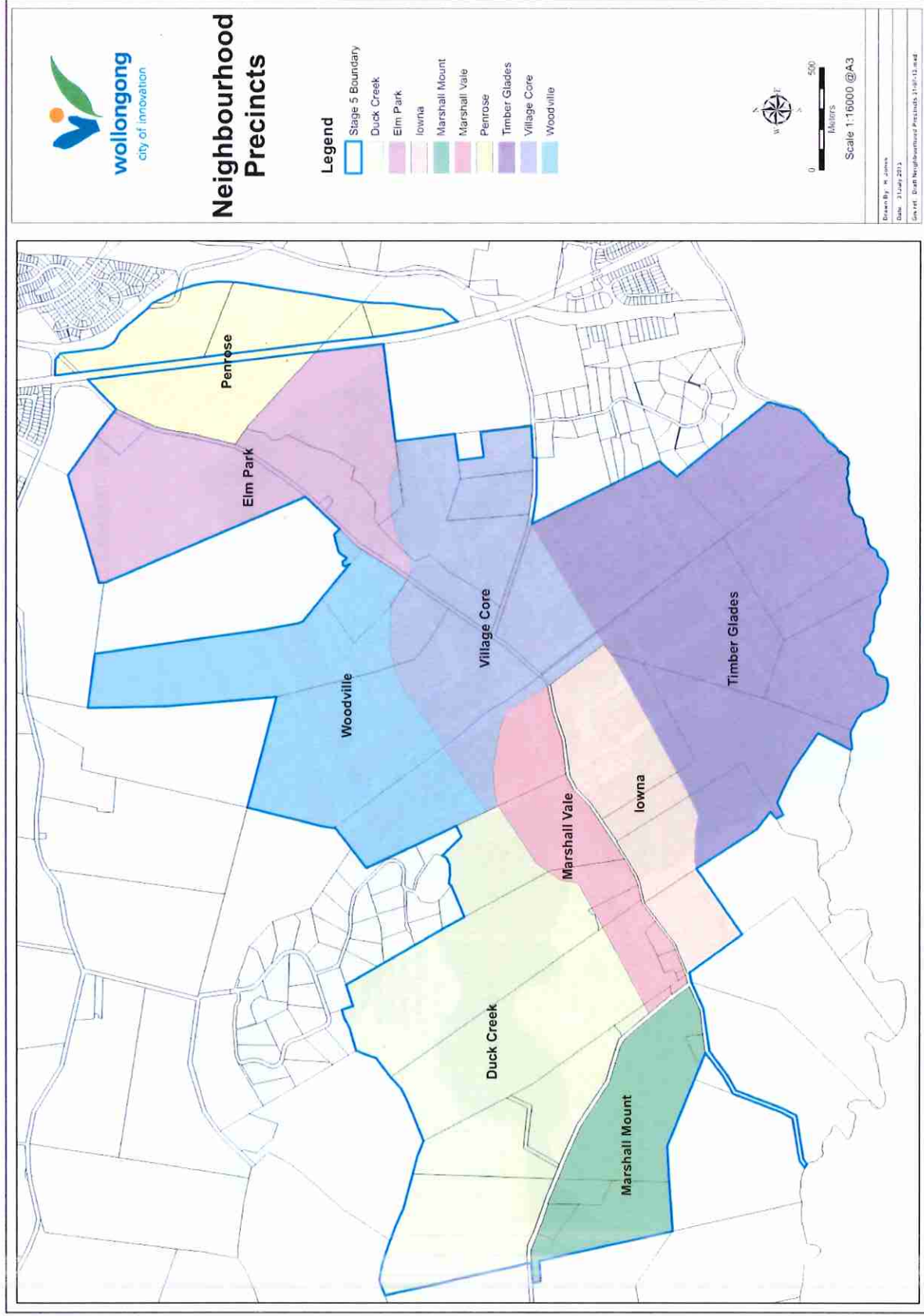
1. All buildings to be built to front and side street boundaries
2. Verandahs over the public footpath are mandated for all buildings in the Business zone
3. Frontages to be transparent and permeable
4. A TOWN SQUARE is to be provided on the (Castagna) site Zoned B2 with a width dimension no greater than 19m., This to be the focal point of the village centre with multiple pedestrian links and commercial/retail/cafes opening onto the square. Traditional street verandahs mandated for town square fronting shops/commercial premises
5. Town centre footpaths to be 4 m wide. ..Public space verandah posts to be 150mm by 150mm, setback .8m from the kerb
6. Town centre buildings to be serviced from the rear or side boundaries if applicable
7. Commercial parking requirements are to be reduced compared to Councils usual standards as a high proportion of customers are within walking distance of the town centre
8. Council should encourage the provision of public car spaces which have a higher utilisation than privately owned spaces. (This is an important principle in planning for a compact walkable mixed use township)
9. Residential use of retail space at street level is permitted to cover periods of vacancy - especially in the establishment phase of the town

MEDIUM DENSITY AREAS

1. Front setbacks 2m
2. Front verandahs and balconies encouraged to be within 1m of front boundaries
3. Architecture to emphasise the vertical aspects of buildings. Window proportioning is recommended to be (Vertical) 1.6 to (Width) 1

Neville Fredericks / Lawson Fredericks Fountaindale







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Document Control

Document ID: Wollongong DCP 2009 – D16 West Dapto Release Area

Rev No	Adoption Date	In force date	Revision Details
1	14/12/10	17/12/12	Adopted
2	27/7/11	3/8/11	Incorporate Shone Ave Neighbourhood Plan
3	26/11/12	8/12/12	Update Wongawilli North Neighbourhood Plan
4	27/5/13	1/6/13	Incorporate Sheaffes Rd Neighbourhood Plan
5	9/12/13	14/12/13	Incorporate Reddalls Rd Industrial Neighbourhood Plan
6	24/3/14	2/4/14	Incorporate Darkes Rd South West Neighbourhood Plan and updated road network diagrams
7	3/8/15	12/8/15	Incorporate Avondale Road North, Huntley Neighbourhood Plan
8	24/8/15	9/9/15	Incorporate Shone Avenue / West Dapto Road Neighbourhood Plan
9	19/10/15	24/10/15	Incorporate West Dapto Rd / Sheaffes Rd (south) Neighbourhood Plan
10			Draft May 2018

1 INTRODUCTION

This chapter is intended to implement the development structure of the West Dapto Release Area as outlined in the West Dapto Master Plan (Figure 4.2) and to provide guidance on the future development of the land at West Dapto. It is aimed at achieving the vision for West Dapto which is:

West Dapto will grow over several decades as a series of integrated communities within the spectacular natural landscape of riparian valleys and escarpment backdrop. These communities will be highly accessible and be linked with public transport as well as being designed to encourage walking and cycling. Local places and centres will provide for shopping, services and jobs, and significant new areas will be developed for employment generation for new residents. The natural and cultural heritage of the area will be integrated with new urban development and a long term strategy to oversee the timely implementation of infrastructure will deliver sustainable and high quality suburbs.

Other parts of this DCP continue to apply to the West Dapto Release Area in conjunction with this chapter. In this regard Part A of the DCP contains the Introduction and Part B Land Use Based Planning Controls. Part C provides Specific Land Use Controls and Part E General (City Wide) Controls.

2 LAND TO WHICH CHAPTER APPLIES

This chapter applies to all land within the West Dapto Release Area (Figure 3.1).

3 OBJECTIVES

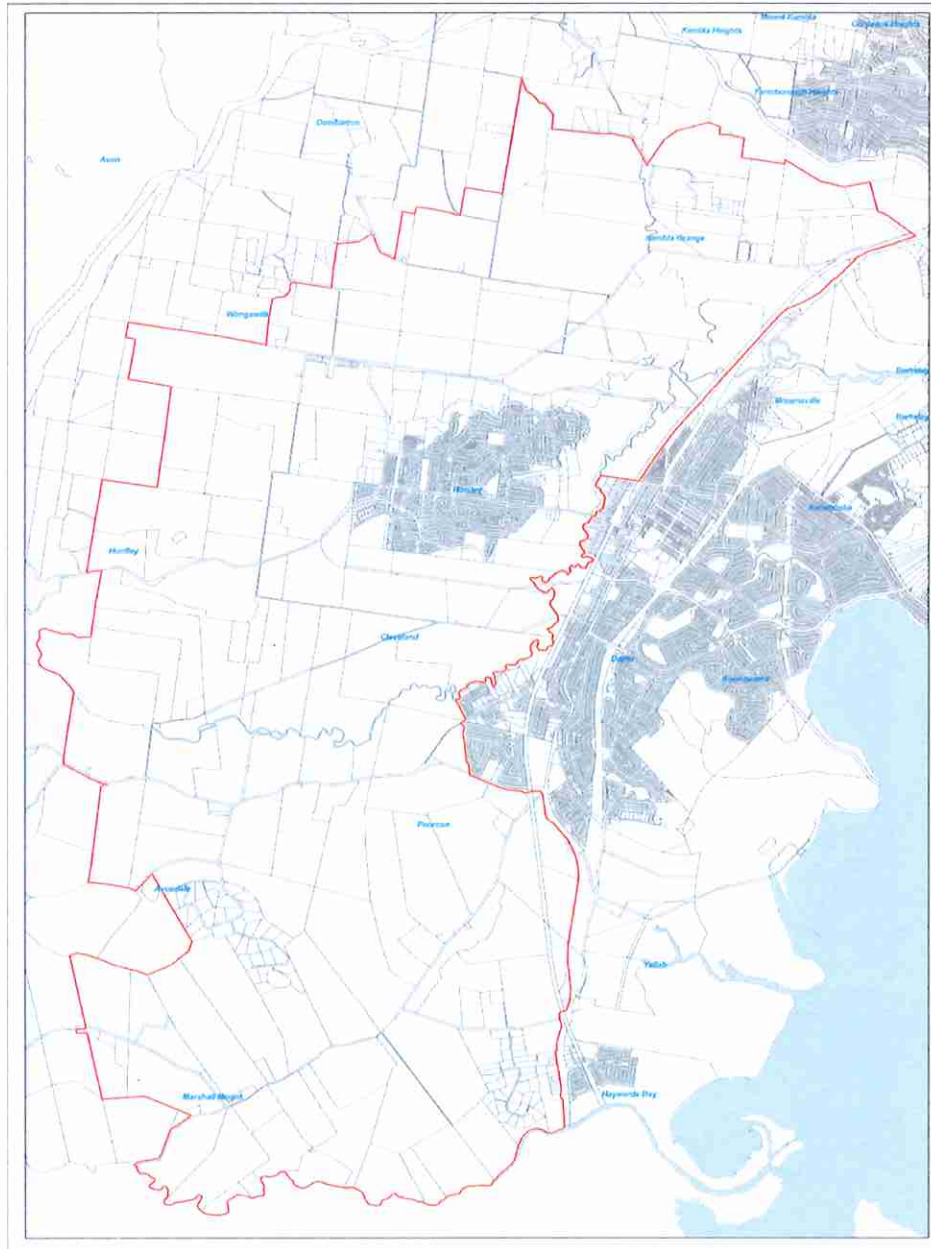
The controls within this chapter are designed to deliver a development strategy for the West Dapto Release Area which will guide the growth of new suburbs and neighbourhoods, protect the environment and integrate with existing communities.

The objectives of this chapter as follows:

- (a) To enable the development of the West Dapto Release Area for residential, employment, industrial and environmental conservation areas in a manner consistent with the Wollongong LEP (West Dapto) 2010 and the West Dapto Master Plan (Figure 4.2).
- (b) To ensure the development of the West Dapto Release Area is carried out in an environmentally, economically and socially sustainable manner.
- (c) To provide for the retention and enhancement of the environmental qualities of the area whilst allowing for the appropriate development of land to support the economic and social needs of the community.
- (d) To provide for a range of dwellings to increase housing choice and availability in the Illawarra region (Refer to Figure 6.6).
- (e) To ensure that housing is of a high design standard, ecologically sustainable and energy efficient.
- (f) To improve employment opportunities and economic growth in the Illawarra region whilst ensuring that commercial and industrial development is of a high design standard, ecologically sustainable and energy efficient.
- (g) To ensure new development is consistent with the desired future character for the area as stated within the LEP and this chapter.
- (h) To ensure the creation of safe, secure and liveable environments.
- (i) To support the provision of safe and efficient public transport services which link the surrounding areas and release area, for the use of residents and workers within the region.

- (j) To protect, conserve and enhance riparian and environmentally sensitive areas and only allow for development which is compatible with the conservation values of these areas.
- (k) To ensure that development in the ~~Darkes Road and Bong Bong~~ Darkes Road, Bong Bong and Marshall Mount town centres contributes to the creation of retail, business, commercial and community hubs and provides significant local employment opportunities.
- (l) To preserve the environmental, cultural and built heritage of West Dapto.
- (m) To protect development in the area from flooding and the threat of bushfires.
- (n) To protect areas of high scenic value.

Figure 3.1 West Dapto Release Area



4 URBAN STRUCTURE

4.1 West Dapto Master Plan

The West Dapto Master Plan (Figure 4.2) has been prepared to guide the development of the release area over the next thirty to forty years. The Master Plan provides for development of the area.

The future urban structure and master plan for West Dapto is shown in Figures 4.1 and 4.2. It is characterised by a series of residential precincts generating approximately 17,000 dwellings. It may be appropriate for development to occur simultaneously within several separate sites of Stages 1 and 2. The residential precincts will be separated by an extensive system of riparian/open space corridors. The release area will also include protection and integration of heritage landscapes and items into the urban structure.

The approval of the Wollongong LEP (West Dapto) 2010 has released the potential for 6,676 dwellings and 175 hectares of employment land in Stages 1 & 2 of the release area. The release of Stages 3 & 4 and the Yallah-Marshall Mount precinct of the release area have been deferred pending further review. Stages 1 & 2 are characterised by:

- Development potential for approximately 6,676 dwellings representing lot supply to cater for the predicted demand of the next 15-20 years.
- The expansion of the Dapto Town Centre to a major regional centre, acting as the primary retail destination within West Dapto to provide higher order goods, regional community facilities, employment opportunities, higher density housing and a transport interchange, serving both the existing and future communities.
- Bong Bong Town Centre to service the southern part of the release area comprising approximately 15,000m² of floor space providing for retail needs, local services, community facilities and the like.
- Darkes Road Town Centre comprising approximately 7,500m² of floor space to provide for a range of shops, to meet local convenience needs, local services, community facilities and the like.
- Integration of Horsley into the overall urban structure for West Dapto by providing direct access from new development to the west through Horsley via Bong Bong Road and providing a new north-south link to the east of Horsley.
- The Kembla Grange employment area, containing 175 hectares of new employment land.

Protection and rehabilitation of conservation areas, including remnant vegetation areas

Stages 3 & 4 which will be the subject of further review and are currently deferred will ultimately include:

- Further development potential for approximately 8,749 new dwellings.

The development potential of the Yallah – Marshall Mount precinct is currently being reviewed and will form a future amendment to the LEP and this DCP. Stage 5, Yallah-Marshall Mount precinct is characterised by:

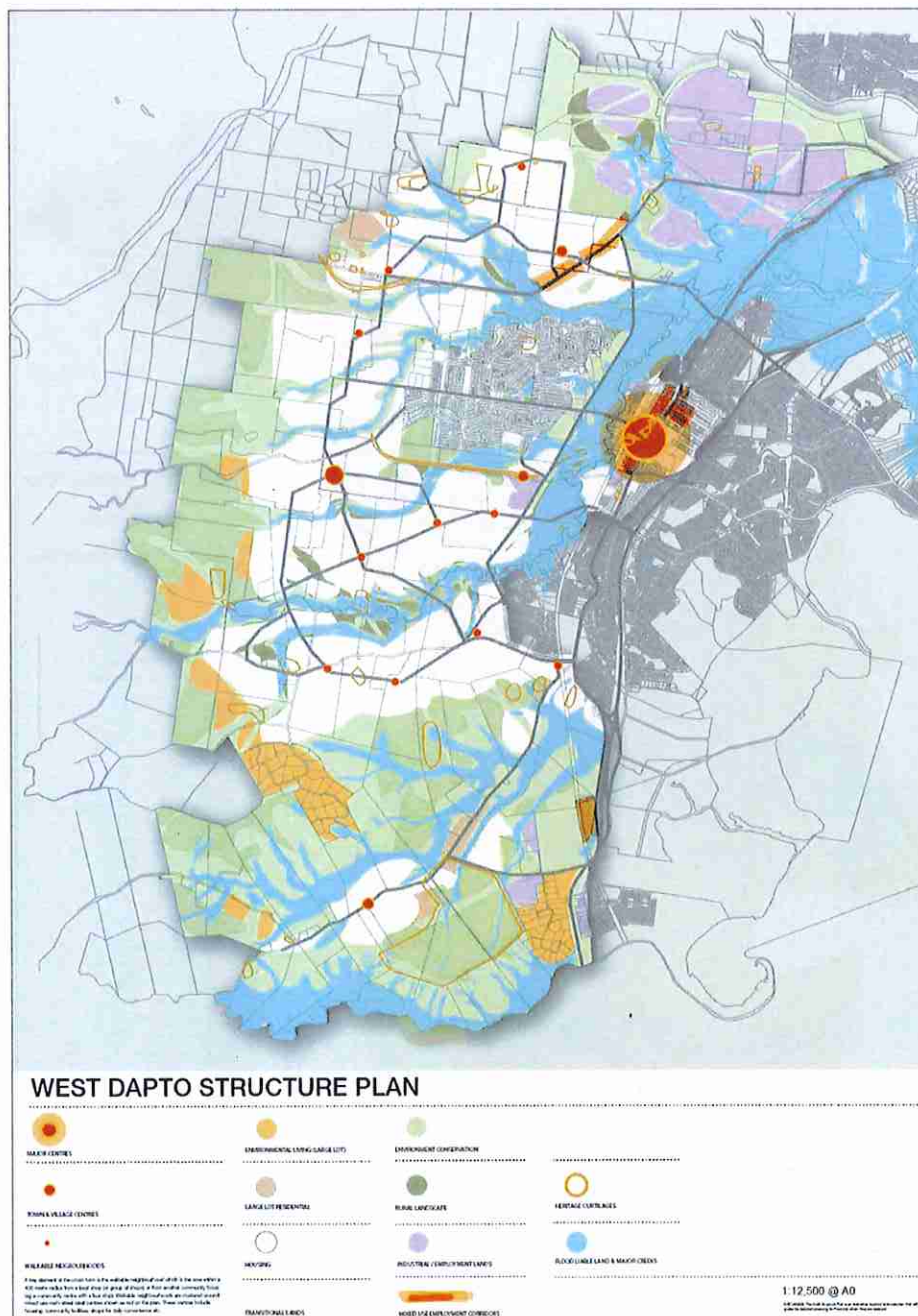
- 4,000 new dwellings.
- Marshall Mount Town Centre comprising approximately 3,500 sqm floor space in a traditional main street format to provide for retail shops, local convenience needs, local services, community facilities and the like.
- Integration of the precinct into Cleveland, with access via an extension of Yallah Road (Road No. 8) as part of the overall West Dapto road hierarchy.
- Protection of significant vegetation and landscape areas.
- Utilisation of Duck Creek as a focal feature of the community.

Part D – Locality Based DCPs / Precinct Plans

Chapter D16: West Dapto Release Area

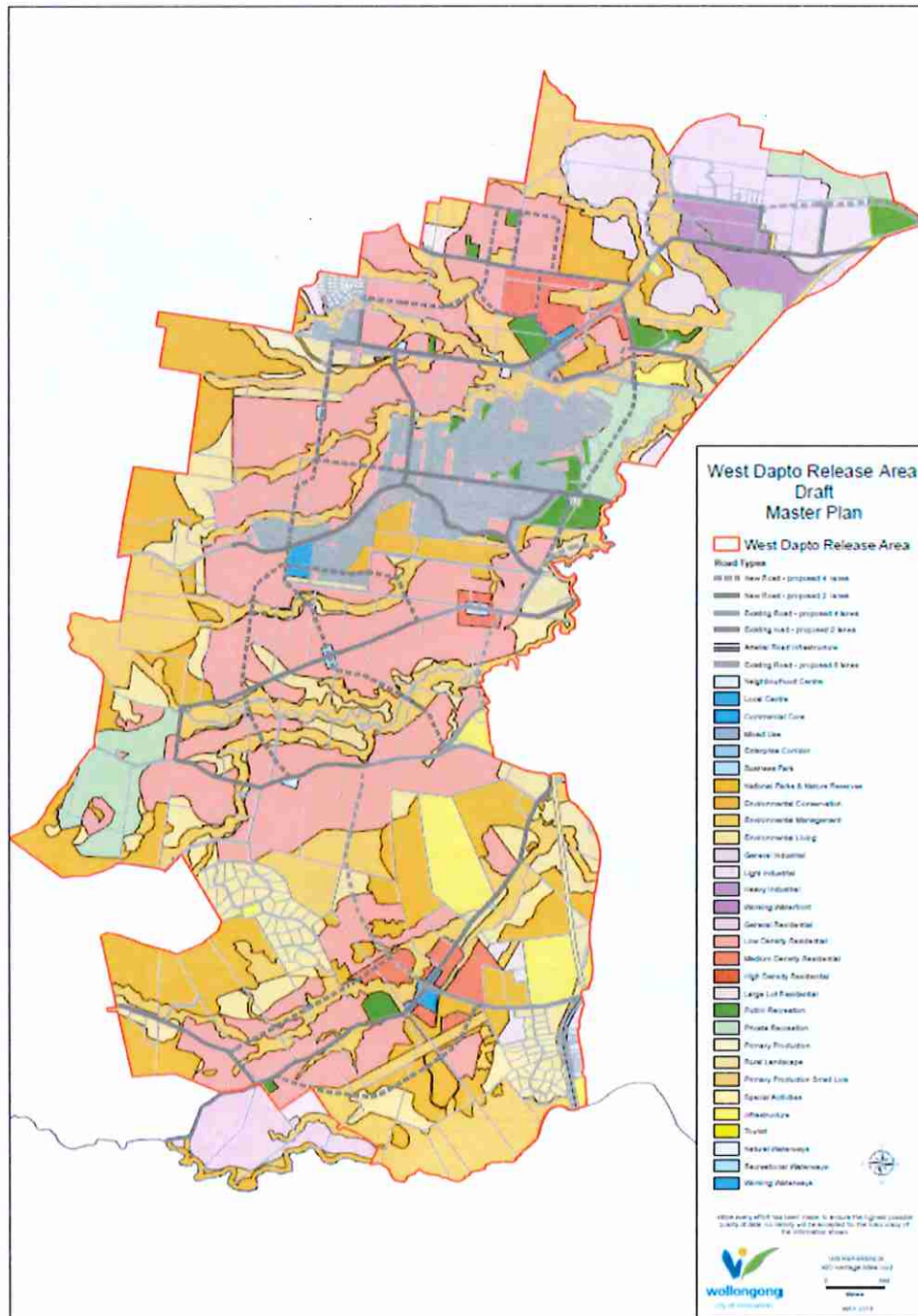
The Yallah-Marshall Mount precinct will utilise traditional urban design principles, with relatively high densities around the town centre and concentrated along the main access roads. The precinct will have a diverse range of housing types and densities.

Figure 4.1 West Dapto Structure Plan



(GCC 2008)

Figure 4.2 West Dapto Master Plan (stages 1, 2 & 5) Staging



NB: This plan is subject to review by various Planning Proposal amendments.

Development of the West Dapto Release Area could potentially take over 40 years to develop, depending on the rate of lot take up. If the take up is slow, this is likely to have major implications in terms of the provision of social and physical infrastructure to service the area. It is critical that development does not occur on multiple fronts as this will result in the early years in a fragmented urban structure and insufficient mass of people in any one area to support the provision of services.

Land will be released according to a logical and progressive land release program which builds upon existing infrastructure and services and which avoids multiple development fronts.

The development front will commence in the north of the release area where existing water and sewer are available without the need for extensive augmentation. Starting from the north will also facilitate the early upgrading of West Dapto Road and consolidation of Kembla Grange as a major employment precinct.

Stages 1 and 2 of the release will be rezoned initially as this area provides a lot supply that caters for the predicted demand over the next 15-20 years. Later stages of the release will be subject to further review and will be rezoned over time as work is completed and demand requires. The potential staging of the Yallah Marshall Mount precinct in the south of the site will also be reviewed in the light of the Calderwood release within the adjacent Shellharbour LGA be subject to adequate servicing. This land may be rezoned to coincide with this release where adequate justification exists.

5 NEIGHBOURHOOD PLANS

A Neighbourhood Plan is an immediate step between the West Dapto Masterplan and a Development Application. The Neighbourhood Plan allows issues to be considered on a neighbourhood/precinct/catchment scale.

A Neighbourhood Plan enables adjoining land owners to jointly consider common constraints and design issues. The Neighbourhood Plan will be exhibited as an amendment to the West Dapto Masterplan and should be in place prior to the determination of the development application.

5.1 Requirement for a Neighbourhood Plan

A Neighbourhood Plan is required:

- To supplement the information prepared by Council to support the rezoning of West Dapto. Council did not have sufficient resources to consider every property in detail and Council's consultants were not granted access to all properties. Copies of the studies undertaken by Council are available on CD (Note the West Dapto Aboriginal Heritage Study is not a public document).
- To consider issues, mitigate impacts or propose solutions on a precinct / neighbourhood / catchment scale, rather than property by property.
- To ensure adjoining land owners consider the proposals, concepts and development timeframes of each other.
- To encourage the integration of development sites, development sequencing and economies of scale.
- To update the West Dapto master plan (Figure 4.2) with more detailed information.
- To avoid problems of other release areas, where development on adjoining lots is not integrated.

After the exhibition and adoption of a Neighbourhood Plan, Development Applications can be lodged by individual landowners (or their consultants), for development in their part of the neighbourhood. A Development Application can be submitted on behalf of a number of landowners, provided owners consent is obtained. Any proposed variation to the agreed Neighbourhood Plan will require justification, and any variation on or near a property boundary will require agreement of the adjoining owner.

The Neighbourhood Plan process:

1. Discuss site with Council's Land Use Planning Team
2. Prepare draft Neighbourhood Plan

3. Council officers review and report draft Neighbourhood Plan to Council as an amendment to the Wollongong DCP 2009 – Chapter D16 West Dapto Release Area master plan
4. Exhibition
5. Council officers review submissions, consult with landowner / consultant over any amendments and report submissions and revised Neighbourhood Plan to Council
6. Council adopts Neighbourhood Plan as an amendment to the DCP
7. Lodgement of Development Applications

5.2 Matters to be addressed in a Neighbourhood Plan

A Neighbourhood Plan should include:

1. Site location and description
2. Land capability assessment, addressing issues such as:
 - Existing land use.
 - Wollongong LEP (West Dapto) 2010 provisions (including Zoning, Minimum Lot Size, FSR, Building Height, Flooding, Heritage, Acid Sulfate Soils, riparian corridors etc).
 - Any other relevant legislation (eg any SEPPs, Illawarra Regional Strategy).
 - The neighbourhood's setting within West Dapto, eg proximity to commercial centres, main roads, community services.
 - Flooding.
 - Bushfire.
 - Topography, known Geotechnical constraints, known Contamination constraints.
 - Biodiversity (EECs, bushland, significant trees, habitat).
 - Known or likely Heritage sites, including Indigenous Heritage cultural issues.
 - Existing road network.
 - Available utilities & services and existing easements.
 - Need for community and recreation facilities.
 - Visual character.
 - Noise impacts (e.g. from the main roads, industrial areas or public & private railways).
3. A Neighbourhood concept plan, and supporting documentation, showing proposed:
 - Residential, retail, employment, recreation and conservation areas.
 - Road layout & hierarchy.
 - Indicative dwelling density & yield.
 - Public transport, bicycle and pedestrian routes.
 - Drainage management concepts (water quantity & quality).

Note – where a drainage/water quality solution is developed at a catchment or neighbourhood level, Council will acquire the agreed detention basin site through the West Dapto Section 94 Plan.

 - Buffers to heritage items.
 - Riparian corridors, buffers and proposed future use.

- Location of schools, community facilities, recreation facilities and parks, including any proposed public land.

5.3 Matters to be addressed in Development Applications

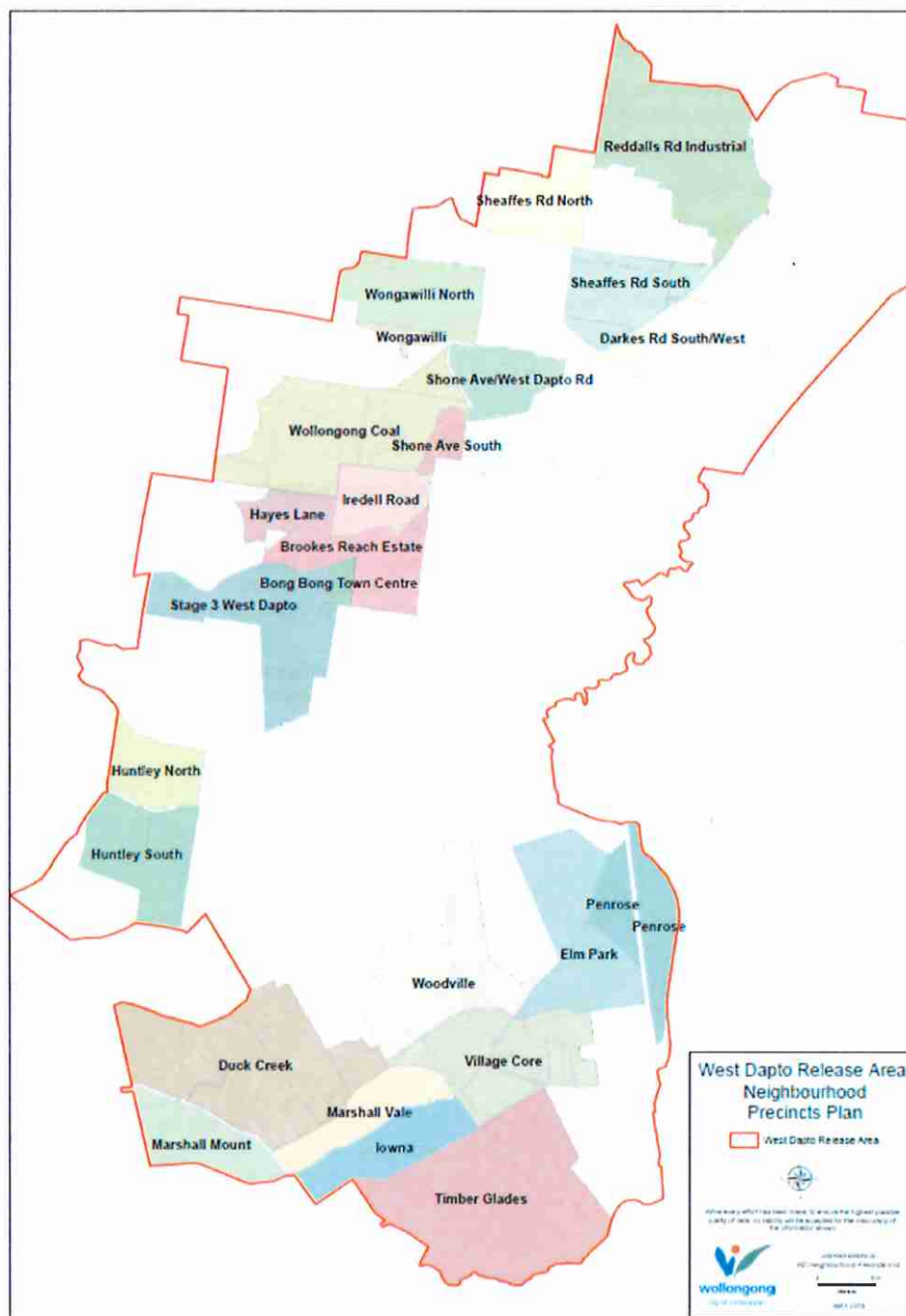
The documentation accompanying the Development Application for subdivision will have to provide more detailed site specific information and specialist reports, addressing issues such as:

- Detailed site survey by a registered surveyor.
- Development plans – lot layout, road design.
- Flora and fauna assessment and future management (Chapters E18, E23).
- Drainage/flooding/water quality modelling (Chapters E13, E14, E22).
- Land contamination assessment (Chapter E20).
- Bushfire management (chapter E16).
- Traffic assessment (Chapter E3).
- Aboriginal heritage assessment (Chapter E10).
- Noise assessment (where relevant) (Chapter E4).
- Pedestrian and bicycle routes, including accessibility for persons with a disability (Chapter E1).
- Crime Prevention through Urban Design (Chapter E2) etc.

The documentation accompanying a Development Application for a Dwelling House on a newly subdivided lot should have regard to Part A and B1 (Dwelling Houses) of this DCP and any variations to the generic controls under this chapter (e.g. the standard setbacks in individual neighbourhoods may have been varied).

An application for a Dwelling House can also be undertaken in accordance with the requirements of SEPP Exempt and Complying Development, which can be assessed by Council or a Private Certifier.

Figure 5.1 **Defined Neighbourhoods**



Adopted Neighbourhood Plans

The following Neighbourhood Plans have been adopted for the purposes of this Part:

Neighbourhood Plan	Submitted by	Adoption Date
5.3.1. Bong Bong East and north	Stockland	14 December 2010
5.3.2. Bong Bong Town Centre (draft – see chapter 6.1.2)	Vinta Group / Bong Bong Town Centre	14 December 2010
5.3.3. Wongawilli north (excluding the village area)	Cardno Forbes Rigby and Jones Flint and Pike.	26 November 2012
5.3.4 Shone Avenue south	KF Williams	26 July 2011
5.3.5 Reddalls Road Industrial	Beadnell	9 December 2013
5.3.6 Sheaffes Road North	SMEC Urban	8 April 2013
5.3.7 Darkes Road South West	Don Fox Planning	24 March 2014
5.3.8 Avondale Road North, Huntley	Urbis	3 August 2015
5.3.9 Shone Avenue / West Dapto Road	KF Williams	24 August 2015
5.3.10 West Dapto Road / Sheaffes Road (south)	Watts Consulting & Wollongong City Council	19 October 2015

5.3.1 Bong Bong East and North

Figure 5.3.1.1 Neighbourhood Plan 1 - Bong Bong East and North



The following variations to development standards have been accepted:

Chapter B1 Residential Development - Section 4.5 Front setbacks – controls 1 and 2 are replaced with:

1. The following setback requirements apply from the primary street frontage to the front façade of the building:
 - a) Front building line: 4.5 metre minimum setback, except for garages which must be setback at least 5.5 metres from the property boundary on the primary road.
 - b) Articulation zone: An articulation zone up to a maximum of 1.5 metres measured from the foremost edge of the building line may be incorporated within the front setback zone. The following building elements are permitted in the articulation zone:
 - i) an entry feature or portico,
 - ii) a balcony, deck, patio, pergola, terrace or verandah,
 - iii) a window box treatment,
 - iv) a bay window or similar feature,
 - v) an awning or other feature over a window,
 - vi) a sun shading feature.
 - c) A building element must not extend above the eave gutter line, other than a pitched roof to an entry feature or portico that has the same pitch as the roof on the dwelling house.
 - d) The maximum area of all building elements within the articulation zone, other than a building element listed in (v) or (vi) above, must not be more than twenty five percent of the area of the articulation zone, measured through the horizontal plane of the elements.

2. For corner allotments the following setback requirement applies from the secondary street frontage to the façade of the building:

- a) Secondary building line: 2 metre minimum setback.

Chapter B1 Residential Development - Section 4.6 Side and rear setbacks – controls 1 to 3 are replaced with:

1. A dwelling house and any carport, garage, balcony, deck, patio, pergola, terrace or verandah that is attached to the dwelling house with a building height at any point up to 3.8 metres on an allotment with an area greater than or equal to 450m² must have a setback from a side boundary of at least 900mm. This control does not apply to a secondary street frontage.
2. Any part of a dwelling house that has a building height in excess of 3.8 metres and any carport, garage, balcony, deck, patio, pergola, terrace or verandah that is attached to a dwelling house on an allotment with an area greater than or equal to 450m² must have a setback from a side boundary of at least the sum of 900mm and an amount that is equal to one quarter of the additional building height above 3.8 metres. This control does not apply to a secondary street frontage.

N.B. A two storey dwelling house may have its ground floor component (up to 3.8 metres in height) setback 900mm from the side boundary with the second storey setback further as required by the formula in (2).

A dwelling house that is part two storey and part single storey may have the single storey portion of the dwelling house (up to 3.8 metres) setback 900mm from the side boundary and the two storey portion of the dwelling house setback further as required by the formula in (2).

3. On an allotment with an area less than 450m² and a lot width 10m or less, where an easement for access and maintenance as well as driveway crossing locations (which are located so as no to adversely impact on-street parking capacity) are provided on title, a zero side setback may be applied to one side for the single storey component of the dwelling. The two storey component of the dwelling is to be setback further as required by the formula in (2). This control does not apply to a secondary street frontage.

The following additional controls to apply:

6. A dwelling house and any carport, garage, balcony, deck, patio, pergola, terrace or verandah that is attached to the dwelling house with a building height at any point up to 3.8 metres must have a setback from the rear boundary of at least 3 metres.
7. A dwelling house with a building height of more than 3.8 metres and any carport, garage, balcony, deck, patio, pergola, terrace or verandah that is attached to the dwelling house must have a setback from the rear boundary of at least 3 metres, plus an amount that is equal to three times the additional building height above 3.8 metres up to a maximum setback of 8 metres.
8. Despite (6) and (7), an allotment that has a rear boundary with a laneway may have a building line that abuts that boundary for up to 50 per cent of the length of that boundary.

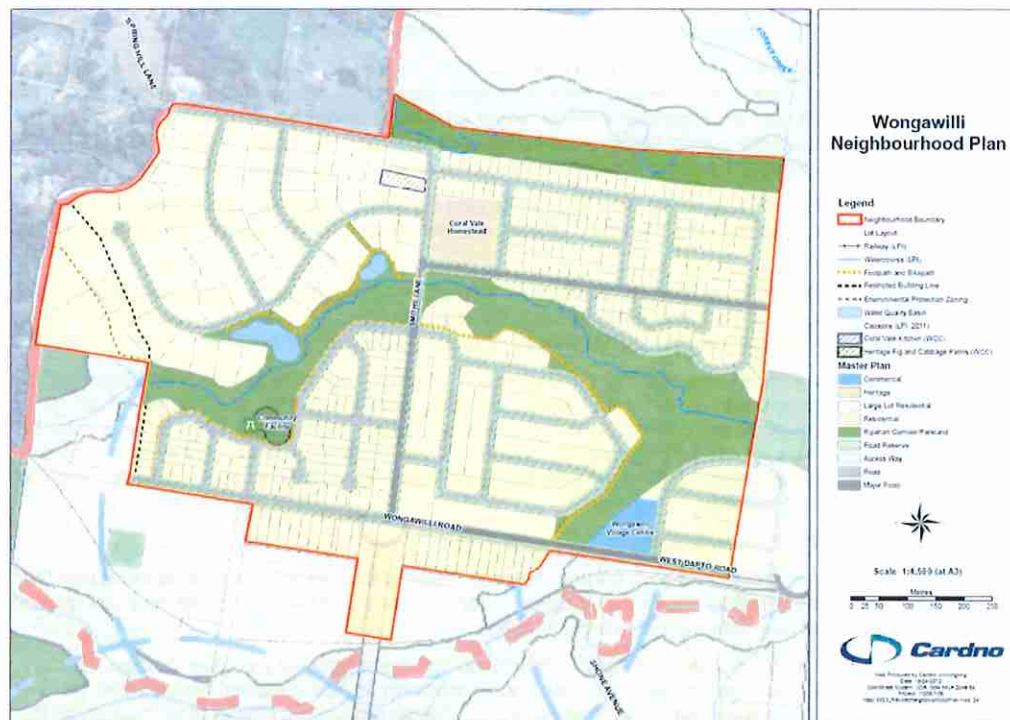
Chapter B2 Residential Subdivision – Section 13 Cut and Fill land reshaping works – does not apply to master planning of land and precinct subdivision applications.

5.3.2 Bong Bong Town Centre

Refer to Section 6.1.3.

5.3.3 Wongawilli - north

Figure 5.3.3.1 Wongawilli north Neighbourhood Plan

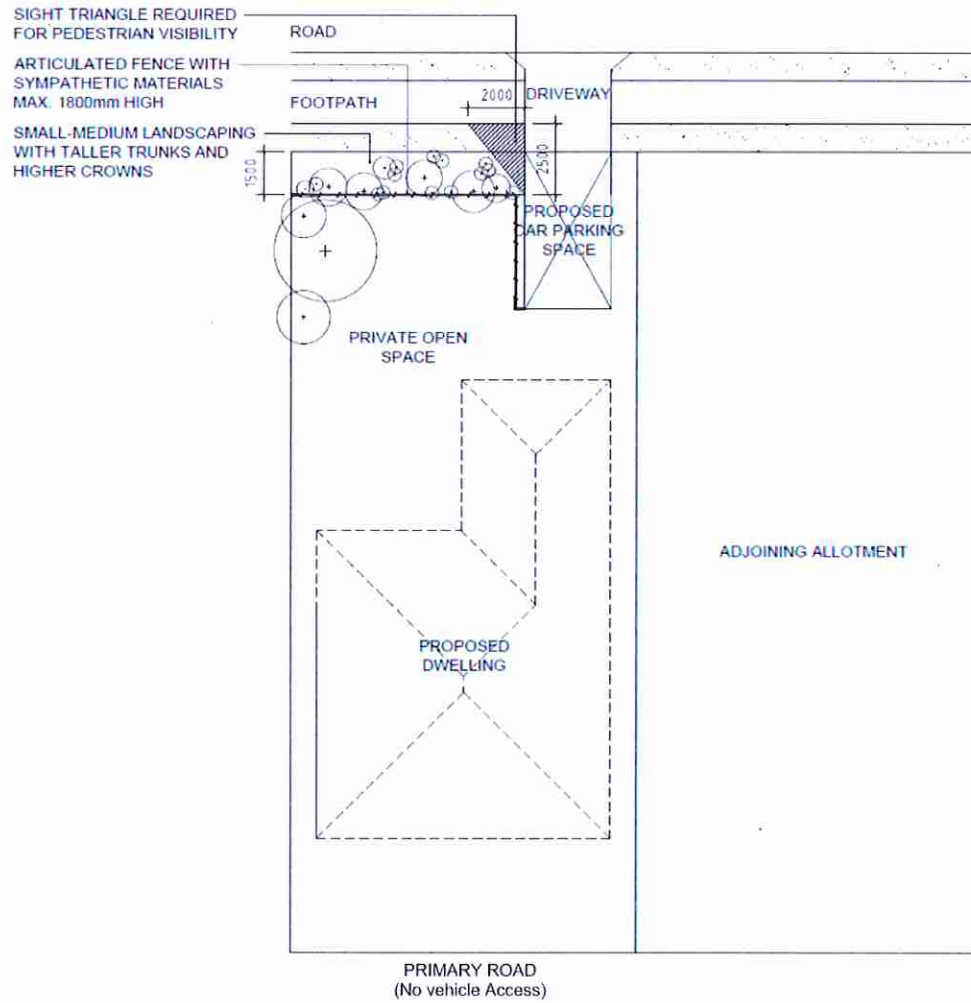


The following modified and additional controls to apply:

1. Minimum Lot width fronting Wongawilli Road and Smiths Lane of 15m;
2. Minimum front building line setback of 4.5m for all lots fronting Wongawilli Road and Smiths Lane;
3. The maximum length of cul-de-sacs that provide access to lots fronting Wongawilli Road Should not exceed 130m;
4. For Lots with a dual road frontage:
 - a. Wongawilli Road and Smiths Lane is considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots;
 - b. All dwellings must face, address and activate the primary road frontage of Wongawilli Road and Smiths Lane;
 - c. Car ports or garages must be located and accessed from the secondary road frontage rear of the lots;

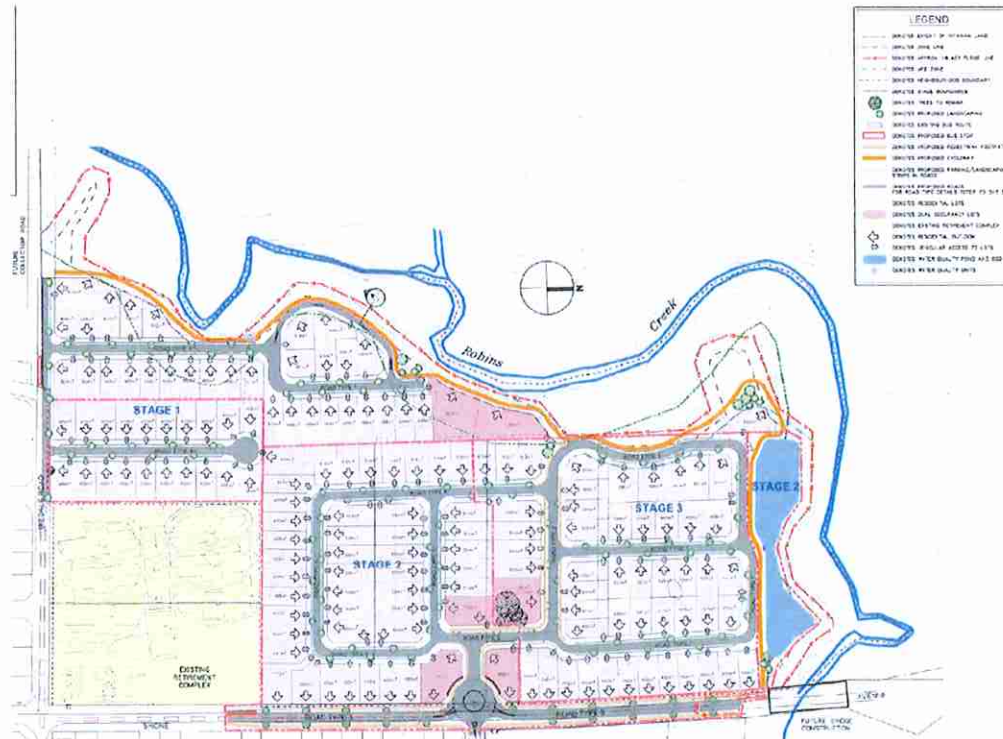
- d. Minimum rear setbacks are to remain in accordance with Chapter B1, garages and carports are to have a minimum rear setback of 5.5m in accordance with the principles shown in figure 5.3.3.2;
- e. Fencing and landscaping treatment of the secondary road frontage is in accordance with the principles shown in figure 5.3.3.2. Examples of Articulated fencing include, but are not limited to:
 - i. Masonry to 1.2m high with open type lattice or slates above with masonry elements no wider than 150mm;
 - ii. Timber Lap and Cap;
 - iii. Colourbond solid to 1.2m with Colourbond lattice style top sections.
- 5. For Lots backing onto or adjoining the Rural Fire Service (RFS) Property:
 - a. Dwelling house, secondary dwelling and any habitable areas must be setback at least 10m from the rear or common property boundary that adjoins the RFS property;
 - b. Outbuildings and garages must be setback at least 5m from the rear of common boundary that adjoins the RFS property.

Figure 5.3.3.2 Dual frontage property secondary frontage treatment



5.3.4 Shone Avenue - south

Figure 5.3.4.1 Shone Avenue south Neighbourhood Plan

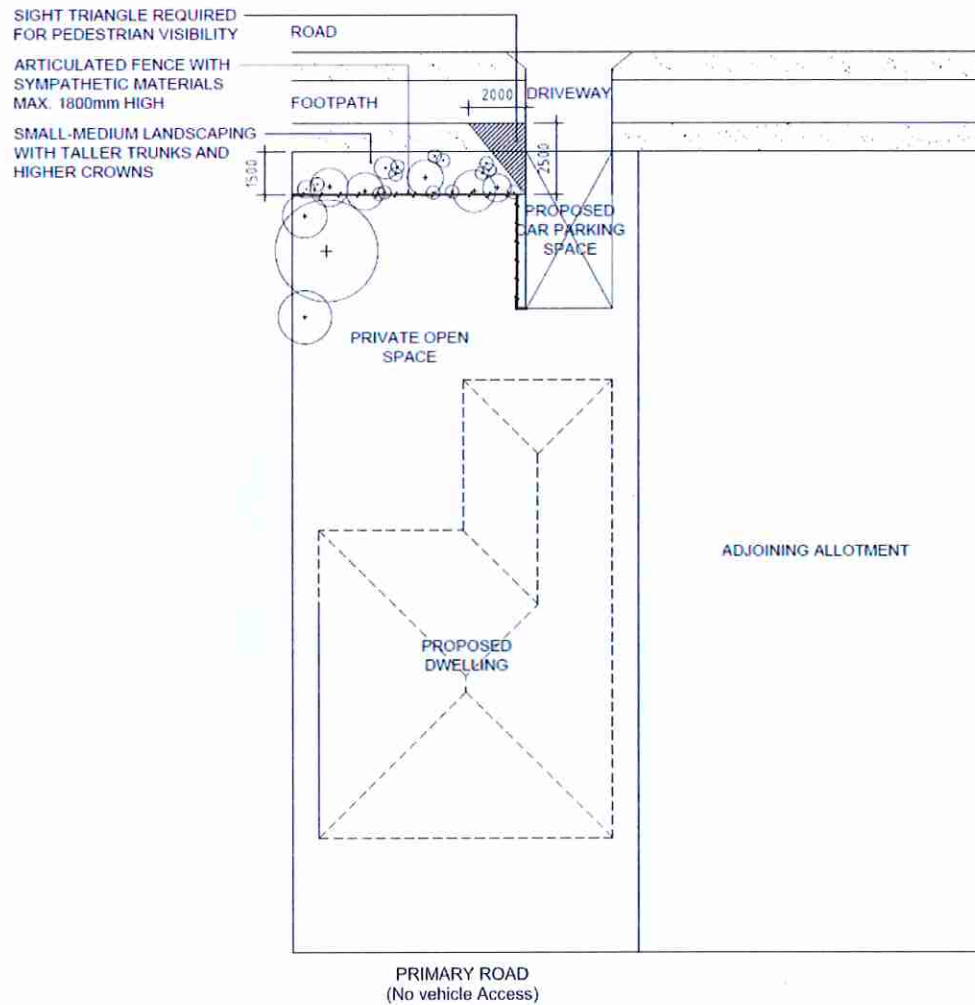


The following modified and additional controls to apply:

1. For Lots with a dual road frontage:
 - a. Shone Avenue and Iredell Road are considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots;
 - b. All dwellings must face, address and activate the primary road frontage of Shone Avenue and Iredell Road;
 - c. Car ports or garages must be located and accessed from the secondary road frontage rear of the lots;
 - d. Minimum rear setbacks are to remain in accordance with Chapter B1, garages and carports are to have a minimum rear setback of 5.5m in accordance with the principles shown in figure 5.3.4.2;
 - e. Fencing and landscaping treatment of the secondary road frontage is in accordance with the principles shown in figure 5.3.4.2. Examples of Articulated fencing include, but are not limited to:
 - i. Masonry to 1.2m high with open type lattice or slates above with masonry elements no wider than 150mm;
 - ii. Timber Lap and Cap;

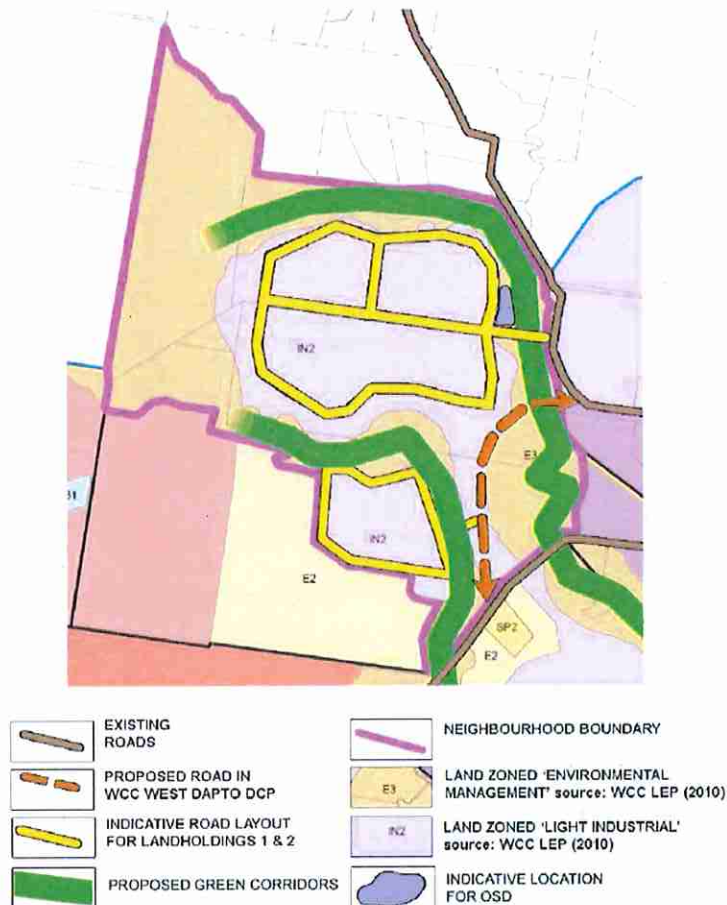
- iii. Colourbond solid to 1.2m with Colourbond lattice style top sections.

Figure 5.3.4.2 Dual frontage property secondary frontage treatment



5.3.5 Reddalls Road Industrial

Figure 5.3.5.1 Reddalls Road Industrial Neighbourhood Plan

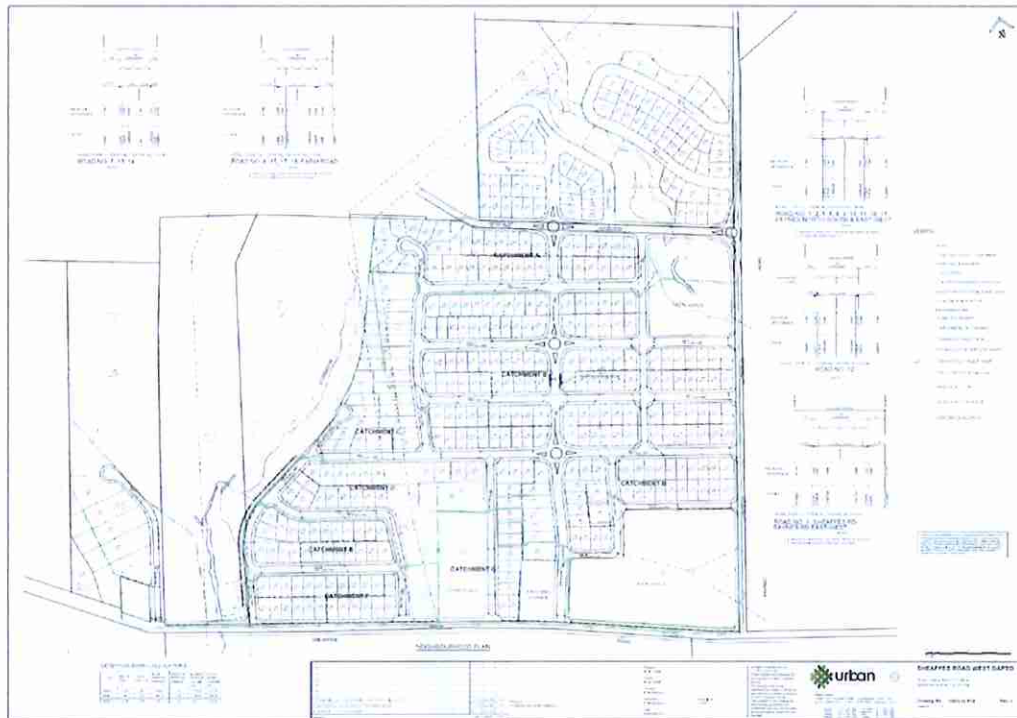


The following additional controls to apply:

1. The proposed cycleway must have adequate passive surveillance to ensure safety by design.
2. Indicative future bus stop locations should be identified and shown on road types capable of handling bus routes. A minimum number of stops should be located in a manner to ensure that the majority of lots are within 400 metres of a bus stop.
3. Any proposed development of the neighbourhood will require the applicant upgrading the relevant section of Reddalls Road to a standard that is suitable for the normal range of Heavy vehicles at no cost to Council. These upgrade works would also include any required intersection treatment to Reddalls Road and the new proposed Access Road as well as any necessary road safety works.

5.3.6 Sheaffes Road North

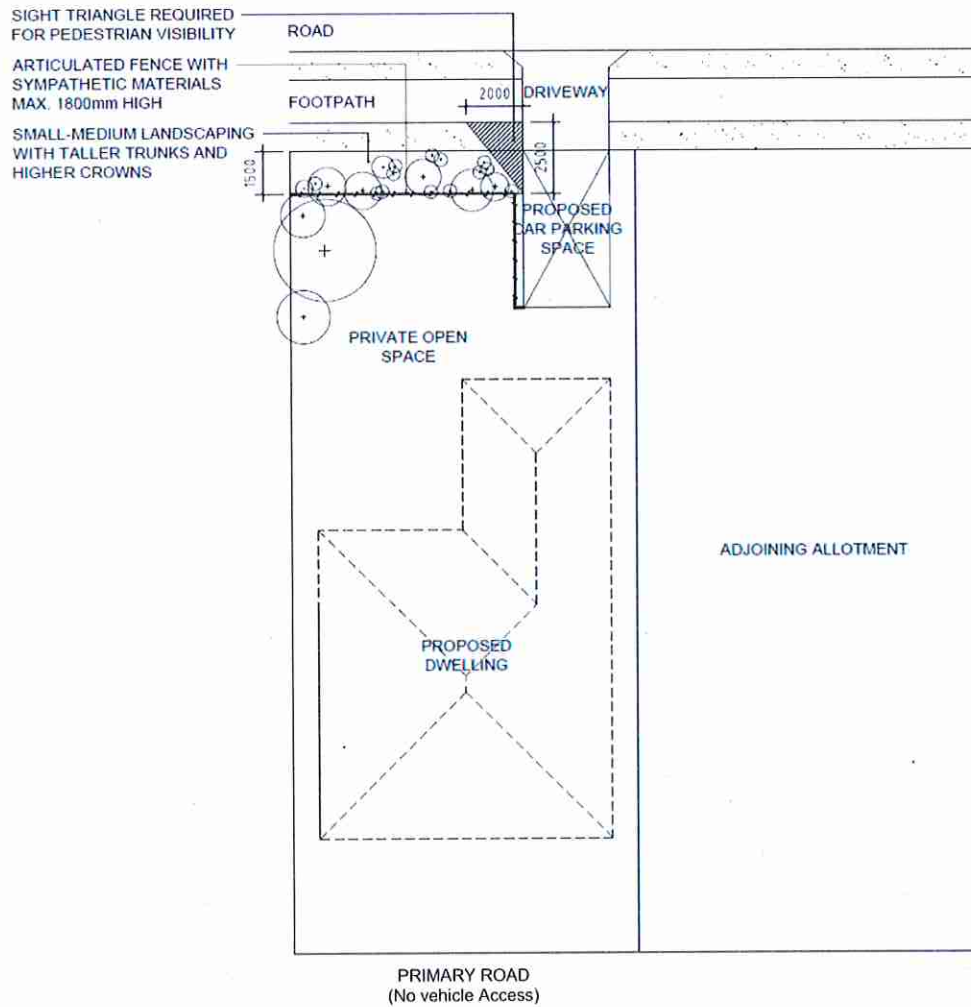
Figure 5.3.6.1 Sheaffes Road North Neighbourhood Plan



The following modified and additional controls to apply:

1. For Lots with a dual road frontage:
 - a. Sheaffes Road and Paynes Road is considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots;
 - b. All dwellings must face, address and activate the primary road frontage of Sheaffes Road and Paynes Road;
 - c. Car ports or garages must be located and accessed from the secondary road frontage rear of the lots;
 - d. Minimum rear setbacks are to remain in accordance with Chapter B1, garages and carports are to have a minimum rear setback of 5.5m in accordance with the principles shown in figure 5.3.6.2;
 - e. Fencing and landscaping treatment of the secondary road frontage is in accordance with the principles shown in figure 5.3.6.2. Examples of Articulated fencing include, but are not limited to:
 - iv. Masonry to 1.2m high with open type lattice or slates above with masonry elements no wider than 150mm;
 - v. Timber Lap and Cap;
 - vi. Colourbond solid to 1.2m with Colourbond lattice style top sections.

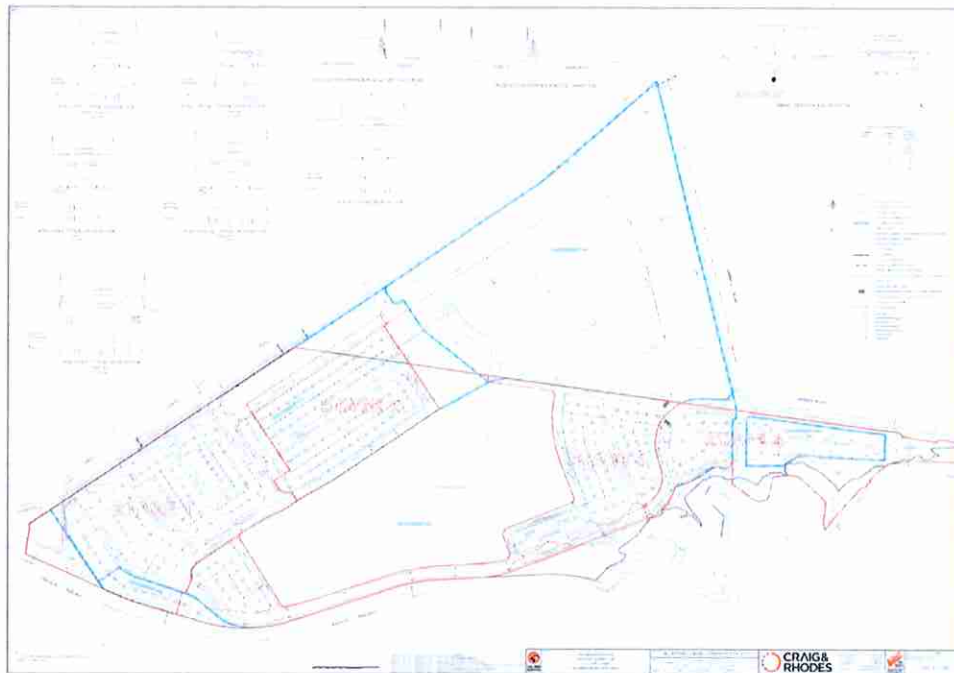
Figure 5.3.6.2 Dual frontage property secondary frontage treatment



5.3.7 Darkes Road South West

(NB: This Section 5.3.7 relies on finalisation of a separate Planning Proposal Process for amendment to minimum lot size and zoning.)

Figure 5.3.7.1 Darkes Road South West Neighbourhood Plan

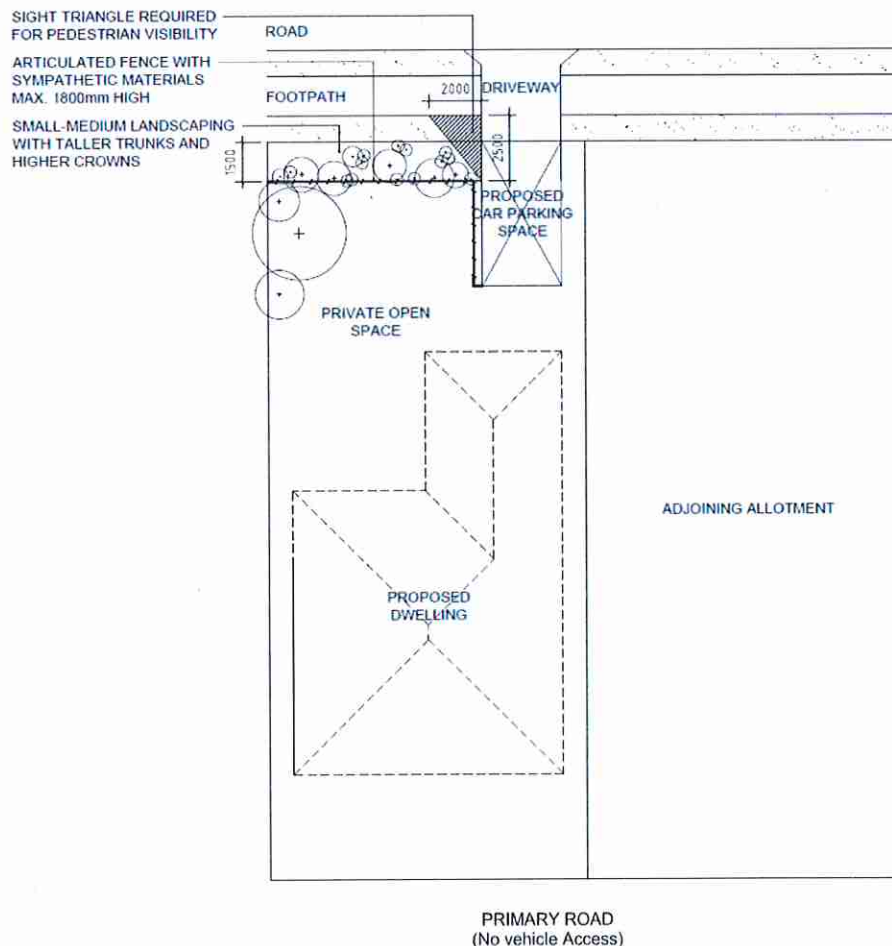


The following modified and additional controls to apply:

1. Lot Width, Depth and Aspect are to be in accordance with Figure 5.3.7.1 above and are not required to comply with Chapter B2 Section 6 Subdivision Lot Layout – Aspect & Solar Access Orientation as well as Section 8 Lot Width & Depth Requirements. The relevant issues have been considered and the lot layout and details shown are considered acceptable. Should the lot layout depart substantially from that shown then compliance with Chapter B2 is required unless variation is sought in accordance with Chapter A1.
2. On an allotment with an area less than 450m² and a lot width 10m or less, where an easement for access and maintenance as well as driveway crossing locations (which are located so as not to adversely impact on-street parking capacity) are provided on title, a zero side setback may be applied to one side for the single storey component of the dwelling. The two storey component of the dwelling is to be setback further as required by the formula in (2). This control does not apply to a secondary street frontage.
3. For Lots with a dual road frontage:
 - a. West Dapto Road and Darkes Road is considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots;
 - b. All dwellings must face, address and activate the primary road frontage of West Dapto Road and Darkes Road;

- c. Car ports or garages must be located and accessed from the secondary road frontage rear of the lots;
- d. Minimum rear setbacks are to remain in accordance with Chapter B1, garages and carports are to have a minimum rear setback of 5.5m in accordance with the principles shown in figure 5.3.7.2 below;
- e. Fencing and landscaping treatment of the secondary road frontage is in accordance with the principles shown in figure 5.3.7.2. Examples of Articulated fencing include, but are not limited to:
 - vii. Masonry to 1.2m high with open type lattice or slates above with masonry elements no wider than 150mm;
 - viii. Timber Lap and Cap;
 - ix. Colourbond solid to 1.2m with Colourbond lattice style top sections.

Figure 5.3.7.2 Dual frontage property secondary frontage treatment

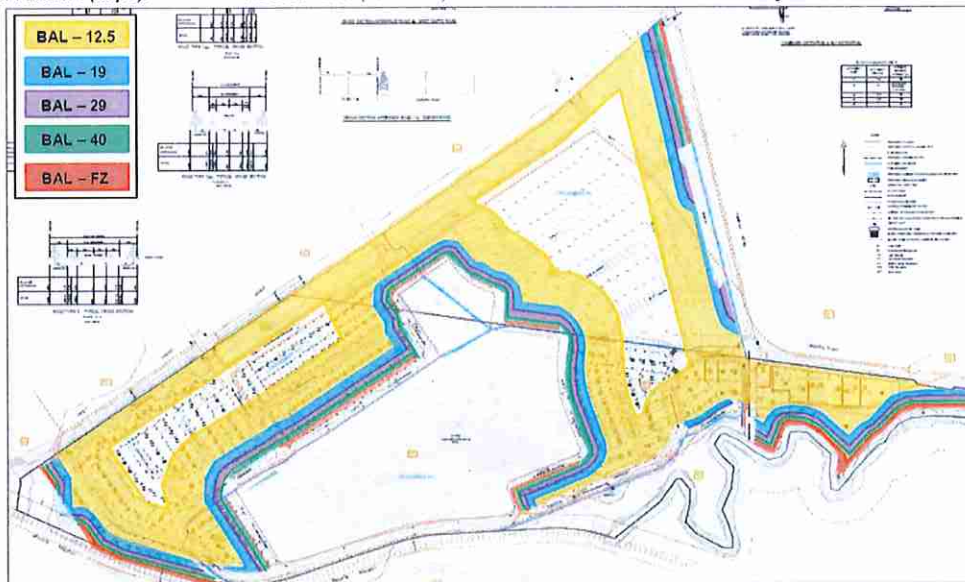


4. For all development applications outside of the area denoted as Stage 1:
 - a. An Aboriginal Heritage Assessment is to be undertaken in accordance with the Wollongong Development Control Plan 2009 Chapter E10.
 - b. Additional archaeological investigations are required to be undertaken to the previously recorded archaeological sites and three (3) potential archaeological deposits (PADs) identified. This work is required in order to better determine the significance and extents of these areas.
 - c. In-principle support for the intended mitigation or Aboriginal Heritage Impact Permit (AHIP) proposals is to be gained from the NSW Office of Environment and Heritage (OEH) prior to the determination of the associated development application.
 - d. Further consultation with Local Aboriginal Groups is to be undertaken within the assessment of any future Development Applications.
 - e. Consideration of the impacts of the proposal on identified Non-Indigenous Archaeological Deposits located on the site during the preparation of the Heritage reports and which are subject to Section 140 of the NSW Heritage Act 1977.
 - f. Conservation planning related to any retained structures or features on the site (e.g. The Silo and gardens).
 - g. Interpretation planning relating to the history and heritage significance of the development area.
5. Bushfire Matters
 - a. Certain construction standards apply for development on Bushfire Prone Land. The applicable Construction Standards for proposed development are to reflect the Bushfire Attack Level (BAL) as identified at Figure 5.3.7.3 below.
 - b. Given that the site is identified as Bush Fire Prone Land, when a development application for subdivision is made, the development will require a Bush Fire Safety Authority to be issued by the NSW RFS under Section 100B of the Rural Fires Act 1997. The RFS has indicated that it is likely that by condition of the Bush Fire Safety Authority, restriction on the titles of the lots requiring the provision and maintenance of the necessary APZ's will be required.

Figure 5.3.7.3 BAL Construction Standards relevant to the Neighbourhood Plan

APPENDIX 1 (Map 2):

AS 3959 – 2009 (Table 2.4.2) BAL Construction Standards relevant to the Neighbourhood Plan



6. Access

- a. An appropriate access track is to be provided to the Detention Basin A1 to facilitate sufficient maintenance access for Council.
- b. Appropriate access is also to be provided to the Wongawilli Rail Spur Line from the Detention Basin A1 and from Road 01.
- c. The final form of the access track is to be determined in conjunction with Council Engineering Officers within the assessment of future Development Applications. Hardstand access will be required.

7. There may be scope to amend the current Council Drainage Acquisition Maps to reflect more up to date flood mapping of the area. This is to be further investigated within future Voluntary Planning Agreements (VPAs) and assessment of Development Applications.

5.3.8 Avondale Road North, Huntley

Figure 5.8.1 Avondale Road North, Huntley Neighbourhood Plan



Part D – Locality Based DCPs / Precinct Plans

5.3.9 Shone Avenue / West Dapto Road

Figure 5.3.9.1 Shone Avenue and West Dapto Road Neighbourhood Plan



The following modified and additional controls apply:

1. For Lots with a dual road frontage:

- a. Shone Avenue is considered to be the primary road frontage and the internal unnamed road is considered to be the secondary road frontage and the rear of the lots;
- b. All dwellings must face, address and activate the primary street frontage of Shone Avenue – this is the main address of the dwelling;
- c. The minimum front setback on Shone Avenue is 4m (being a greenfield site) and the minimum setback from the secondary road is 4m;
- d. No car access to residential lots is permitted from Shone Avenue (ie lots are access denied). Carports or garages must be located and accessed from the secondary road frontage rear of the lots;
- e. Garages and carports must be setback a minimum of 5.5 metres from the property boundary on the secondary road to enable a vehicle to park or stand in front of the garage or carport (ie allow off street parking that does not impede the footpath) and in order to be a non dominant component of the streetscape;
- f. Fencing controls for the primary street frontage of Shone Avenue are outlined in Chapter B1: Residential Development and are designed to complement the objectives of passive surveillance;
- g. Fencing and landscaping treatment of the secondary road frontage must ensure that clear lines of sight are maintained for motorists and pedestrians to and from the lot, and ensure the design complements the objectives of passive surveillance. To help soften the visual impact

and improve the streetscape appearance of the fence, and allow visual connection between the dwelling and the street, any fence will be required to be well articulated and landscaped with appropriate planting. Articulated fencing should be provided to a maximum height of 1.8 metres. Examples of articulated fencing include, but are not limited to:

- i. Masonry to 1.2m high with open type lattice or slates above with masonry elements no wider than 150mm;
- ii. Timber Lap and Cap;
- iii. Colourbond solid to 1.2m with Colourbond lattice style top sections.

NB. Fences in bush fire prone areas shall be of a metal or masonry construction only.

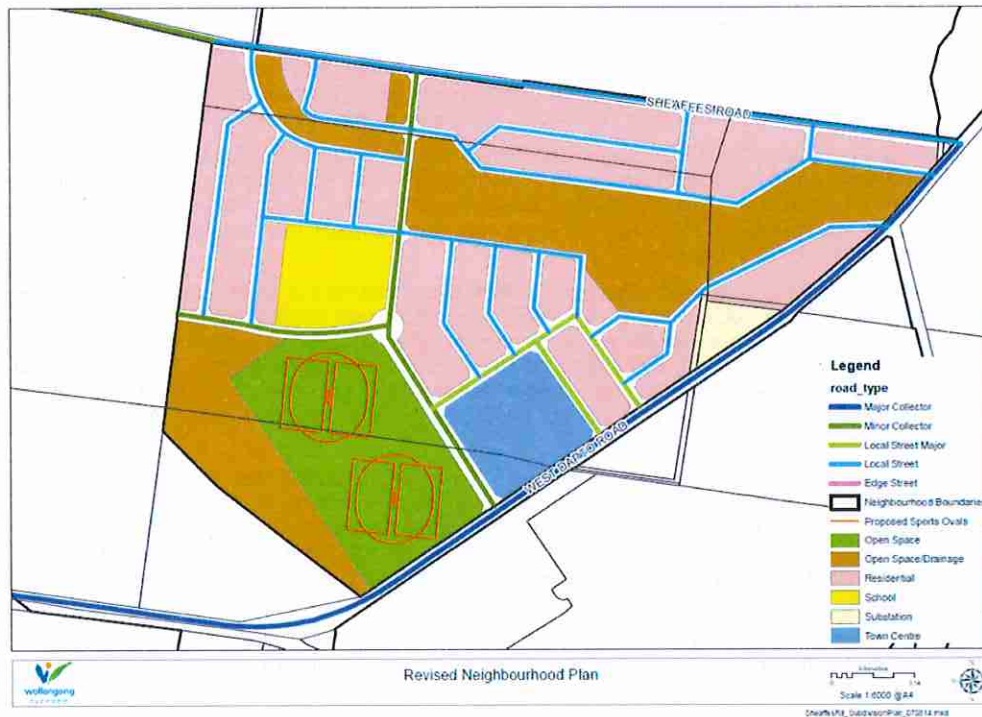
- h Any gates associated with the secondary street fence should open inwards so as to not obstruct the road reserve.
- i Where garage door openings face the secondary road they shall be a maximum of 50% of the width of the dwelling. Refer to Chapter B1: Residential Development for other car parking and access controls.

2. For Lots backing onto West Dapto Road:

- a. An acoustic building exclusion zone of 25 metres applies along the length of the rail corridor to reflect Noise Report recommendations;
- b. A sound wall is to be erected by the developer along the length of the rail corridor, as indicated in the Neighbourhood Plan.

5.3.10 West Dapto Road / Sheaffes Road (south)

Figure 5.3.10.1 West Dapto Road / Sheaffes Road (south) Neighbourhood Plan



6 DEVELOPMENT CONTROLS

6.1 Town Centres

6.1.1 Town Centres and Villages

Dapto major regional centre, Bong Bong Road district centre, Darkes Road village centre and the three village centres are key elements in the overall structure of West Dapto, providing focal points and contributing to the "legibility" of the urban framework, particularly as important nodes in the bus network.

A district centre (~15,000m²) is planned within the central western (Bong Bong Road) part of the release area and a village centre (~7,500m²) planned in the northern (Darkes Road) area to service the release area. These are intended to create local retail, business, commercial and community hubs providing significant local employment opportunities. They will complement rather than compete with the higher order major regional centre of Dapto.

The Town Centres will form the most urban parts of West Dapto and have a variety of building typologies with urban characteristics such as increased height, minimal or zero street setbacks and street level awnings and verandahs. The public domain is intended to reflect an urban character, with high quality hard and soft landscape and paved footpaths with advanced planting of shade trees. Parking will be at the rear of blocks and underground as well as good on street provision of kerbside parking – building setbacks to accommodate front parking lots will not be permissible, as these detract from the street qualities sought in these centres.

In addition three small village centres are planned (Wongawilli, Avondale and Yallah) to meet local shopping needs. They are to comprise a few local shops (like the existing Horsley shops), as well as providing opportunities for local business, a bus stop, community facilities such as a primary school and a choice of housing types. These would take on the role of the local centre and be the focus for the new communities at West Dapto in addition to convenience stores to be co-located with service stations if demand requires.

Controls for Neighbourhood Plans must give consideration to the ability to develop adjoining areas including linkages to those areas. New town centres are encouraged to prepare a Workplace Travel Plan and Travel Access Guides.

Objectives:

- (a) To ensure that the residents of West Dapto have access to well designed, attractive town and village centres which act as retail, business, commercial and community hubs consistent with the overall centre hierarchy for West Dapto.

Controls:

1. Development Applications for the development of including town centres are to be consistent with the matters contained in sections 5.1, 5.2, 5.3 and 6 of this chapter in relation to centres.

6.1.2 Design Principles

Town Centres are to be designed to comply with the following principles:

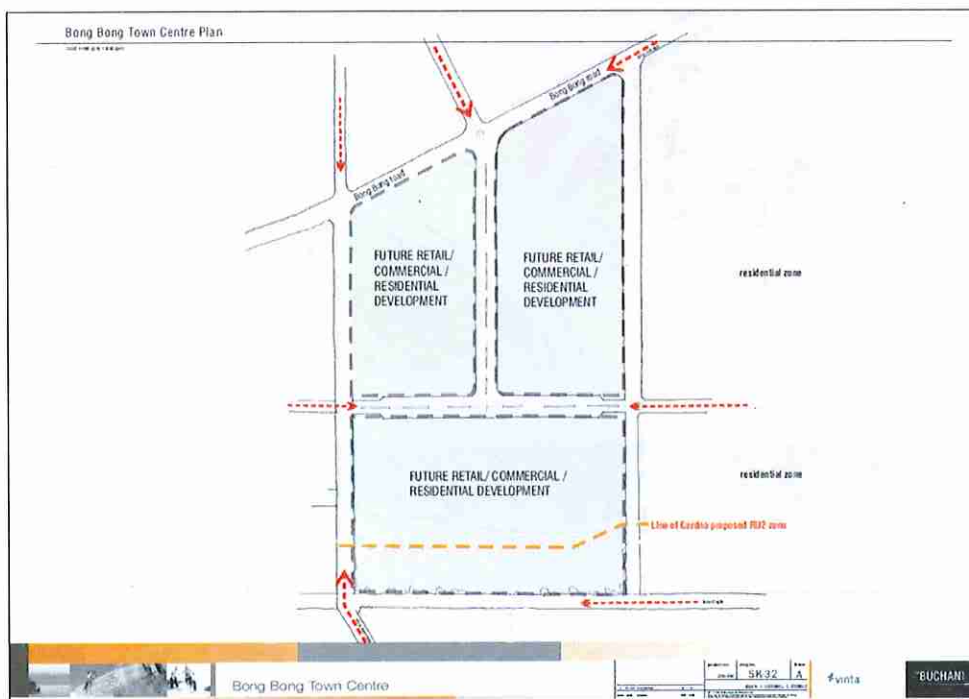
1. Establish streets with at least two storey buildings where possible. Taller buildings of 4-6 stories are encouraged in the core of the town centre.
2. Active retail street frontages are encouraged. Upper floors can be commercial or residential uses.
3. Create a lively mix of uses within the centres, providing opportunities for employment, commerce, retailing, living, entertainment and community activities
4. Early stages of development are likely to focus on Supermarket and associated small specialty shops, therefore these should be designed as complete compositions which create places within their own right

5. Buildings are to present urban characteristics to the street in relation to setback, form and streetscape/building design.
6. Residential densities in and around the centres are to be increased in line with density requirements at Section 2.3.1 in order to create a choice of housing opportunity within the West Dapto development area at locations with high amenity which are well serviced
7. Parking lots and areas are generally not to be visible from the streets, allowing built form to perform its correct street defining urban function.
8. Establish a high quality, high value public domain with strongly urban characteristics and design.

6.1.3 Bong Bong Town Centre

In the area where Bong Bong Road adjoins the north-south arterial route a new district town centre is to be established, based on a north-south running main street. The Bong Bong Town Centre is to be the primary town centre in the release area being centrally located and at a greater distance to Dapto Town centre than the proposed Darkes Road Town Centre. The Bong Bong Town Centre is to be a supermarket based centre with a range of shops and would accommodate around 15,000m² of retail floor space.

Figure 6.1 Bong Bong Town Centre – Conceptual layout



6.1.4 Darkes Road Town Centre

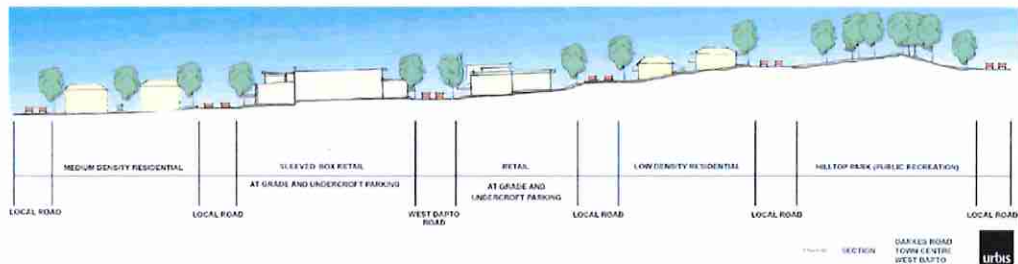
Along West Dapto Road a smaller secondary town centre (large village centre) is to be established based on the east-west route becoming a main street. While activity in terms of residential and business use is expected along the length of the centre, only the core part will contain the primary retail and commercial

functions. It is envisaged that this centre would accommodate around 6,000m² of retail floor space to support the employment lands.

Figure 6.2 Darkes Road Town Centre – Conceptual layout



Figure 6.3 Darkes Road Town Centre – Conceptual Cross section



6.1.5 Development Controls

Development in the Town Centres is to comply with the following development controls:

1. Taller buildings of 4-6 stories are encouraged in the core of the town centre. Lower scale buildings up to 3 stories in height should surround and support the in the centre core.

2. The street wall height should have a 2-3 storey building form.
3. Single storey buildings should have a 2 storey front façade.
4. Building setbacks on main streets to be nil (zero) while other streets are generally to have a setback of between 0 – 2.5 m.
5. Side and rear building setbacks are as follows:

Setback	Distance
Side	Zero
Rear	Zero where adjoins allotment zoned B2 Local Centre or 5-6m where adjoins allotment zone R3 Medium Density Residential

6. No requirements for on site open space / landscaping in the 'core' area.
7. Provision of a shared parking facilities area is encouraged with access via laneways of minor streets.

6.2 Village Centres / Local Nodes

Three small villages are proposed totalling ~7,500m² of floor space possibly at Wongawilli, Avondale and Yallah. These, in addition to 2,000m² spread through the release area in convenience stores attached to petrol stations and the like, will cater for local convenience shopping throughout the release area.

Village and local centres are to develop as localised business and higher density residential opportunities at key places / intersections where bus stops, community facilities and local open space come together to create an urban focal point for the local community.

Figure 6.4 Wongawilli Village Centre – Conceptual design



6.2.1 Design Principles

Wongawilli Village Green (Option E)

SCALE 1:500 @ A3

1. Establish a strong urban form that clearly distinguishes the village centre / local node from surrounding areas.
2. Create a lively mix of uses and building types within the village centre / local node that creates the opportunity to meet the daily convenience needs of surrounding communities. Village centres should accommodate a 1,000-1,500m² supermarket and variety shops.
3. Parking lots and areas are generally not to be visible from the streets, allowing built form to perform a clearly street defining urban function.
4. Positive Interface with the street and activation of the street is important.
5. Establish a high quality, high value public domain with strongly urban characteristics and design.
6. Ensure a focus on amenity taking into consideration factors such as prevailing winds, shade and shelter. Ensure positive interface with any adjacent open space or water body as an attractive feature.

6.2.2 Development Controls

1. Building setbacks can be either street aligned (zero) or setback up to 5m to create commercial forecourts or residential courts to the street.
2. Variation of setback is encouraged to create an informal organic character.
3. Building height of up to 2 storeys is encouraged to create an urban village character with upper floor uses including small scale commercial and residential developments.
4. Parking to be provided at the rear of buildings in the form of rear laneways and parking areas accessed from the rear laneways / car courts.
5. All shops should address street and be entered by front from the major street where possible or secondary street.

6. Size of shops is limited to 1500m².
7. Community congregation areas to be north facing and where possible take advantage of escarpment views.
8. Major and Secondary street parking to be maximised.

6.3 General Development Controls

Development controls in this chapter are closely linked with and cross reference other chapters of the Wollongong Comprehensive Development Control Plans.

Development controls applying to development in the West Dapto Urban Release Area should also address the following chapters:

- E1: Access for People with Disability
- E2: Crime Prevention through Environmental Design (CPTED)
- E6: Landscaping
- E16: Bush Fire Management

Variation control – Bushfire Management Activities should not occur in land zoned E2 Environmental Conservation which aim to protect Endangered Ecological Communities or significant bushland. Bushfire Management Activities can occur within the floodplain and riparian land management areas, to maximise residential development in the Residential zones for West Dapto.

- E20: Contamination
- E22: Erosion and Sediment Control

6.3.1 Flora and fauna

Environment Protection Areas

The intrinsic West Dapto environment has formed the basis for the creation of a new urban structure and a backdrop to the creation of new communities. Areas of sensitivity have been included in environmental protection zones and will be subject to stringent development controls with rigorous controls applying in the most sensitive areas.

Areas of highest sensitivity have been, or will be in future stages, zoned Environment Conservation with minimal development allowed in these areas. This includes the main development interfaces with the escarpment on the western edge of the release area and interfaces with the predominantly west-east running creek corridors. Environment Conservation land will form a transitional development edge with lower densities of development adjacent to these areas. Increased opportunity for planting will be accommodated to complement the wooded slopes and riparian corridors.

Areas which have high conservation values and where revegetation and ongoing management is required have been, or will be, zoned Environment Management. Limited compatible development is allowed in these areas.

Areas of lesser environmental significance, but which still require sensitive design and siting have been, or will be, included in the Environmental Living zone. In these areas residential development will be allowed but on large lots and having regard to environmental criteria.

Elsewhere, areas of significant remnant vegetation will be conserved and enhanced and incorporated into the open space network as areas for passive recreation.

1. Refer to Chapter E17: Preservation and Management of Trees and Vegetation, Chapter E18: Threatened Species.

6.3.2 Indigenous and European Heritage

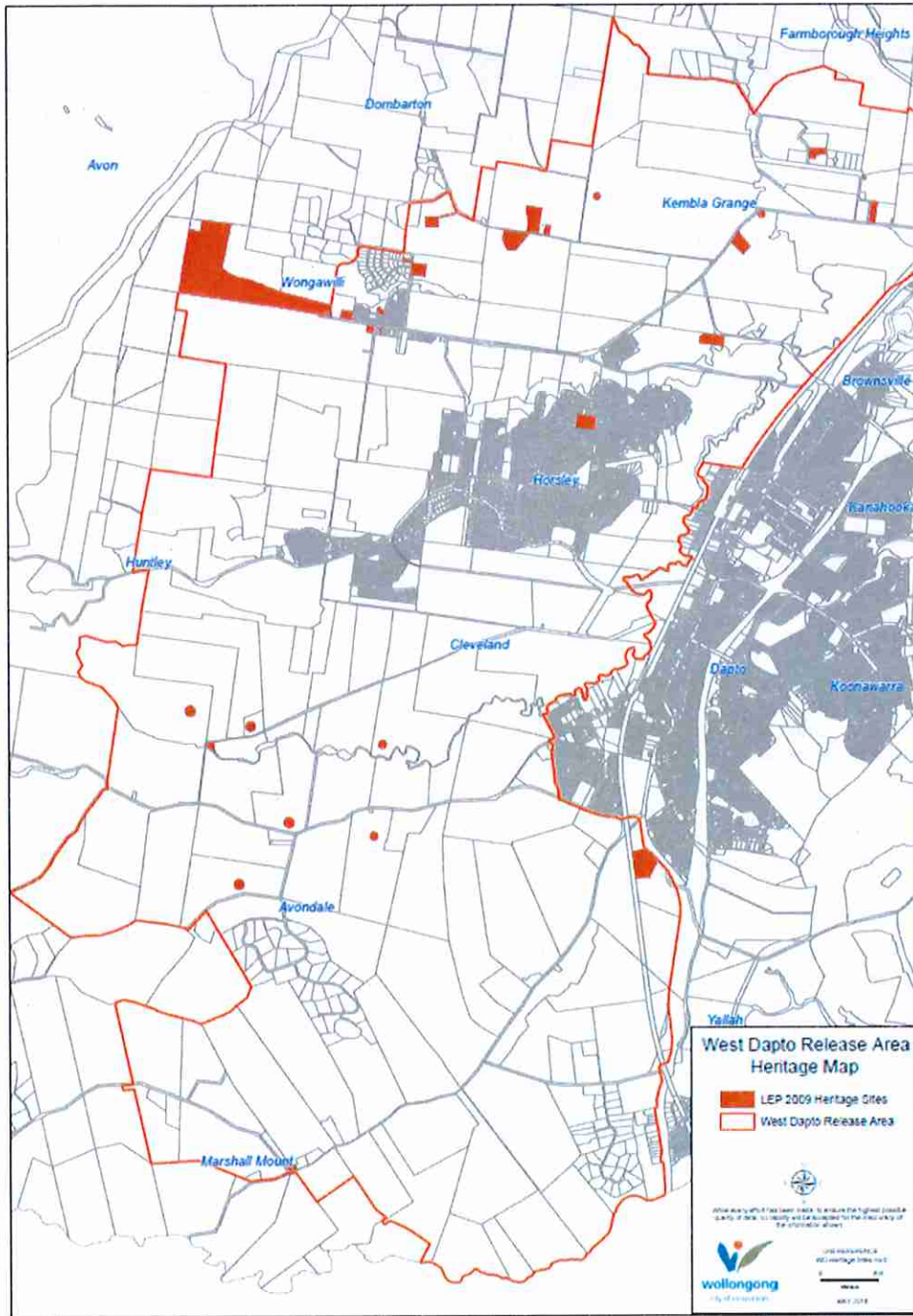
Heritage

The West Dapto area has strong links to the past, both in the recent history of pastoralism and mining, and the prehistoric and post-contact Aboriginal occupation of the coastal hinterland. As well as the presence of known archaeological sites within the study area, the coastal floodplain has been identified as having potential to demonstrate further archaeological evidence of Aboriginal occupation.

This chapter aims to conserve the heritage significance of West Dapto. The identification of heritage items has been factored in to the formulation of the development structure. As a result, a number of heritage items are identified to be retained in the future development of West Dapto and have been identified as items of environmental heritage under West Dapto LEP. These have been selected for their level of significance, physical condition and integrity, contribution to the cultural landscape and character of the area, interpretive value and ability to represent a key historic theme. Figure 4.7 identifies relevant items within the West Dapto Release area. In addition to the statutory controls contained under the LEP this DCP contains requirements in relation to these items.

1. Refer to Chapter E10: Aboriginal Heritage for specific controls relating to Aboriginal Heritage.
2. Refer to Chapter E11: Heritage Conservation, "NSW Heritage Manual" and the heritage provisions of West Dapto LEP.

Figure 6.4 Heritage Map



6.3.3 Views and Vistas

Land within the release area has been assessed for visual quality. Land falls into three categories of visual sensitivity, as indicated on Figure 6.5 and in the following table:

Zone	Objective
Zone A: High Concern for Visual Resource	Development within areas of high scenic quality must be sympathetic to that visual quality as the ability of the area to absorb change is low.
Zone B: Moderate Concern for Visual Resource	Changes to landforms, final contouring and revegetation programs will significantly contribute to reduce the visual impact and therefore must be minimised wherever possible.
Zone C: Low Concern for Visual Resource	Proposed development within this zone should remain visually subordinate to the characteristic existing landscape (note figure 6.5 does not show any land as Zone C)

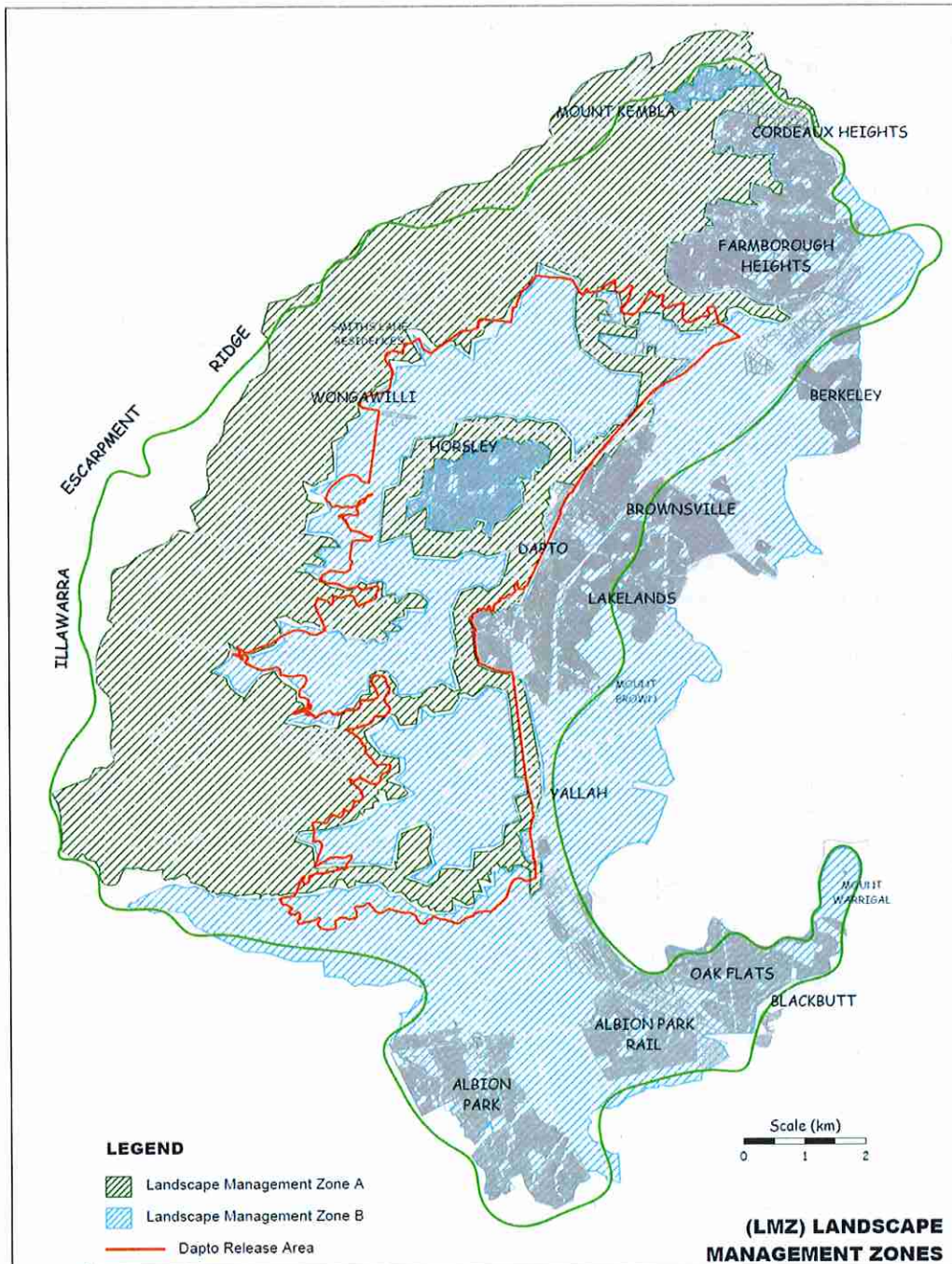
Objectives:

- To minimise the impact of development on the scenic quality of the release area and surrounding visual catchment.
- To ensure development within the visual zones identified above is consistent with the objective for that zone.

Controls:

- A visual impact assessment is to be prepared by the applicant and submitted with any Development Application. The visual impact assessment is to demonstrate how retention of the visual quality of the area in which development is proposed has been considered in the design of the proposal particularly having regard to the visual zone in which the land is located.
- Subdivision patterns and road layouts are to have regard to the retention of view corridors and vistas through, and to, areas of high scenic quality.
- Primary Street planting is to be undertaken and established prior to the commencement of individual lot development or housing construction to minimise the visual impacts of proposed development.
- In areas of high visual scenic quality (Zone A), development is to have a maximum height of 2 storeys and a maximum site coverage of 50%.

Figure 6.5 Views and Vistas



6.3.4 Water Management

West Dapto is bisected by a series of watercourses that form part of the Mullet Creek and Duck Creek catchments. During heavy rain they can experience intense floods of short duration (rapid rise & fall of the creek levels). The residential areas of West Dapto have been designed to be above the 1% Annual Exceedence Probability (AEP) flood level. Larger flood events could occur which could result in inundation in residential areas.

To manage the increase in runoff due to increased hard surfaces, Stormwater detention is proposed to be managed within Neighbourhood planning precincts which will take into account either individual or multiple Mullet Creek sub catchments to reflect existing conditions. In addition, each neighbourhood plan will need to address water quality requirements which may or may not be a function of the proposed basin. The location of each basin will be determined as part of the Neighbourhood Plan for each precinct.

To support the neighbourhood planning process in achieving an efficient stormwater system and address the potential inequity (that only some not all land owners within a Neighbourhood precinct will lose potential developable land area) Council will provide section 94 contributions funding. This will be equivalent to the land value for approved detention basins constructed in accordance with approved Neighbourhood plans or within individual developments considered sufficiently large enough to warrant their own detention basin. The funding is available provided that the location and design of the individual basin is not done so to the detriment of the applicable Neighbourhood precinct.

To provide for long term drainage management, Council will acquire the watercourses and provide for enhanced storage areas as sites are developed, through the section 94 contributions.

Objectives:

- (a) To create a network of interconnected multi-functional creek corridors within the West Dapto release area which act as creeks, flood ways, flora and fauna habitat, water quality treatment areas, cyclist and pedestrian access, and drainage corridors.
- (b) To conserve and restore remnant native vegetation along creek lines, escarpment vegetation to provide linkages and "stepping stones" for wildlife movement.
- (c) To introduce wildlife corridors and establish riparian vegetation within natural creeklines, providing a functioning habitat for birds, fish and diverse native flora.
- (d) To protect and restore a range of aquatic habitats within the creeks.
- (e) To enhance long-term environmental protection of the receiving waters and Lake Illawarra.
- (f) To facilitate the provision of an integrated approach to Water Management development within West Dapto.
- (g) To ensure the integration of various functions into the multiple use drainage systems of West Dapto to achieve aesthetic, recreational, environmental and economic benefits.
- (h) To provide appropriate landscape treatments that enhance the required functions of the riparian corridors and reduce the impact of utilitarian drainage structures on the amenity of the open space.
- (i) To ensure that development is designed to minimise the risk posed by flooding.
- (j) To protect the environment of Lake Illawarra.

Controls:

1. A water cycle management report is to be submitted with Development Applications for subdivision in accordance with the Water Cycle Management Study (URS, 2004) and the Floodplain Risk Management Study and Plan (Bewsher Consulting, 2006). The report must address water cycle management, water quality management, watercourse and corridor management, conservation and rehabilitation of aquatic habitat, and floodplain management. It must also address the requirements of the NSW Department of Environment, Climate Change and Water (DECCW).
2. Land that remains below the 1% AEP flood level after flood management works, approved by the consent authority, is not suitable for urban development.
3. Subdivision of land is not to create any additional flood affected residential allotments. A flood affect allotment is defined as being wholly or partly below the Flood Planning Level (FPL) (i.e. the 1% AEP flood level plus a freeboard of 500mm).
4. There is to be no net removal of flood plain storage capacity.
5. Residential dwellings are to be located clear of the effect of the FPL with floor levels above the FPL (i.e. the 1% AEP flood level plus a freeboard of 500mm).
6. Subdivisions are to be design according to Water Sensitive Urban Design principles. Development applications are to include a statement indicating how the proposed design complies with these principles. Refer to Chapter E15: Water Sensitive Urban Design.
7. Detention basins are required for each sub-catchment to control the increase in runoff. Consideration will be given to proposals for larger basins that serve multiple sub-catchments or other innovative design. The location of basins needs to be agreed to by adjoining land owners as part the Neighbourhood Plan. Where a basin is on an adjoining property, owners consent and the creation of an easement is required. The design of detention basins shall enable the colonisation by native fish species moving upstream from Mullet and Duck Creeks.
8. Refer to Chapter E13: Floodplain Management and Chapter E14: Stormwater Management for additional controls relating to floodplain and stormwater management.

Note: Flood events may be larger than the Flood Planning Level of 1% AEP which may impact on properties and dwellings.

6.3.5 Riparian Corridors

Open Space and Riparian Corridors

West Dapto is dissected by fast flowing creeks and extensive areas of flood prone land. These areas are not suitable for residential development but instead offer an opportunity for recreation, visual separation and conservation. The corridors will result in significant amounts of open space creating wider landscapes within easy reach of all parts of the new development areas, meaning walking, cycling, recreation and nature will form a part of daily life. These riparian corridors have been, or will be, zoned for Environment Protection with limited development being allowed in these areas.

Adjacent to this land certain land is, or will be, zoned Rural Landscape. The intention of these areas is to provide a buffer to the riparian corridors where the land is either not suitable for residential development or has environmental values. The outdoor recreational facilities will be located outside of the core riparian area to protect the environmental values.

Open space is to be provided throughout the development area in the form of local parks and district parks for primarily passive recreation, larger formal areas for active recreation, environmental reserves of retained bushland habitats, and riparian corridors which link the escarpment to the wide floodplains. These will be combined with avenues of intensive planting and water management running through the urban street pattern to create a connected web of open space. This will encourage walking and create a sense of nature interacting with urbanity.

Existing parks and recreational facilities have been zoned through the LEP and new parks will be designed into new neighbourhoods.

To provide for long term drainage management, Council will acquire the main watercourses as sites are developed, through the section 94 contributions. Land between the watercourse and the 1% Annual Exceedence Probability flood level can either be:

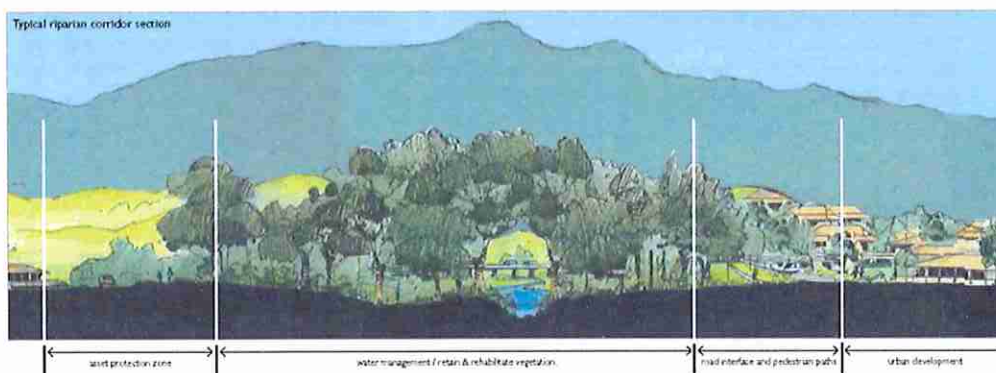
1. Retained in private ownership and used for grazing, recreational activities or other permissible uses, or
2. Dedicated to Council at no cost to Council, for use as bushland, agricultural purposes or recreational purposes. There is no Section 94 off-set for the dedication / transfer of this land.

Objectives:

- (a) To conserve and rehabilitate riparian corridors within the West Dapto release area having regard to the significant environmental and other values of this land.
- (b) To ensure that revegetation of riparian corridors is consistent with the Flooding Strategy.

Controls:

1. Development Applications shall identify the proposed land use and ownership of the riparian land.
2. Revegetation of riparian corridors shall not increase the flood risk to surrounding residential land.
3. Refer to Chapter E23: Riparian Land Management for controls relating to riparian lands.
4. The extent of riparian management activities is limited to the width of the 1% AEP flood level, which has been typically mapped as the boundary of the E3 Environmental Management and R2 Low Density Residential zone.
5. The Riparian Land Management Area can include land used for bushfire mitigation activities.



6.3.6 Open Space and Recreation

Objectives:

- (a) To ensure the future residents of West Dapto have access to a range of high quality, functional areas for passive and active recreation.

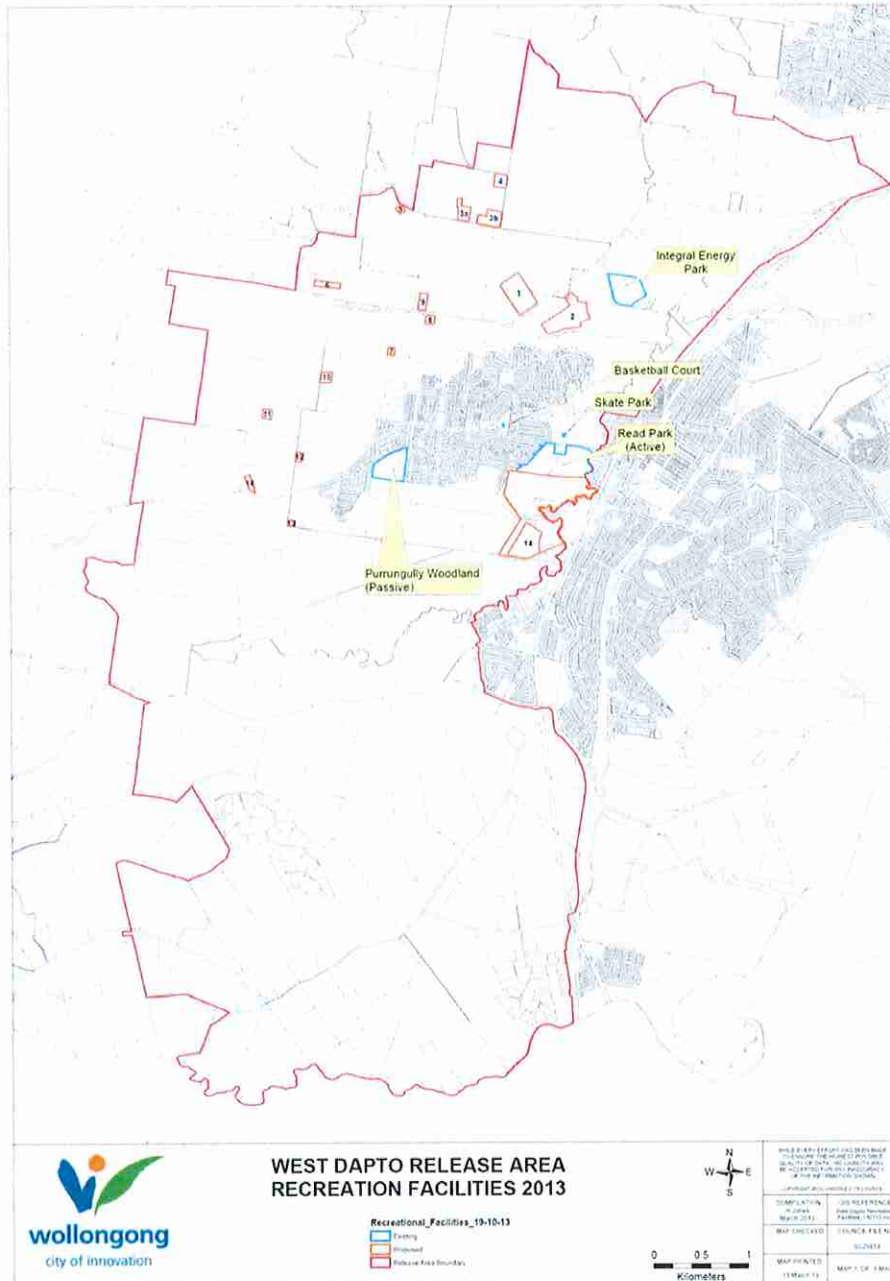
Controls:

1. Development Applications must include facilities and open space areas that are unique, either in design or characteristic, and which fit into the overall hierarchy of the West Dapto release area.
2. Playing fields should be located to take advantage of reasonably level land that may intersect with riverine corridors (maybe partially flood liable or filled) environment land (e.g. tree stands), senior schools or village nodes.
3. District Parks of 1-2 ha are to be provided within reasonable walking distance of all residents.
4. District Parks are to provide for active and passive recreational opportunities with areas for informal sports, walking, picnic / barbeque area, retained / established vegetation and where size permits leash free dog exercise areas.

5. Local parks are to be generally located within 200m of all residential uses (i.e. parks located with a 200m radius) and be generally 0.5ha or larger in area. Local parks should preferably incorporate stands of trees or environmental features to create a strong landscape character. They should also provide children's play areas, pavilions and kick around areas.

Figure 6.5.1 Recreation Facilities 2013

NB: Refer to West Dapto Section West Dapto Section 94 Plan – “Figure 4.2.1 Existing and proposed open space facilities” for details of each proposed facility



6.3.7 Acid Sulfate Soils

Certain land in West Dapto is subject to Acid Sulfate Soils (refer to the maps in the Wollongong LEP (West Dapto) 2010). If not correctly managed, the soils can adversely impact on the environment and development.

Objectives:

- (a) To ensure that development is designed, constructed and maintained to minimise and contain the risk posed by acid sulfate soils.
- (b) To protect downstream receiving waters and Lake Illawarra.

Controls:

1. Land which is subject to Acid Sulfate Soils shall be accompanied by an Acid Sulfate Soils Management Plan which demonstrates that the subject land is suitable for the proposed purpose, or will be suitable following remediation.

6.3.8 Services

Objectives:

- (a) To ensure adequate services are provided to facilitate new development.
- (b) To minimise the visual impact of services on neighbourhoods and land requirements for the provision of essential services.

Controls:

1. All services, including telecommunications, cable television, and the National Broadband Network (where appropriate) are to be provided underground.
2. Common trenching of services is encouraged, and consideration must be given to the location of underground services and landscape planting.

6.3.9 Subdivision Layout

Residential Density Distribution

The urban structure is predicated on providing for varying housing densities. In particular, medium density housing is proposed around the regional, district and village centres. Medium residential densities are essential to make the provision of efficient public transport viable and to provide support for viable and vibrant centres.

Housing areas will enable the provision of a range of housing products, including 3-4 storey apartments, 2-3 storey townhouses and single storey villas and courtyard homes. A range of housing types are to be provided to ensure that the housing needs of all household types are met. A diverse demographic profile will help ensure a sustainable and vibrant community in the long term.

In the early stages of the release the areas of lower residential density (R2 Low Density Residential zone), should provide an average of 13 dwellings per hectare and then in later stages, 15 dwellings. In the more sensitive areas, the structure plan proposes around 5 to 10 dwellings per hectare to enable protection of environmental values and minimize visual impact.

The areas of medium residential density (R3 Medium Density Residential zone) should provide an average of 20 to 25 dwellings per hectare.

Walking and Cycling Networks

The urban structure has been designed around the notion of walkable villages, with a series of town centres, village centres, and local nodes providing bus stops, local shops and amenities, community facilities and schools, denser housing types and mixed use job opportunities. By locating facilities close to people and by co-locating them the aim is to reduce vehicle kilometres travelled (VKT) and to increase

the proportion of local trips made on foot or by bicycle. This is a traditional approach to 'townmaking' which resulted in a series of places of character, as opposed to the placelessness of urban sprawl.

The riparian corridors are to be designed to promote walking and cycling through extensive pathway systems, and will clearly link to key destinations such as schools to promote walkability. The walkways and cycleways should be located outside of the 'core' riparian areas.

To promote cycling, key routes have been identified for on-road and on-footpath cycle provision. These link key places and destinations, and will connect with the east-west running cycle routes running along the riparian corridors (Figure 4.6). This will create a web of cycling opportunities to encourage a sustainable and healthy approach to local travel.

Objectives:

- (a) To achieve a superior design of development.
- (b) To maximise solar access and microclimatic benefits to residential lots.
- (c) To have regard to topographical features, site characteristics and constraints, and special features within a sector.
- (d) To meet a range of housing needs and provide housing diversity and choice.
- (e) To facilitate surveillance of public open spaces.
- (f) To encourage non-motorised modes of transport and accessibility within the development.
- (g) To develop and maintain an ecologically sustainable environment, reduce use of fossil fuels and encourage use of renewable energy.

Controls:

- 1. Lot size and layout must respond to the physical characteristics of the land, such as slope and existing significant vegetation, and site constraints including bushfire risk.
- 2. A variety of lot sizes and dimensions must be provided to achieve the density requirements for residential development (Refer to Figure 6.6).
- 3. The subdivision layout is to incorporate adequate pedestrian, cycle and vehicle links to the road network, public transport nodes, pedestrian/cyclist network, and public open space areas. The street and subdivision layout should minimise fuel use by reducing travel distances and maximising public transport effectiveness. Connectivity within neighbourhoods is essential to ensure the majority of dwellings are within 400 metres walking distance to bus stops.
- 4. Lot design is to facilitate housing fronting onto creek line corridors and other areas of public open space, to incorporate these spaces into the living environment, facilitate surveillance, and prevent isolation and degradation of these spaces.
- 5. The subdivision layout provides for a neighbourhood in which a range of basic retail services are within easy walking distance of a large proportion of residents.
- 6. The majority of lots should achieve a 5 star rating with the remainder achieving a minimum 4 star rating, as defined by an analysis determined from the Sustainable Energy Development Authority's (SEDA) "Solar Access For Lots" document.
- 7. Lots must have the appropriate area and dimensions for the siting of dwellings, canopy trees and other vegetation, private outdoor open space, rainwater tank, and vehicular access and on-site parking.
- 8. Lots must be of sufficient size and orientation with the main living room(s) able to receive northern sunlight in winter.

Figure 6.6 Housing choice transect



6.3.10 The Road System

Road Network

West Dapto is to have a strong structure or 'skeleton' to create easy movement routes and to help with way finding. This is called a 'legible' street pattern and provides a clear street hierarchy. The hierarchy of

different streets is clearly demonstrated by their design, width as well as a number of other attributes. The future road hierarchy for West Dapto is shown on the master plan (Figure 4.5).

The existing routes of West Dapto Road, Shone Avenue, Bong Bong Road, Cleveland Road, Avondale Road, Huntley Road, Marshall Mount Road and Yallah Road have all been incorporated into the new pattern, both as reminders of the past and as key routes in the future.

The necessary road network will be implemented in stages and will incorporate a package of networks which will provide a timely and affordable response and ensure that there is adequate flood free access to Horsley and the greater release area.

Public Transport

The structure of the West Dapto release area gives primacy to accessibility and in particular accessibility by public transport.

To this end the existing railway station at Dapto will be linked to the developing suburbs by local and feeder bus routes using Bong Bong Road, Fowlers Road, Darkes Road and a new access link running north south to the west of Mullet Creek.

The Kembla Grange Station will continue to serve the employment area and Kembla Grange race track and may also contain a bus interchange and commuter parking facilities.

In order to create a sustainable development outcome for West Dapto an effective bus transport system is one of the keys to reducing the use of private vehicles for all trips. The main road structure has been designed with this in mind, whereby a primary bus loop has been created for express services, linking key centres within the new pattern. Secondary routes link all other centres to this, meaning that the majority of residents will be within a five minute (400m) walk of a local bus stop.

Objectives:

- (a) Sustainable transport and travel to, from, and within West Dapto together with less use of private motor vehicles, fewer motor vehicle kilometres travelled, and improved air quality.
- (b) Safety for all road users, particularly pedestrians, cyclists, children and older people.
- (c) Safe, convenient and direct access by non-motorised means from residences to public transport, employment areas, adjoining sectors, open space, community facilities and other services.
- (d) To encourage travel by pedestrians, cyclists and public transport rather than travel by private motor vehicle.
- (e) To become less car dependent and reduce the private motor vehicle kilometres travelled (vkt).
- (f) To provide a range of traffic and transport routes throughout the area.

Controls:

1. Development Applications must include a traffic analysis and road master plan, prepared by a suitably qualified professional, and demonstrate that the objectives and controls in regard to the roads will be achieved.
2. Streets are to be designed in accordance with the Street Hierarchy identified in the West Dapto Master Plan as amended and shall have regard to function. The road hierarchy is as follows:
 - a) Arterial Road – These streets are to be the main structural routes connecting the West Dapto development area together. They also serve to link to the surrounding areas and are the primary public transport routes. Street based uses fronting the road with generous footpaths (on both sides where appropriate) and street trees typify these streets especially in town and village centres.
 - b) Collector – Along key connecting streets between local centres and containing bus routes will be the main avenues. These will be attractive tree lined routes for buses, private vehicles and pedestrians, to share. They will contain a footpath on one side or both sides where appropriate.

- c) Local Streets – Neighbourhood streets with good landscape/verges and on-street parking to limit speeding. They will contain a footpath on one side or both sides where appropriate.
- d) Edge Streets – Along bushland and open space edged, low key streets which front open space are intended. These help in managing water and fire and give good outlook to houses on the edge. They will contain a footpath on one side or both sides where appropriate.
- e) Rear Lanes – Where denser housing occurs, for instance around local centres, rear access allows good street frontages for attached or smaller dwellings. Lanes and car courts can have garages with studies above for security and housing choice. They will contain a footpath on one side where appropriate.

See Figures 6.9 Road Types Plan and Figure 6.10 Road Sections below, for more detail.

- 3. Land to create road reserve of sufficient width to enable the construction of the typical road cross section is required to be dedicated to Council.
- 4. The street pattern must provide direct, safe, and convenient pedestrian and cyclist access from housing and employment areas to public transport stops.
- 5. Each new neighbourhood is to provide safe and convenient walking and cycling connections to adjoining neighbourhoods, and to adjacent areas of open space, services and other facilities.
- 5. Connectivity within neighbourhoods is required to ensure the majority of dwellings are within 400 metres walking distance to bus stops.
- 6. Construction over or within waterways should have regard to the Fish Passage Guidelines developed by NSW Fisheries.

Figure 6.7 Proposed Road Network

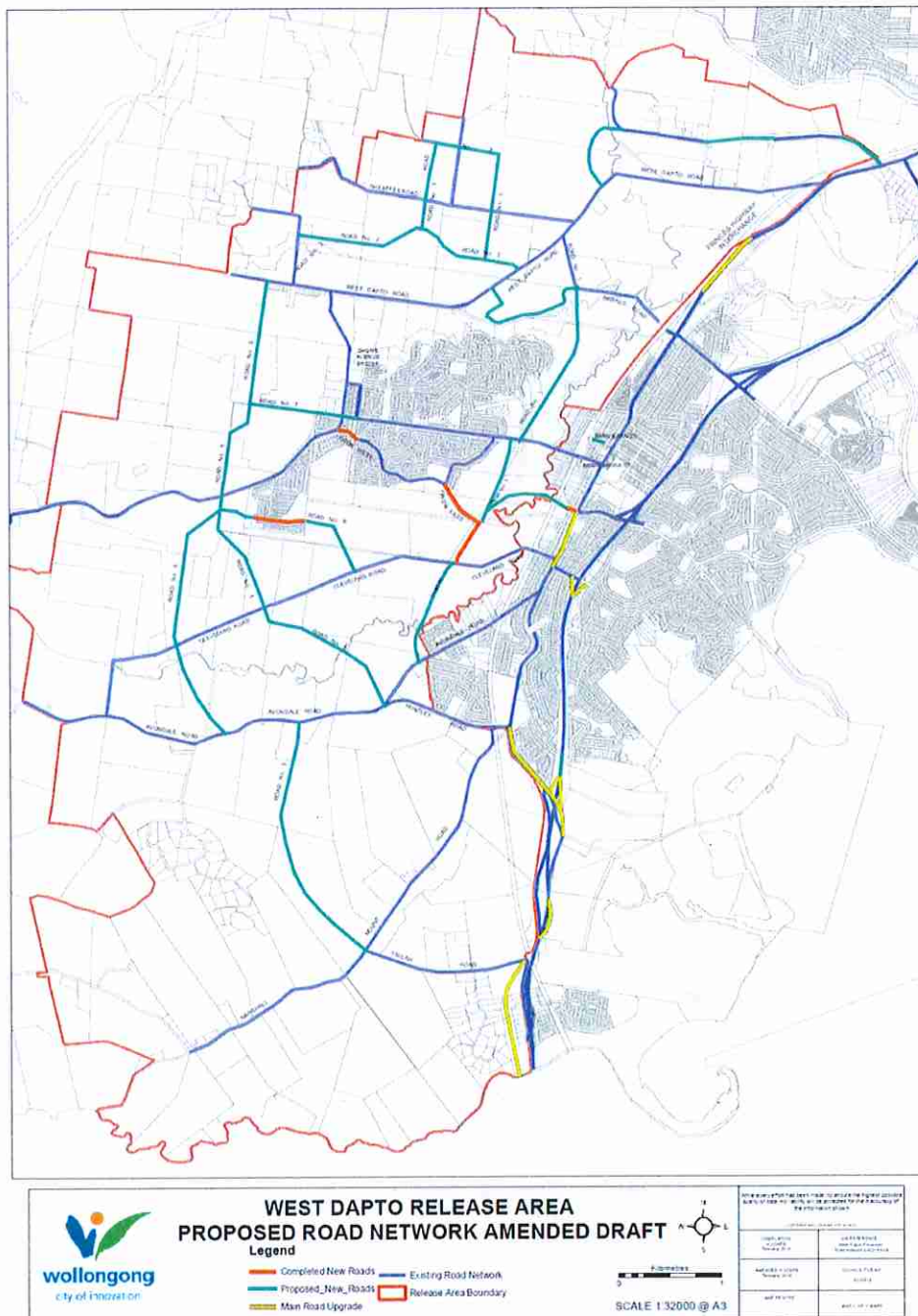


Figure 6.8 **Cycleway network**

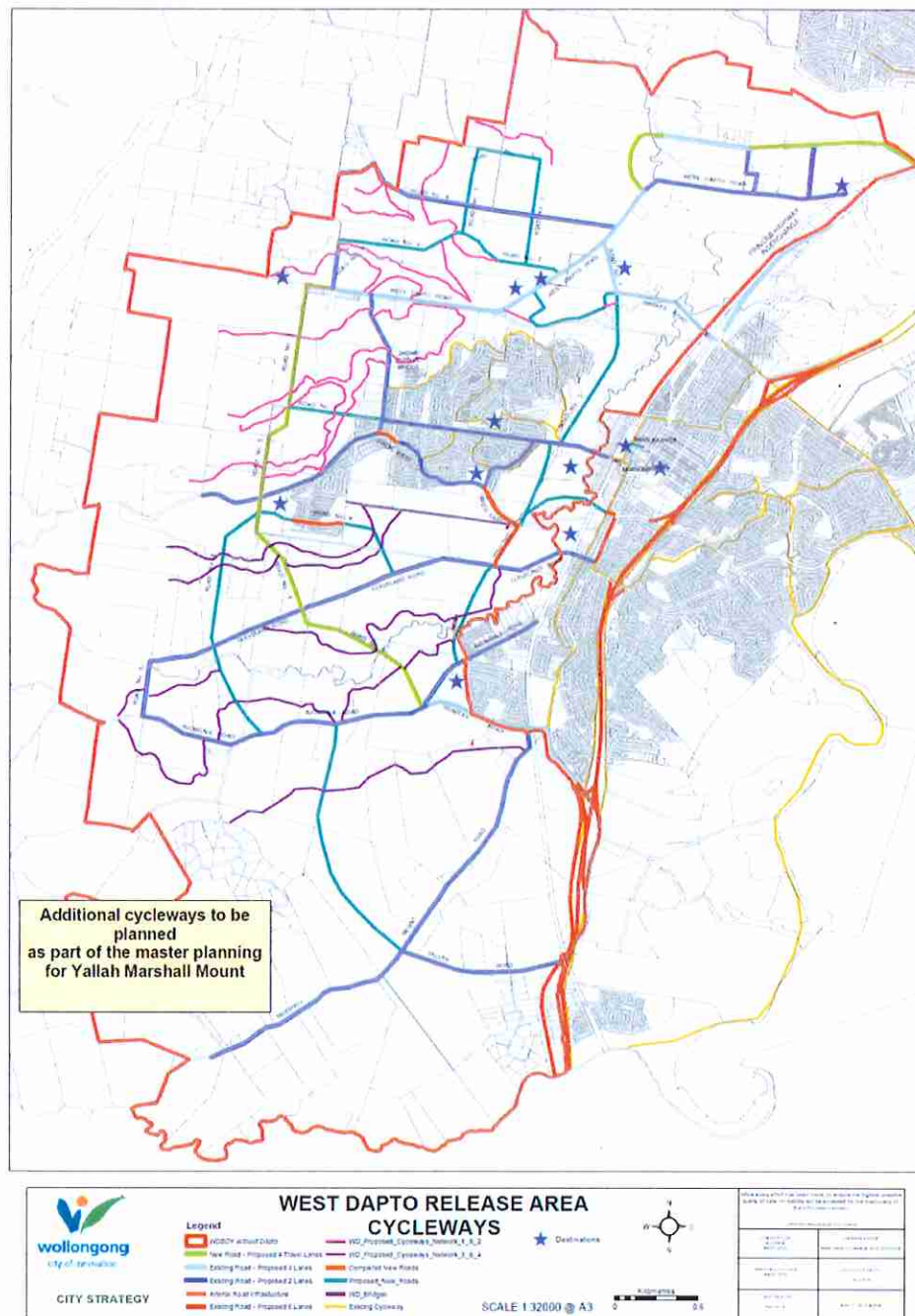
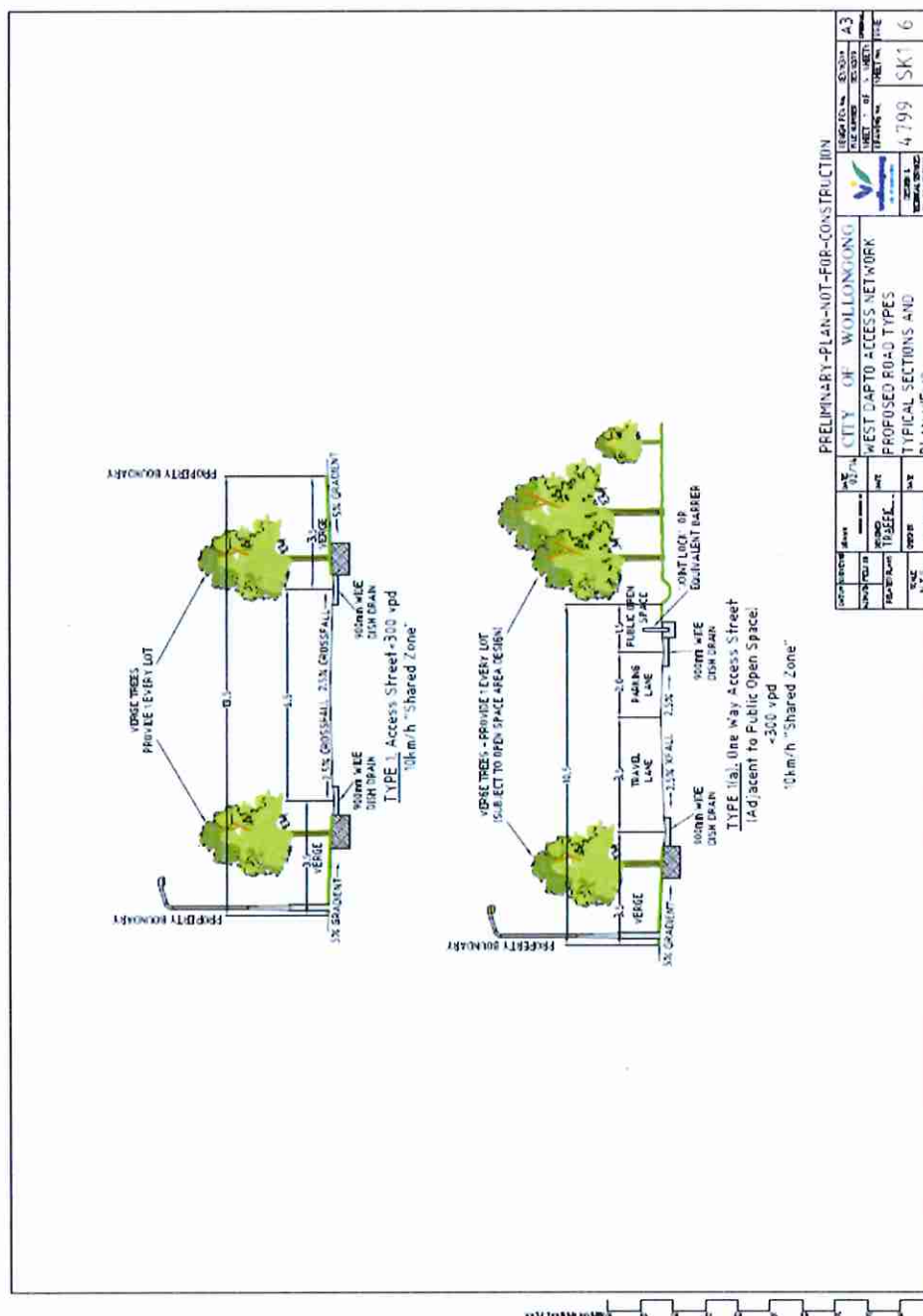
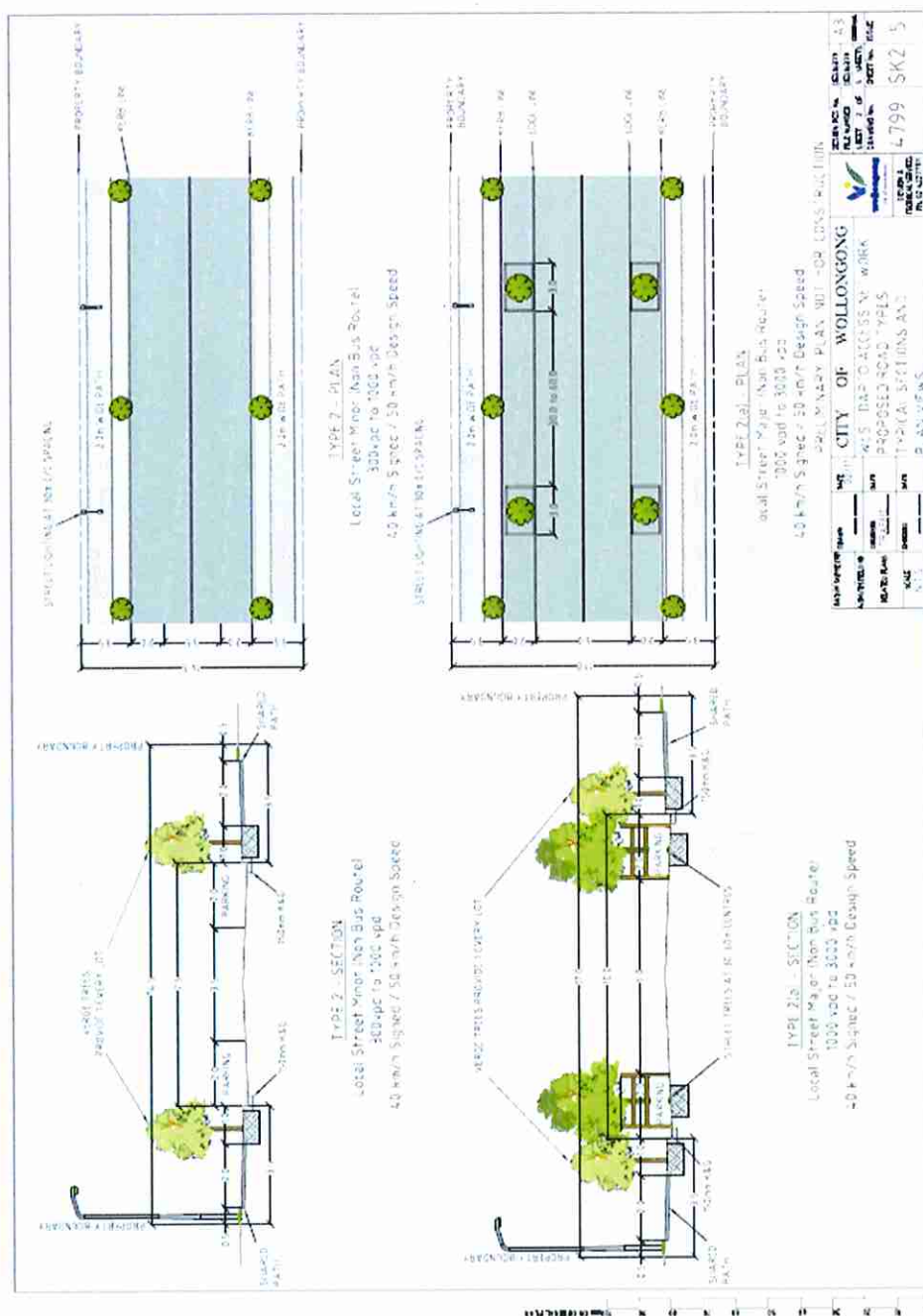
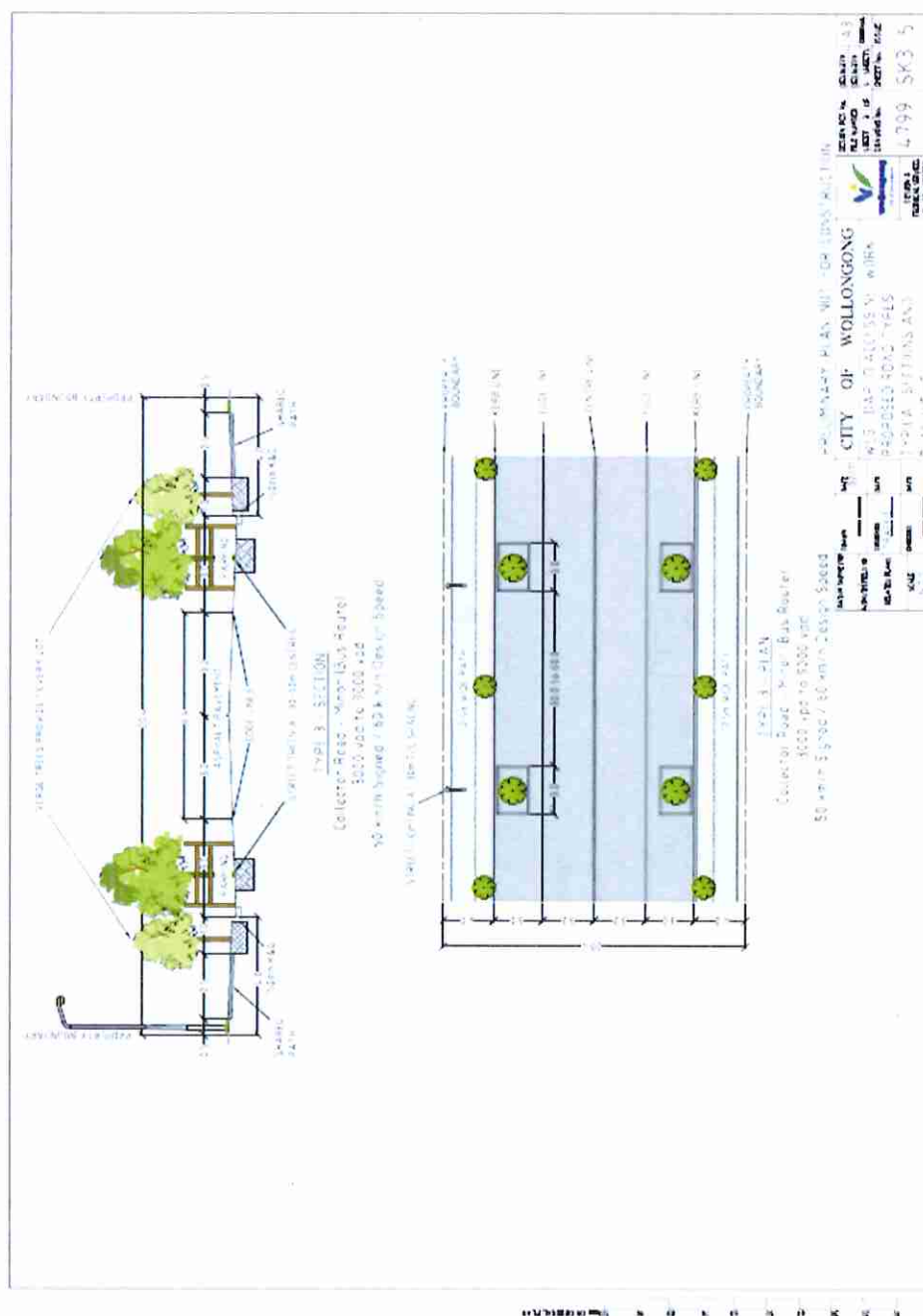
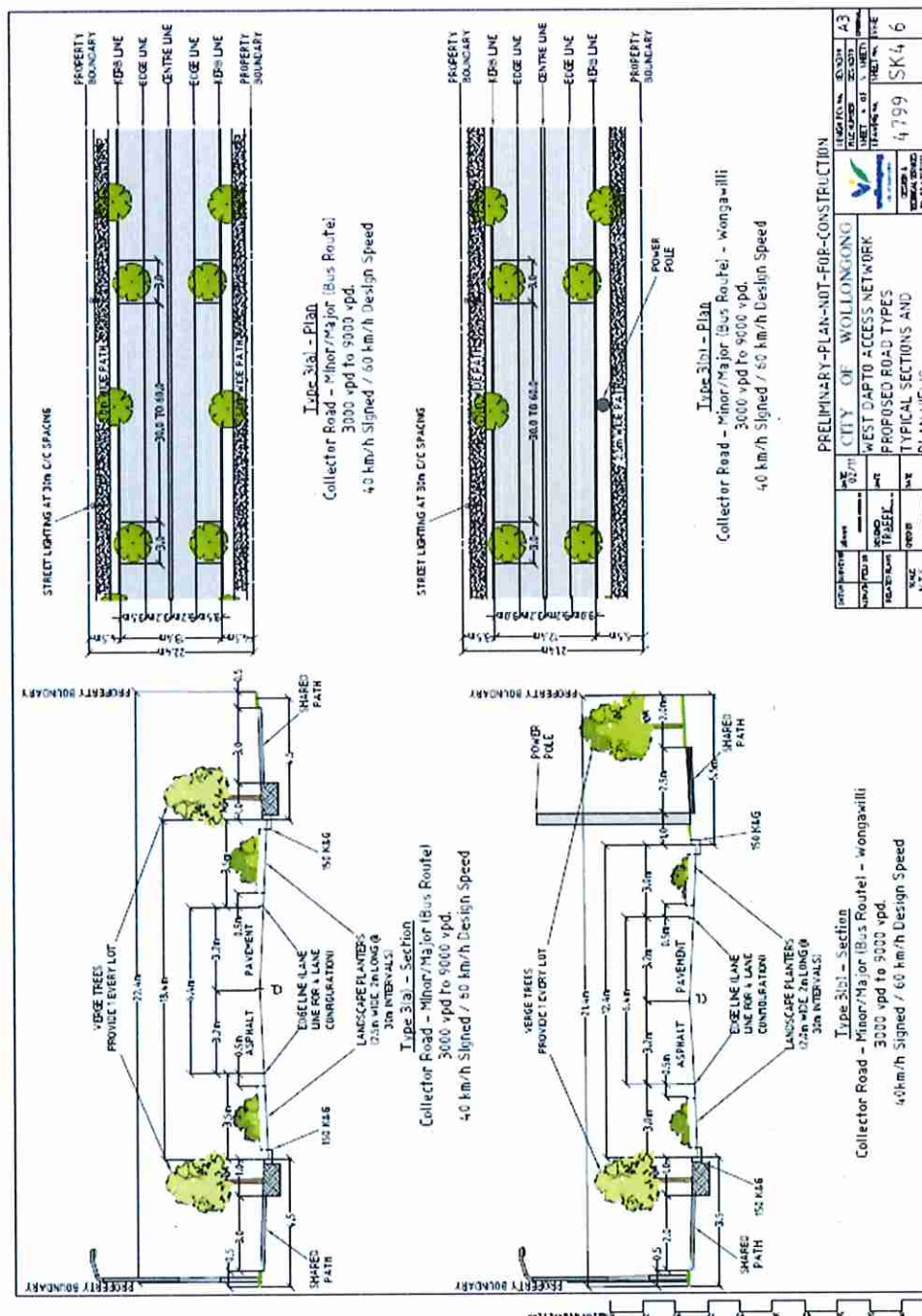


Figure 6.10 Road Cross Sections









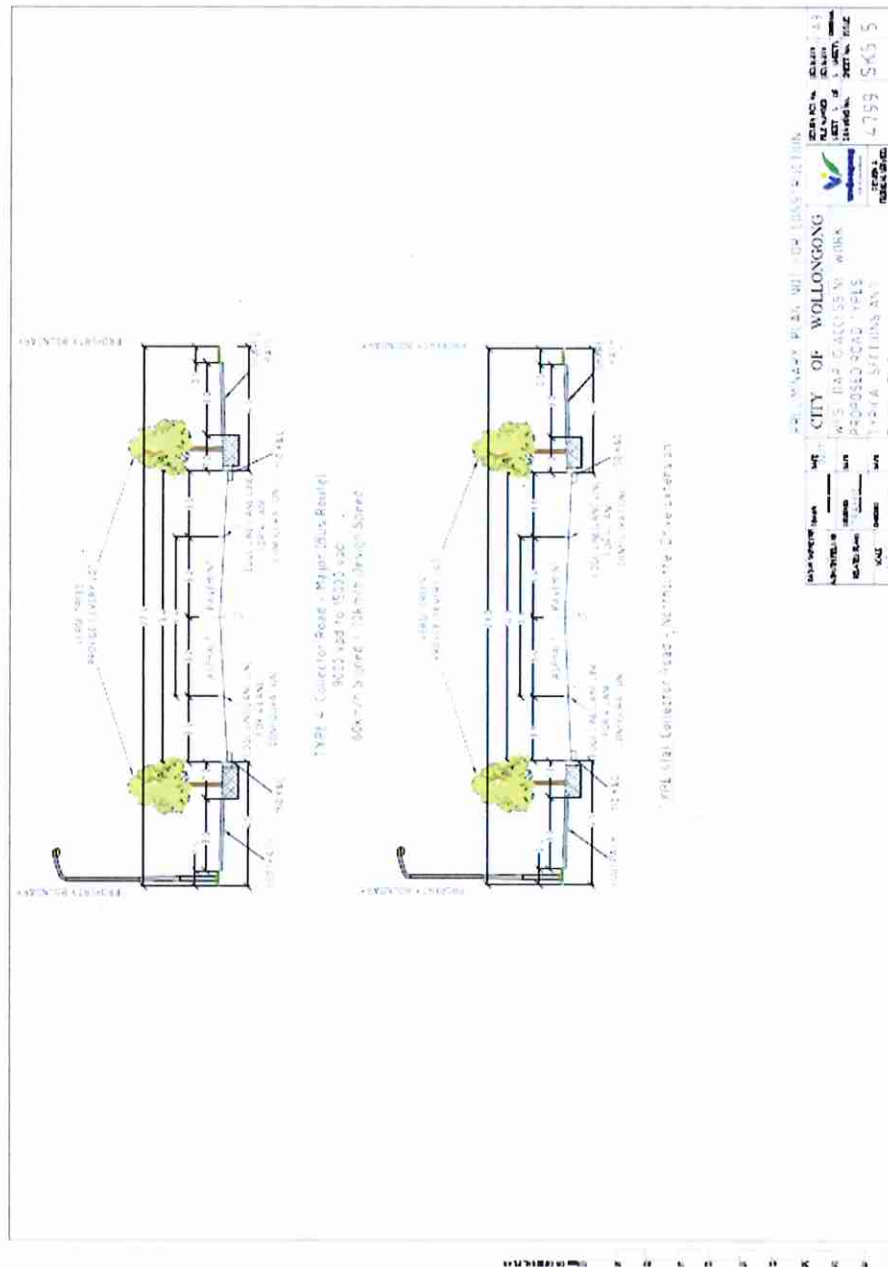


Figure 6.11 Proposed Flood Access Network

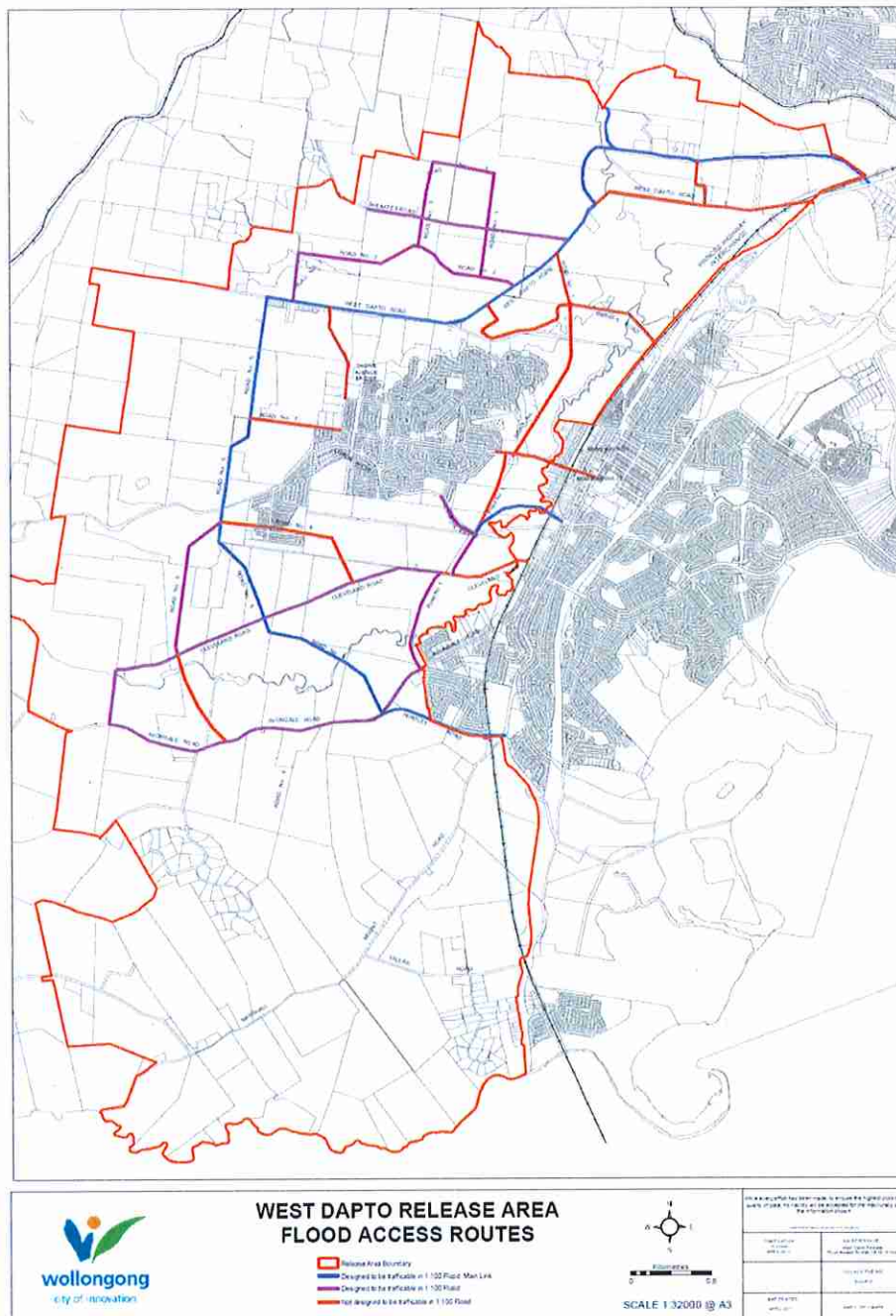
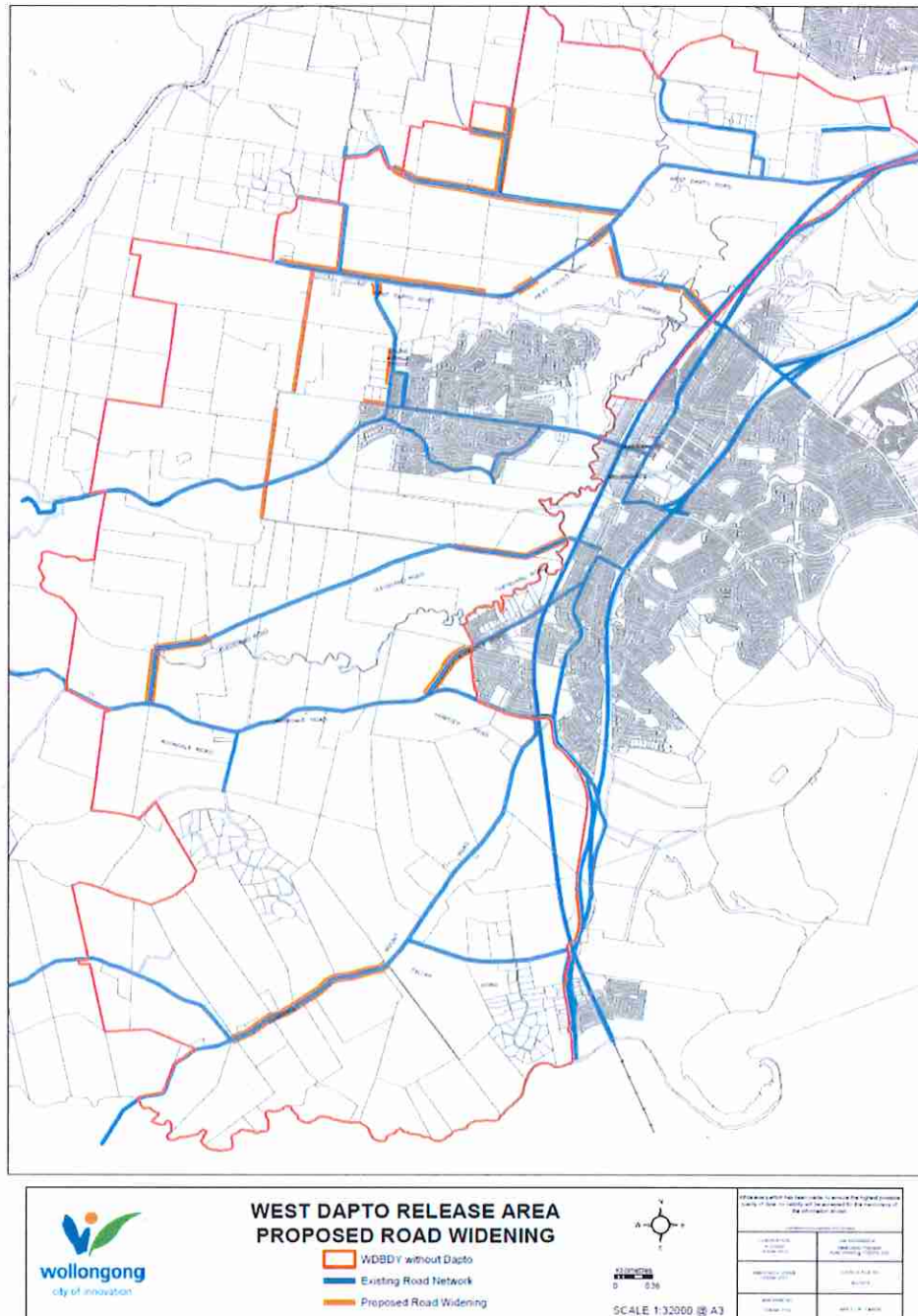


Figure 6.12 Proposed Road Widening



6.3.11 Areas under Easement

Objectives:

- (a) To use land under electrical easement for positive urban purposes.

Controls:

1. A Development Application shall include the proposed use of all land under easement.
2. Water management can be carried out in electrical easements
3. Landscape planting (low rise) can be established in electrical easements while allowing for necessary service access.
4. More significant planting can happen on the edge of electrical easements to create a visual buffer to electrical infrastructure
5. Recreational uses and open space can be established within easements.
6. Easements can be used for roads, pedestrian and cycle routes subject to approval by the easement authority.
7. Consultation with TransGrid is required to ensure that buffers, road levels and access are adequate.

6.3.12 Schools and Community Facilities

Community Facilities

Community facilities such as childcare, halls youth/aged centres and recreation facilities will be co-located with schools in or near centres. These will be provided in efficient floor plan buildings which may be mixed use and be two or three storeys high, with ground level community use. The aim is to create these as 'foreground' buildings which are symbols of community aspirations. Flexible floor plans will enable these facilities to evolve over time and hence respond to the needs of the community as it grows.

Local facilities will be developed for individual neighbourhoods as development progresses.

Educational Facilities

The Department of Education and Training has indicated that West Dapto will require eight primary schools and two secondary schools. Primary Schools require three developable hectares, special needs schools require 2 developable hectares and secondary schools require six developable hectares.

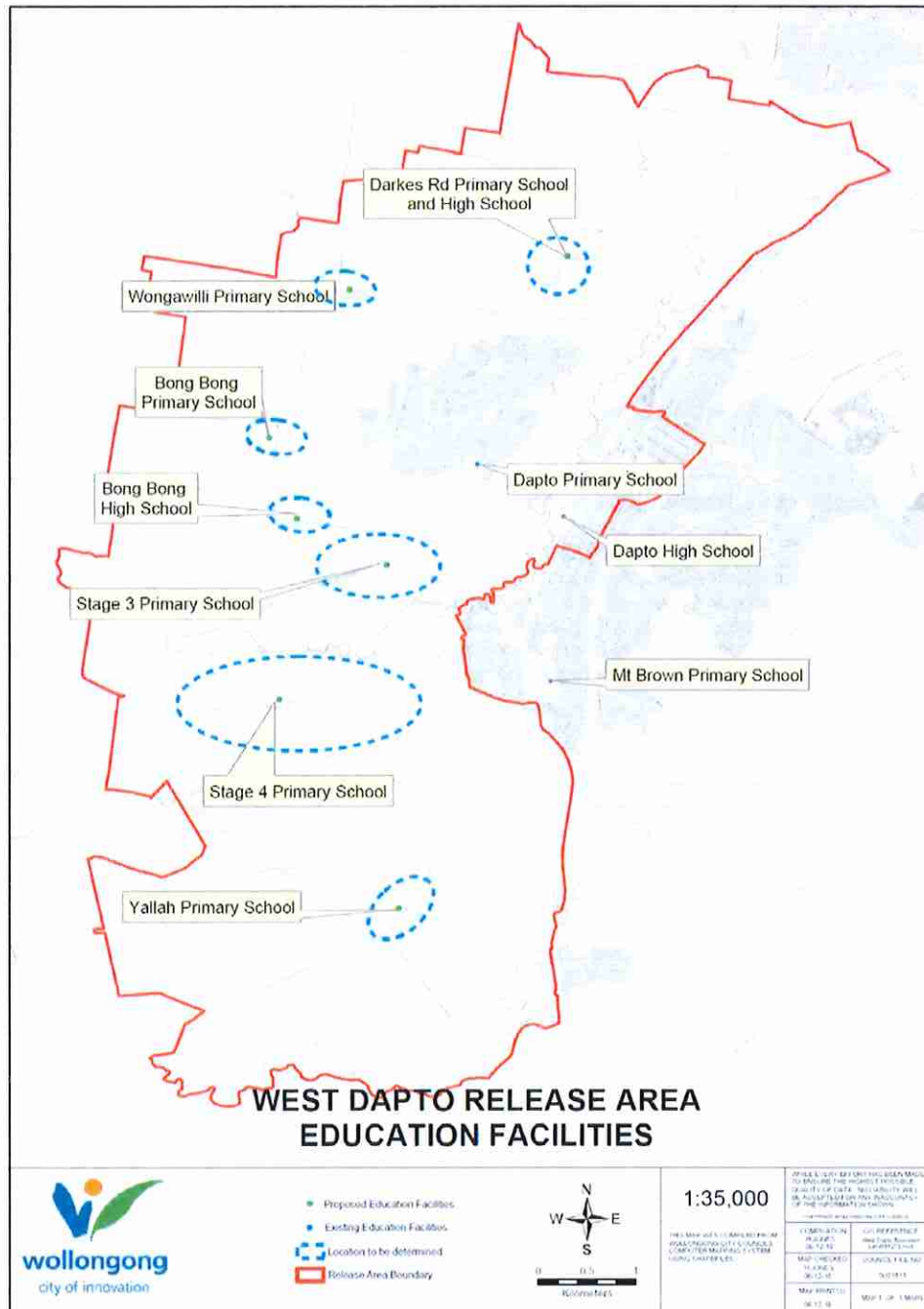
The distribution pattern for the schools ideally would include a secondary school in proximity to Darkes Road Town Centre supported by three primary schools one being the current Dapto Public School plus two new schools in the vicinities of Darkes Road and Wongawilli.

Subject to demand a new secondary school in proximity to Bong Bong Town Centre supported by three primary schools potentially Jersey Farm Robins Creeks, Bong Bong/Cleveland and Avondale/Moorland.

A third secondary school potentially located in Calderwood Urban Release Area (if approved) would service two primary schools in Calderwood and another in the Marshall Mount area.

A special needs school should be either co-located with or separate to a mainstream school.

Figure 6.13 Proposed Schools



Objectives:

- (a) To locate important community facilities to reinforce the role of key places
- (b) To create built form 'foreground' buildings to contrast with residential backdrop.

Controls:

- 1. Primary school and community facility buildings are to be located in or adjacent to local centres
- 2. Built form to be urban in character with upper floors where possible and street aligned buildings with minimal setbacks
- 3. Minimise land take and site area of community / school uses
- 4. Dual use of school open space, school halls and other community facilities is encouraged where wider community benefit can be gained.

6.3.13 Employment Area

The creation of employment opportunities within and near to West Dapto is a key strategy in enabling people to work close to where they live and thereby reduce the overall traffic generated by the development.

The main employment areas are West Kembla Grange and a small expansion of the Yallah industrial area. In addition employment will be provided in the centres and within community and other services generated by the development.

The West Kembla Grange area will continue as a major industrial precinct. The availability of land within this area and its suitability for development is a key opportunity for West Dapto. West Kembla Grange is likely to benefit from infrastructure upgrading in the early stages of the urban development as it is located in close proximity to areas in the north which are likely to be released first.

An enterprise corridor has also been planned to the north and south of Dapto Regional Centre and between the railway and the F6 in the south adjacent to the Yallah Campus of the Illawarra Institute of TAFE, which will provide additional local employment opportunities.

- 1 All development within land zoned for employment purposes shall be in accordance with the principles contained within the Wollongong LGA Employment Lands Strategy (Hill PDA, 2006).
- 2 Sections 4.2, 4.3 and 4.4 of the Strategy contain specific controls in relation to land for general employment uses, land for heavy industrial uses and land for light industrial uses.
- 3 These principles include preserving large parcels and clusters of light and heavy industrial land and ensuring that business parks are not accommodated in light industrial zones.
- 4 Refer to Chapter B5 Industrial Development for controls relating to development on industrial lands.

6.4 Wongawilli Mine spur railline

It is anticipated that the Wongawilli Mine will continue to operate for the next 30 years, or longer. Coal is transported from the mine to Port Kembla via the rail network. Future urban development should be designed to recognise the continued use of the rail spur line and include measure to mitigate noise and other potential impacts. Division 15 of SEPP Infrastructure 2007, applies to development near the spur line.

Objectives:

- (a) To facilitate the transport of coal from Wongawilli Mine to Port Kembla by rail transport.
- (b) To minimise rail noise, vibration and other impacts on dwellings near the rail spur line.

Controls:

1. Development Applications for subdivision and dwelling houses within the rail buffer area (Refer to Figure 6.13), are to include sound attenuation measures that achieve a maximum of 35dBA within the dwelling.
2. Development Applications for subdivision and dwelling houses within the rail buffer area, are to include consider vibration impacts and include mitigation measures.
3. The development applications must satisfy the requirements of SEPP Infrastructure Division 15.

Figure 6.14 Wongawilli rail noise area

