NOWRA CBD FRINGE
MEDIUM DENSITY STUDY

Recommendations Report

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Prepared for Shoalhaven City Council
by Studio GL

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STUDIO GL

Studio GL Pty Ltd
PO Box 832
Broadway NSW 2007

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CHAPTER 1
INTRODUCTION

01 INTRODUCTION

1-1 Overview

Purpose of this study

In 2016 Council recognised that a large area to the west and south of the Nowra CBD was starting to experience significant change. The area contained a mix of dwelling types of different ages and had been zoned to allow a wide variety of dwelling types.

The purpose of this study is to assist Council in identifying answers to three key questions:

1. *Are recent development applications typical of what can be expected under the current controls and what is the likely impact of leaving the current controls unchanged?*
2. *How have other Councils addressed similar challenges in encouraging greater variety and increased medium density housing without fundamentally damaging the existing character of an area?*
3. *What controls are needed to encourage an appropriate mix of density and high quality housing in the study area going forward?*

Background

The character of the study area has been identified by local community members as one that is worth saving, however, given the existing planning controls and the expected pressure for more development in the future, there is a real and perceived risk that the "existing character" of these areas will be fundamentally changed.

As the majority of the study area is not identified as a heritage conservation zone, and well located close to the Nowra CBD, the Shoalhaven District Memorial Hospital and large amounts of open space, it is also a logical and desirable area for increased density.

The overarching aim is to encourage appropriate, well designed and well integrated development that enhances and supports the character of the study area, whilst also recognising the benefits that can be gained by providing attractive medium density dwellings in this location.

Process

The process began with a wide ranging and comprehensive review of the current Local Environmental Plan (LEP) and Development Control Plan (DCP) planning documents and relevant case studies from other Local Government Area DCPs. The review highlighted key issues on development that was occurring in the Local Government Area (LGA) and the impact on local character.

A photographic study of the study area was also undertaken which has helped to identify the character of the area (i.e. building heights, setbacks, driveways, fences and materials) and provided insights into potential applicable development controls for the area.

This study was supported by a spatial analysis of the study area which identified existing urban design qualities such as the street and block structure, built form patterns, street proportions (width and height), heritage character, built form age and use, and the topography, landform and intersection density.

A series of workshops were held with Councillors, Council staff, local community members, landowners and developers. These workshops allowed the findings and preferred direction to be discussed and tested.

Structure of this document

This document is structured into four parts:

- Chapter 1 provides an introduction to the report.
- Chapter 2 is a review of key issues related to neighbourhood character, both generally and specifically as they relate to the study area.
- Chapter 3 identifies recommended changes to LEP controls.
- Chapter 4 identifies recommended changes to DCP controls.

This report is supported by a *Background Report* that summarises the analysis and process undertaken to identify the recommendations.

CHAPTER 2
LOCAL CHARACTER

02 LOCAL CHARACTER

2-1 Defining local character

The Contributing Elements

In order to understand and define neighbourhood or local character, it is necessary to understand that character is influenced by more than just built form. Character is comprised of a number of different elements which can be grouped into three domains:

1. The underlying land form
2. The urban structure
3. The buildings

1. The underlying land form

The character of any place starts with the underlying quality of the land. The geology defines what can be built, the character of the vegetation and the maximum height of any trees. The topography determines the areas of steep and flat land, where the water flows along natural drainage lines and where it collects, the views from the high points and up to local features. The location of the land influences the climate of the area, the natural ecology and what will grow where.

2. The urban structure

The next layer is the urban structure of streets, blocks and lots that is overlaid over the land. The streets can be laid in a gridded and regular pattern - or organic and curving, often following the topography. Streets can be narrow or wide, generally equal in size or hierarchical with wide main roads and narrower minor roads and lanes. The blocks of land created by the pattern of streets can be square, rectangular or highly irregular. Lots within the blocks can be wide and shallow or deep and narrow or a wide combination of sizes.

Areas that have developed over time, like Nowra, often have a wide mix of lot sizes. The urban structure also defines where the retail and commercial centres are located and the community infrastructure of open spaces, public transport, education facilities and community facilities.

3. The buildings

The buildings form the final element. The type of building use (i.e. residential, commercial), the type of dwelling (detached, attached, villa, townhouse or apartment) and the style and age of the building all play a role in defining the character of a place. The height of a building, the roof form and the materials all play their part.

Where the building is located on the site, the front, rear and side setbacks and the quality and character of public private interfaces (materials, style, fence, height) also contribute. In suburban areas that rely on private cars, the location of car parking and its arrangement are also critical.

"Neighbourhood character is essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character."

Understanding Neighbourhood Character. Planning Practice Note 43 (Vic)

2-2 The study area

The neighbourhood character of the study area can be described as 'mixed traditional garden residential' with a predominance of small houses in a garden/ landscape setting.

At the start of the review it was expected that the study area would contain a number of clearly identifiable and separate character areas. What the analysis revealed instead is that there is a wide diversity of characteristic features which are scattered across the area, making it difficult to clearly separate sections into different character areas.

In effect the area has one character - however, certain areas have different concentrations of certain features such as older buildings or dwellings of fibro construction.

1. The underlying land form

The physical characteristics that define the neighbourhood.

The study area is undulating, falling predominantly from the west to the north and east. High points have views to the mountains to the north. Key streets including Junction Street, North Street, sections of Shoalhaven Street, Douglas Street and Berry Street are tree-lined.

2. The urban structure

The underlying structure of streets, blocks, open space and infrastructure.

The area has a dominant grid-based structure based on a 200m x 200m north/south, east/west grid with 20m wide road reserves. Most blocks are further divided with a mid block road (15m or 20m wide). While the majority of lots are narrow (15m-20m wide) and deep (35m-45m) there is a large variety in lot size and shape. Streets have upright kerbs, wide grassed verges and some have concrete footpaths. Public parks and open spaces tend to lie on the edges of the study area and open space has an informal, bushland character.

3. The buildings

The built environment including the buildings and the spaces between the buildings

Dwelling styles are diverse, ranging from timber Victorian houses, brick and timber Californian Bungalows, and simple mid century fibro houses to latter 70's, 80's and 90's dwellings. The vast majority of dwellings are detached single storey dwellings although more recent developments include slab on ground, brick veneer villas and townhouses. Front fences, when they occur, are predominantly low and partially open.

Dwellings have a variable front setback. Side setbacks are often small, although they can be wider on one side. Generous rear setbacks often contain large trees. Parking is generally to the side or the rear.

02 LOCAL CHARACTER

Figure 1 Aerial map of the Nowra CBD fringe study area

Topography and views

- The area is gently sloping with streets overlaid in a grid pattern revealing the topography.
- Local views down streets and towards the mountains to the north.

Geology and natural features

- High land with few natural watercourses.
- Topography creates different catchment areas i.e. north of Plunkett Street, south of Jervis/ west of Osborne Street.
- The area has an underlying sandstone geology.
- Mix of exotic and native trees but trees can grow to significant height.

Street pattern

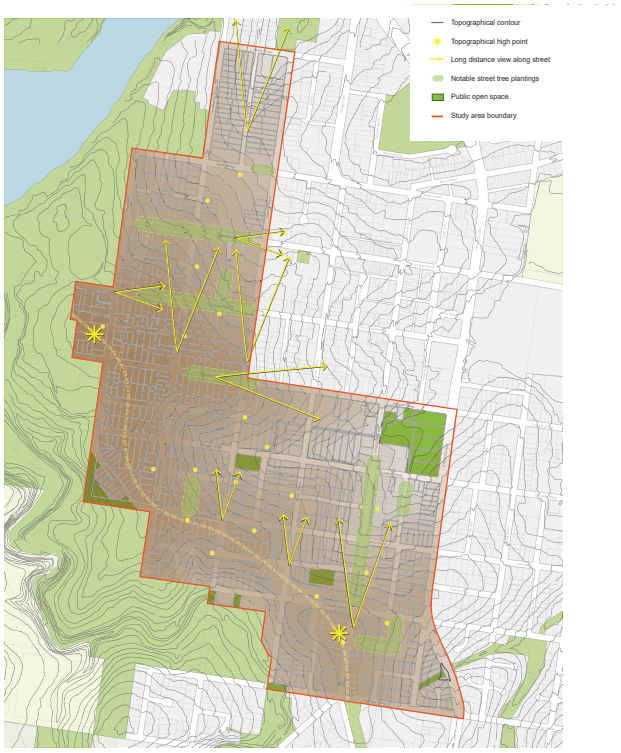
- Regular connected grid street structure with few laneways.

Street character

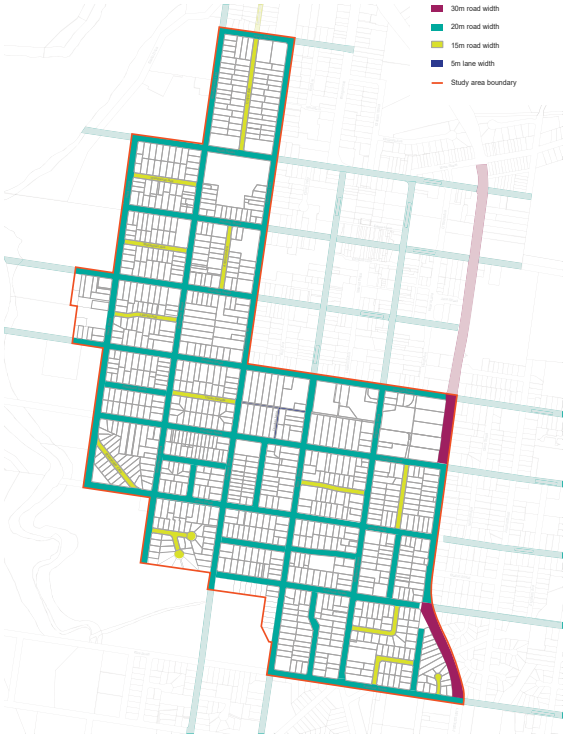
- Street widths typically 20m with some 15m wide.
- Wide carriageways with parking lanes on both sides of the street and upright kerb.
- Wide grassed verge some with footpaths. Some street trees.
- Open, suburban street proportion (i.e. width of street to height of buildings).
- Heritage buildings with large setbacks on a number of corner sites. Few terminating views (grid street structure).

Street hierarchy

- No major roads through the area with a network of streets and multiple optional routes.



Topography and landform analysis map
(Source: Background Report)



Street width analysis map
(Source: Background Report)

02 LOCAL CHARACTER

Block pattern

- Rectangular street blocks (long and narrow) with mid-range intersection density (i.e. large blocks).

Lot pattern

- Typical lot is narrow and deep, but wide range of sizes and shapes.
- High number of narrow E/W lots which can create overshadowing issues.

Open space

- Extensive network of open spaces on the edges of the area (i.e. Showgrounds). Open space has an informal, bushland character.
- Marriott Park has a more formal character with facilities.

Community facilities

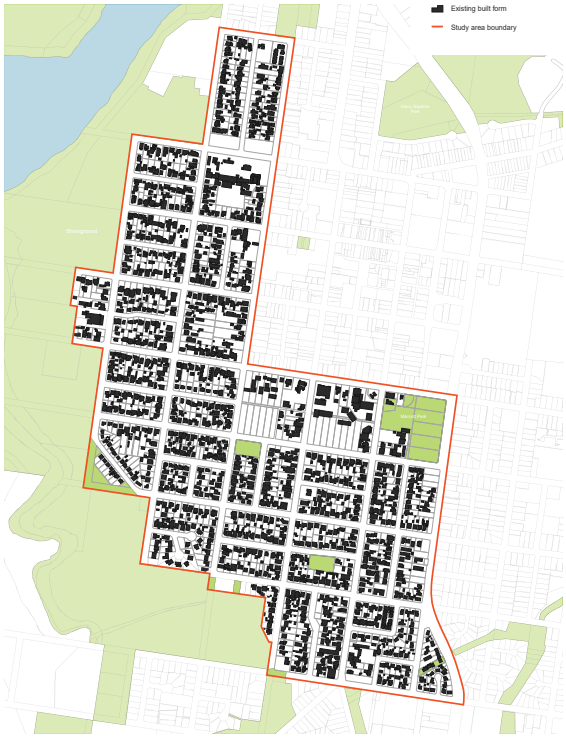
- Community and civic facilities within the study area include two schools, several churches, a bowling club, local court, police station, museum and a youth centre.
- The focus of the neighbourhood, which is the Nowra CBD, lies outside the study area.

Dwelling type

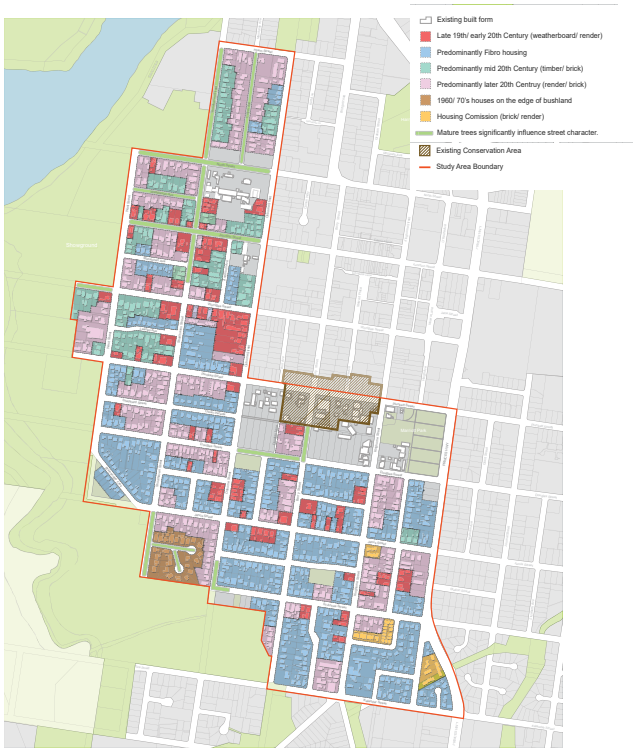
- Predominantly, detached dwelling (traditional) with increasing numbers of villa, dual occupancy and townhouse developments more recently.

Architectural style

- Wide range of ages and architectural styles (Victorian, Federation, Californian Bungalow, PreWar, Interwar, 1970's, contemporary).



Building footprint analysis map
(Source: Background Report)



Built form age and materials analysis map
(Source: Background Report)

02 LOCAL CHARACTER

Materials

- Predominant materials in older buildings are light weight (weatherboard / fibro) with raised ground floor level. Some brick buildings, often rendered and/or painted.
- Recent development is typically slab on ground, brick veneer.

Roof

- Most dwellings have a pitch roof of between 20-30 degrees.
- Light coloured metal roofs are popular with a few tiled roofs.

Height

- Predominant building height is 1 storey.

Setbacks

- Front setbacks generally range between 3-6m.
- Narrow side setback often wider on one side.
- Generous rear setbacks with established gardens and large trees.

02 LOCAL CHARACTER

Front fencing

- Older areas tend to have low front fences (timber picket, low brick walls). Higher colorbond fences are present in more recent developments.

Garden style

- Traditional established front gardens. Lawns with limited planting is also popular.

Car Parking

- Majority of parking at rear or side of property.
- Wide concrete driveways and double garages facing the street and parking spaces in front setback occur in some recent developments.

CHAPTER 3
LEP RECOMMENDATIONS

03 LEP RECOMMENDATIONS

3-1 Review of planning controls

Planning controls establish the scale, intensity and use of future buildings, and outline where a particular type of development is encouraged and seen as desirable, for example by defining land use zones and maximum building heights. In NSW each LGA has a LEP that guides development. LEPs are prepared by local Councils and the current Shoalhaven LEP 2014 commenced on 22 April 2014.

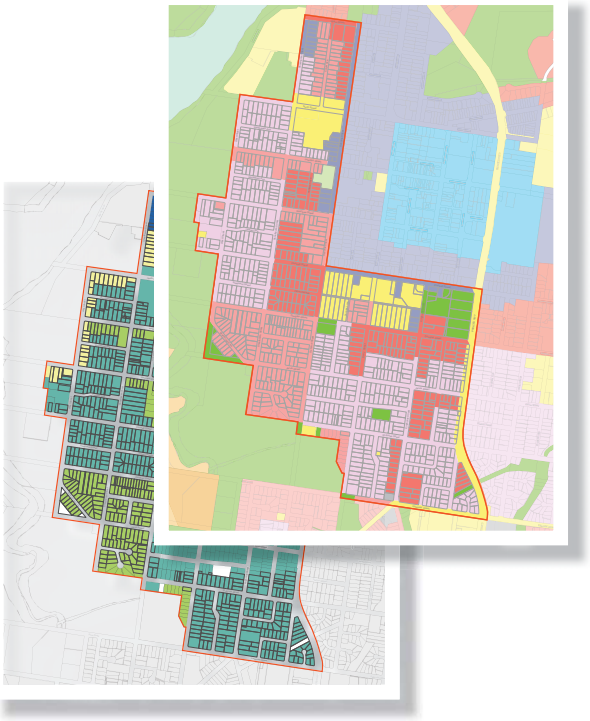
The DCP supports the LEP and identifies additional development controls and standards for addressing development issues at a more detailed level. Development controls build on the overarching LEP planning controls and go into more detail, aiming to ensure that buildings are designed in such a way that their location, size and appearance all help to improve the character of a street or entire area. For example, they may identify minimum setbacks, upper level setbacks, the location of car parking or the minimum landscaped area of a site.

Unlike a master plan or structure plan, which establishes the strategic direction for an area, DCPs are primarily concerned with private land and set the rules within which new development can occur.

In order to define the future development controls for the study area, the following LEP level planning controls have been reviewed as part of this study:

- Heritage and conservation area(s)
- Building heights
- Land use zoning

As local character is important for this area, heritage and conservation area controls are likely to have the greatest impact, as they require developments to thoroughly consider the local context. Building height controls affect the visual impact of buildings when viewed from the street and also influence future character.



Land Use Zones are likely to have a lesser impact in controlling the future character of the study area if permitted building types are required to respond to heritage, height and DCP controls.

Outcomes of the review of selected LEP controls are summarised on the following pages.

3-2 Heritage and conservation

Heritage in the study area

The study area contains a high number of late 19th and early 20th Century houses (weatherboard/ render/ brick), particularly in the area to the west of the CBD. During the workshops it was noted that these buildings and areas with substantially intact streetscapes have an attractive character that was highly valued.

The Nowra CBD and this study area have few listed heritage items and the conservation areas are relatively small in comparison with other centres (see *Figure 2* map of Bathurst CBD). The analysis phase revealed that a number of lots proposed in the Local Plan (LP)264 as having heritage value (following a heritage study in 1998 by Peter Freeman) did not become listed heritage items in Amendment No. 212 to LEP 1985 nor are they identified as heritage items in the current LEP 2014. A similar situation occurred for some of the Conservation Areas identified in the (LP)264.

Defining heritage

The Environmental Planning and Assessment Act 1979 identifies that the responsibility for heritage is shared by state and local government agencies. The Act provides local government with the power to protect items and places of heritage significance in the local area through Local Environmental Plans and Development Control Plans.

To identify a heritage conservation area, historical research is undertaken that assesses an area's heritage significance and the collective nature of buildings and components which contribute to the quality of the area and streetscape. These may include the historical subdivision pattern, consistency in building form, siting and scale, materials or common age of building stock which reflect a particular period or periods in the history and growth of the area.

Recommendation

The study area has a number of historic buildings and intact streetscapes that are currently not identified as heritage items and/or located within a conservation area, therefore it may be advisable to:

1. Undertake an assessment of the area's heritage significance and, if justified, extend the number of properties listed and/or expand the amount of land that is within a conservation area. Areas immediately to the west and south of the study area have the highest concentration of older dwellings. The potential extent of an extended heritage conservation zone is shown in the adjacent Figure 3 but this may alter following heritage advice.
2. Consider whether boundaries to any future conservation zone(s) should run to the rear of properties or along streets. Locating the boundary to the rear of properties ensures both sides of a street are encompassed within the zone(s), but may have additional impacts on adjoining properties to the rear. It is also noted that properties across the street from a conservation zone may be required to produce a heritage assessment under clause 5.1 of the Shoalhaven LEP 2014.
3. Identify items of heritage value as well as contributory and non-contributory items within any future conservation zone, to help future development respect the character of the zone.

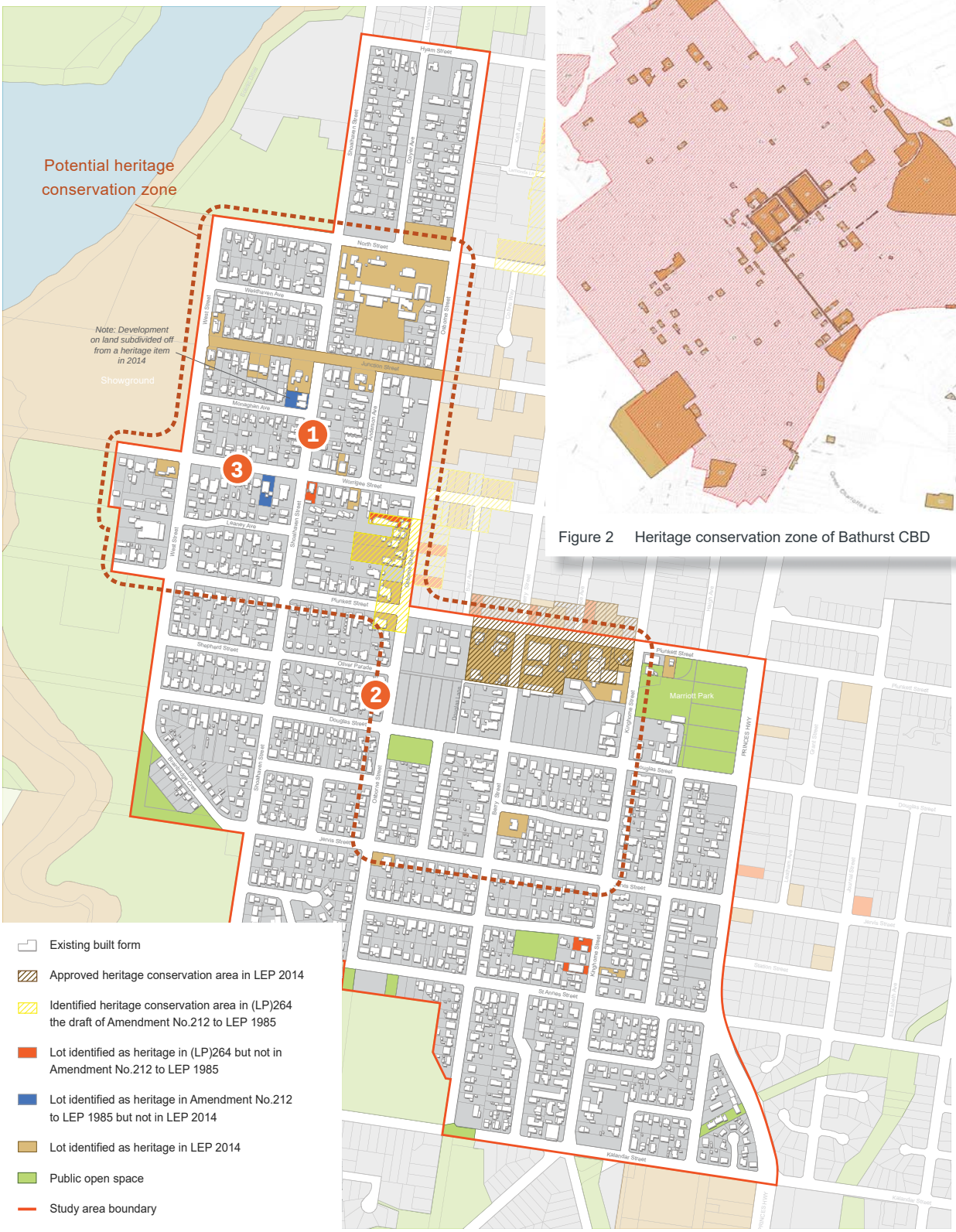


Figure 2 Heritage conservation zone of Bathurst CBD

Figure 3 Potential extended heritage conservation area diagram

3-3 Building heights

Under the current LEP the majority of the study area has a default maximum building height of 11m. Areas within the study area that are zoned R2 Low Density Residential typically have a maximum building height of 8.5m. Lots along Worrigee Street and West Street facing the Nowra Showground, and along North Street and Shoalhaven Street facing public open space, have a maximum building height of 7.5m.

Residential buildings typically have ceilings between 2.4m-2.7m high which creates a floor to floor height of between 2.8-3.1m. A maximum building height of 7.5-8.5m accommodates a two storey building with a pitch roof while a maximum height of 11m can accommodate a 3 storey building, including a three storey apartment building.

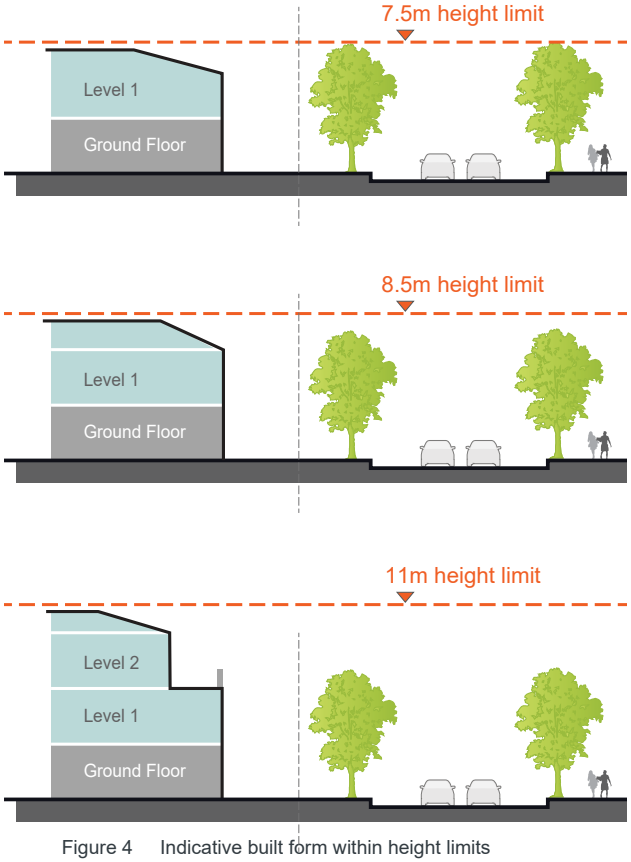


Figure 4 Indicative built form within height limits

Recommendation

Depending on the findings of the heritage study it may be advisable to:

1. Reduce the maximum building height to the west of the CBD between North Street and Plunkett Street to a maximum of 8.5m. As noted previously this area has the highest concentration of older dwellings
2. Reduce the maximum building height to the south of the CBD between Plunkett Street, Jervis Street, Osbourne and Kinghorne Street to 8.5m. This area also has a concentration of older dwellings.
3. Increase the maximum building height along Shoalhaven Street and along Colyer Street north of North St and south of Hyam St to 11m to be closer to the 12m height limit of the adjoining mixed use area to the north.
4. Increase the height of the blocks bounded by Bainbridge Crescent, Douglas Street, Osborne Street, and Jervis Street, to 11m.
5. Increase the maximum building height of the plots with a current height limit of 7.5m along the north west edge of the study area to 8.5m.

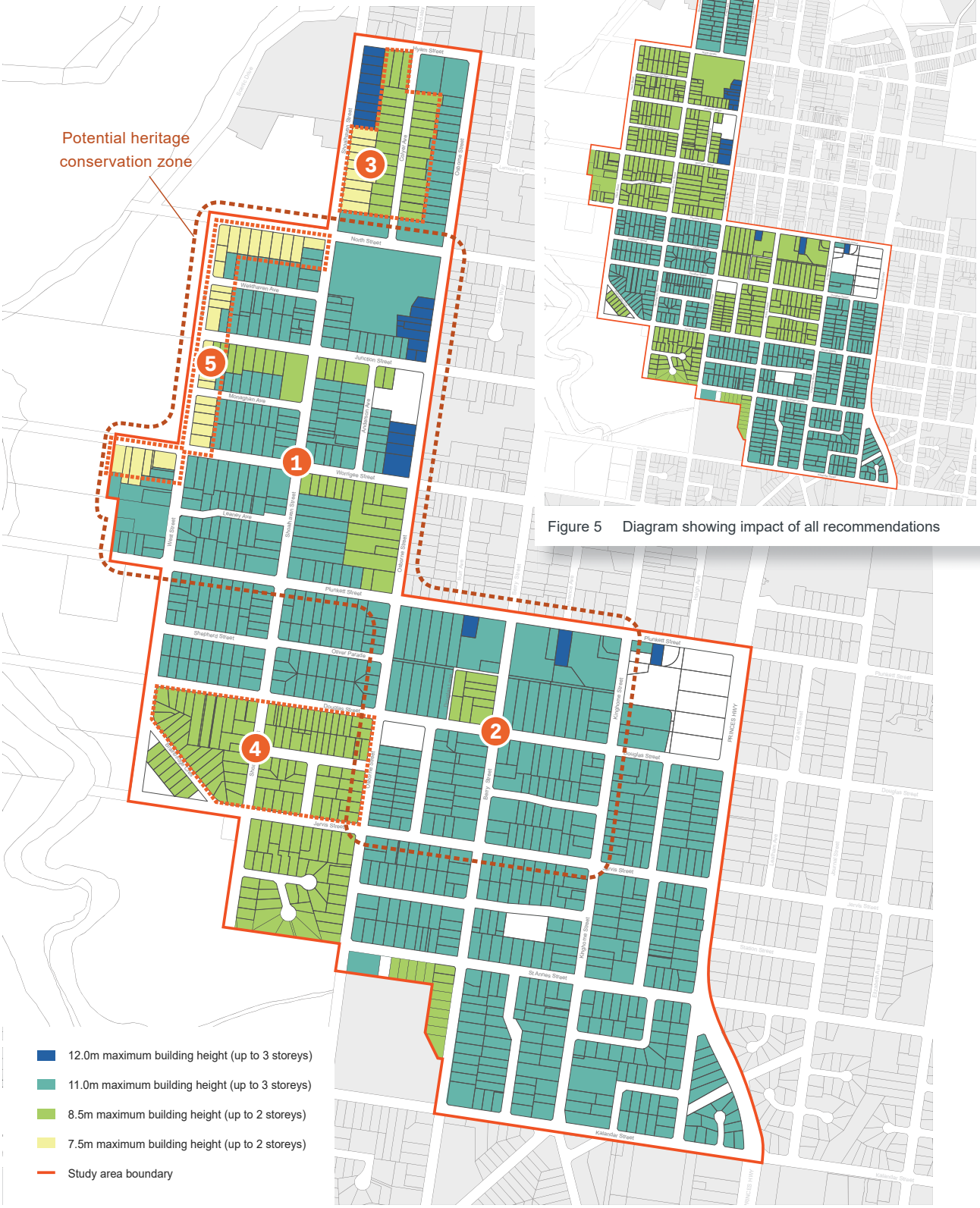


Figure 5 Diagram showing impact of all recommendations

Figure 6 Building heights diagram and recommendations

3-4 Land use zoning

Under the current LEP the three predominant land use zones within the study area are R1 General Residential, R2 Low Density Residential and R3 Medium Density Residential. There are also areas of SP2 Infrastructure (mainly civic uses such as schools), RE1 Public Recreation and B4 Mixed Use.

The majority of the study area is zoned R1 General Residential which is a flexible zoning with a wide range of potential uses permitted with consent (see table below) from Dwelling Houses to Residential Flat Buildings. The key difference between R1 General Residential and R3 Medium Density is that Dwelling Houses and Semi-Detached Dwelling houses are not permissible in R3 Medium Density.

Relevant Uses - permitted with consent	Land Use Zones		
	R1	R2	R3
Dwelling Houses	X	X	
Dual occupancies	X	X	X
Attached Dwellings	X		X
Semi-Detached Dwelling	X		
Multi Dwelling Housing	X		X
Residential Flat Buildings	X		X

One option considered to help protect areas with a higher concentration of older properties was to expand the area of R2 Low Density Residential to the west of the CBD between North Street and Plunkett Street and between Douglas St and Jervis Street. However it was decided that the combination of a future conservation zone, reduced building heights and new DCP controls should be sufficient to ensure new development considers and respects existing local character whilst still enabling additional development in these well located areas.

Recommendation

Depending on the findings of the heritage study it may be advisable to:

1. Retain the area of R3 Medium Density as this is well located land in close proximity to the town centre. Increase consideration of the local character by locating these areas within a Conservation Area, reduce building height and create new DCP controls.

2. Change the zone of the blocks bound by Bainbridge Crescent, Douglas Street, Osborne Street, and Jervis Street to R1 General Residential. This area has fewer older dwellings, some very large lots and a concentration of fibro dwellings. This change would need to be subject to bushfire advice and will need additional requirements before a change is allowed (i.e. minimum lot size, frontage) due to some unusual lot shapes and sizes.

3. Change the zoning of the block to the west of the Princes Highway from R1 General Residential to R3 Medium Density. Changing the zoning of areas with fewer heritage items that are outside the conservation zones should provide the incentive to replace individual dwelling houses with purpose built development that can create a buffer to the highway. Rezoning of this area would be subject to RMS advice regarding vehicle access from Princes Highway.

4. Change the zoning of the block to the north of North St, south of Hyam St and east of the hospital to either R1 or B4 to enable greater development in this well located area close to the hospital. A B4 Mixed Use zoning could be appropriate if future medical uses are envisioned for the area. A R1 General Residential zoning is more appropriate if purely residential uses are preferred. Consider an incentive to create through site links as this area has a very large block sizes (over 300m long).

   The option to up-zone will change the existing character of Colyer Avenue, which is defined by wide front setbacks and 1960/70's houses, however the wide front setbacks are an inefficient use of land.

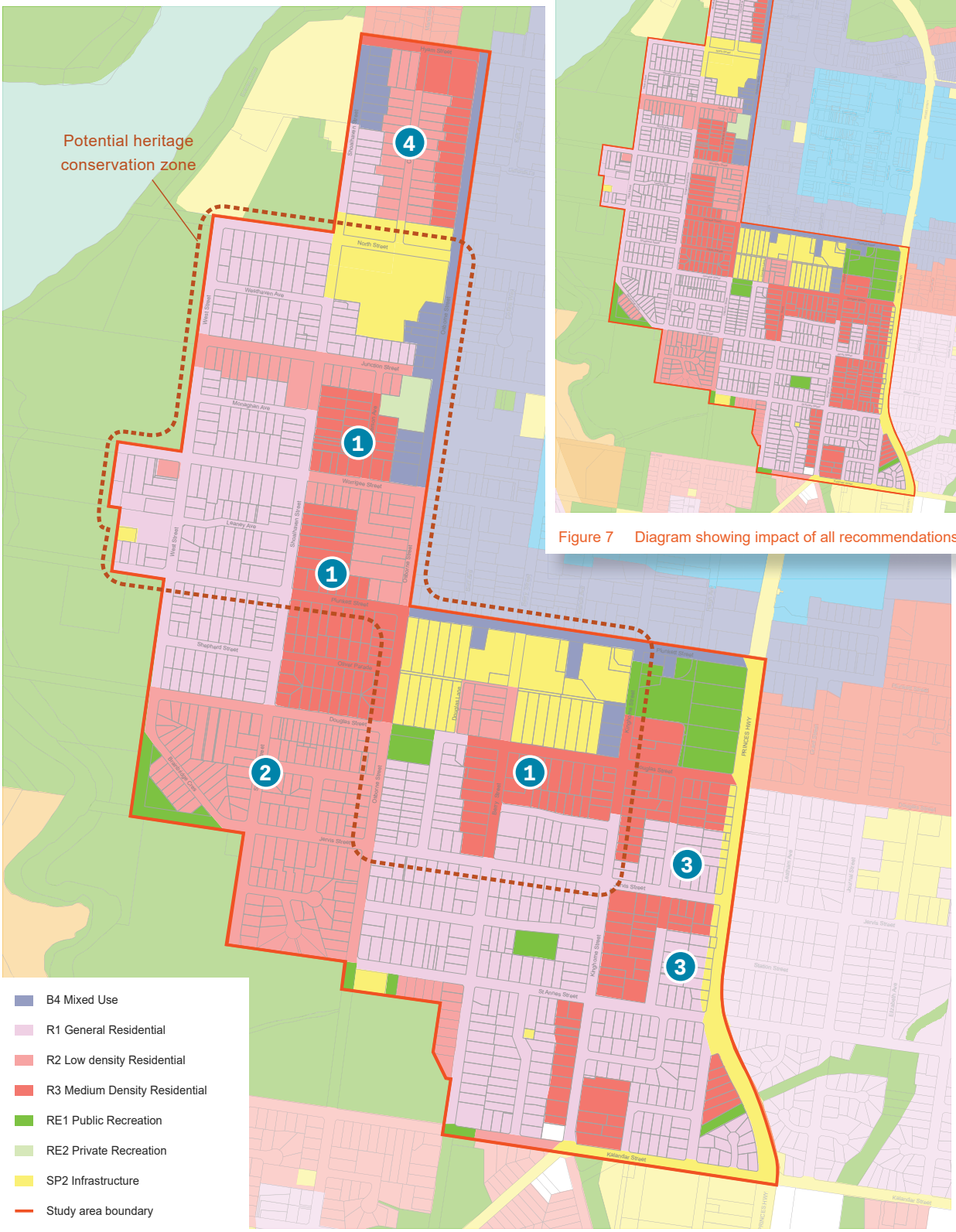


Figure 7 Diagram showing impact of all recommendations

Figure 8 Land use zoning diagram and recommendations

CHAPTER 4
DCP RECOMMENDATIONS

4-1 Building and floor heights

Potential additional controls/ wording

Building heights shape the desired future character of neighbourhoods and define the level of enclosure and the scale and proportions of streets and public spaces. In conjunction with setbacks and site coverage requirements, they are the key control that sets up the basic building envelope within which development can occur and provide certainty around the intensity of future built form to the community, landowners and developers.

Objectives

i) To ensure the height of buildings is appropriate to the residential scale and character of the street and the local area.

ii) To facilitate adequate daylight access to neighbouring properties, streets and public places.

iii) To minimise impacts of new development on privacy, solar access and views to or from the dwelling or adjoining dwellings.

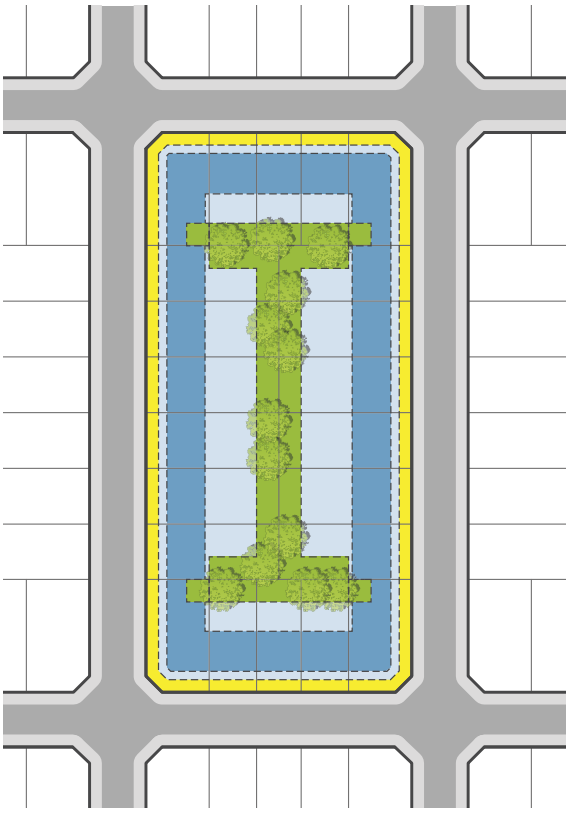


Figure 9 Indicative height limit and front and rear setback zones shown at a neighbourhood block level

Performance Criteria
01 *Development responds sensitively to the context and supports the desired future character (residential 1-2 storey scale) of the street and local area.*
Acceptable Solutions
a) Development is to conform with the maximum building heights as outlined in the *Shoalhaven Local Environmental Plan (SLEP 2014).*
b) Where a third storey is permissible, it must sit within a 45 degree plane projected from 7.5m (two storeys) height above existing ground level at the minimum primary street setback.
c) Where a third storey is permissible it must not extend further than 22.0m in depth measured from the street boundary. (refer to Figure 9 and Figure 10 *Section 4-2 Street setbacks).*
d) Development in a heritage conservation zone, or in close proximity to a heritage item, should respect the local character and respond appropriately to the visual curtilage of heritage items. Development may be required to have lower heights and increased setbacks and/or landscaping.

Performance Criteria
02 *Development supports internal residential amenity such as solar access and ventilation.*
Acceptable Solutions
a) Compliance with the ADG for residential flat buildings. For other residential buildings, a floor to ceiling height of 2.7m and shallower building depths of less than 16m are encouraged.

4-2 Street setbacks

Selected existing controls for consideration

Minimum primary street setback	Current DCP control	Recommended control
Standard dwelling	5.0m	4.5m
Dual occupancy	6.0m for lot depth < 30.5m 7.5m for lot depth > 35m	
Other residential (med dens)	5.5m for single storey 9.0m for over one storey	

Minimum secondary street setback	Current DCP control	Recommended control
Standard dwelling	3.5m	3.0m for the side of buildings facing the secondary street, and where the building fronts the principle road. For a building fronting a secondary street the setback from the street should be 4.5m. See 'Figure 12 Secondary street setback requirements'.
Dual occupancy	3.5m	
Other residential (medium density)	3.0m	

Additional 45 degree plane	Current DCP control	Recommended control
Standard dwelling	45 degrees projected plane from 5m height above existing ground level at boundary	45 degrees projected plane from 7.5m (two storeys) height above existing ground level at the minimum primary street setback. See 'Figure 10 Front setback requirements'.
Dual occupancy	45 degrees projected plane from 5m height above existing ground level at boundary	
Other residential accommodation	n/a	
Conservation area(s)	n/a	45 degrees projected plane from 4.5m (one storey) height above existing ground level at the minimum primary street setback. See 'Figure 11 Front setback requirements in heritage conservation zones'.

Rationale:

It is recommended that the minimum street setback distances to primary and secondary streets is consistent across **all** permissible residential development in the study area (i.e. standard, dual occupancy and medium density residential). This will support a unified streetscape character and not distinguish between single detached dwellings or medium density typologies.

Smaller setbacks tend to enhance the streetscape because the built form is located closer to the street which creates spatial enclosure and offers interest and passive surveillance. Smaller setbacks are also more typical in older areas like this part of Nowra.

'Pulling the buildings forward' also allows space for more flexible layouts within the site and greater rear (landscaped) setbacks.

Setbacks for new buildings fronting secondary streets on corner sites should be consistent with minimum street setbacks for adjoining properties. This will help to tie the development in to neighbouring developments and provide adequate space for landscaping and building articulation such as porches and verandahs associated with dwelling entrances.

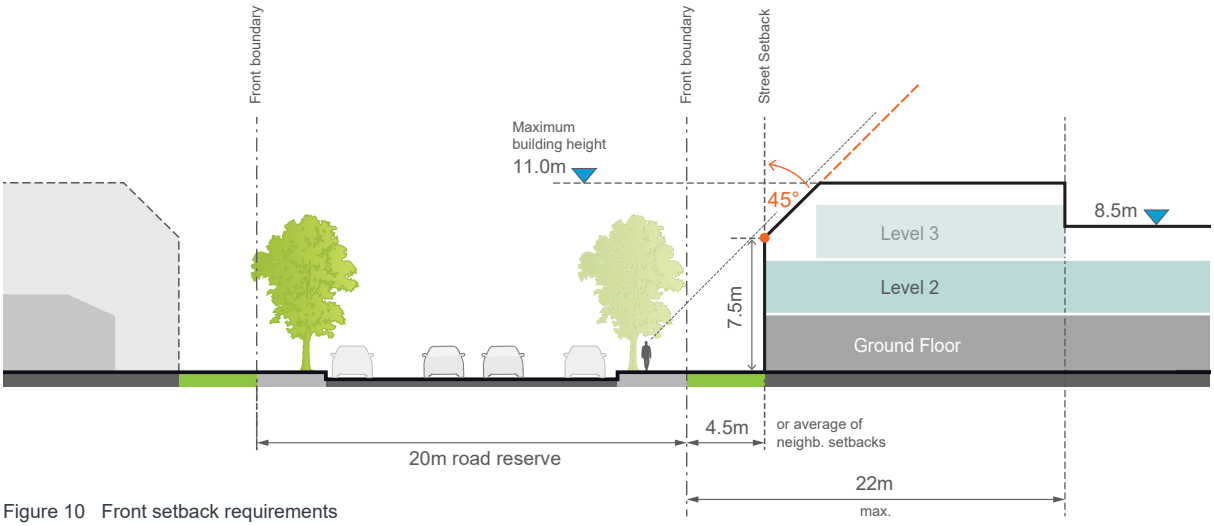


Figure 10 Front setback requirements

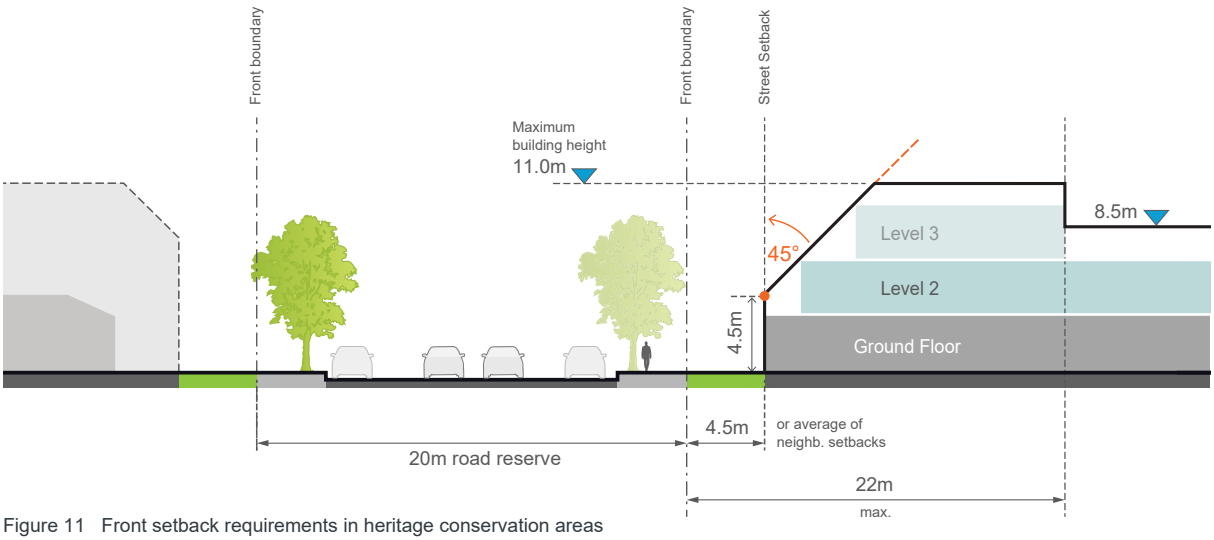


Figure 11 Front setback requirements in heritage conservation areas

Potential additional controls/ wording

Street setback areas are an integral part of the streetscape and their treatment is fundamental to the amenity and character of a neighbourhood. Combined with building height and road reserve width, they define the proportion, scale and visual enclosure of the street.

Street setbacks not only establish the alignment of buildings along the street, they also provide for landscaping, entries to dwellings and deep soil areas, enhance the setting of the dwelling(s), are free from buildings and structures to enable views from the building to and from the street, and provide a transition between public and private space (the treatment of the front setback is further outlined in "4-7 Streetscape interface").

Objective

i) To ensure new development reinforces the desired streetscape character.

ii) To create a transition between public and private space which balances passive surveillance of the street and residential privacy.

iii) To create a landscape setting for residential buildings and ensure compatibility with other buildings in the street.

Requiring new development to be setback to the average of neighbouring development or 4.5m, whichever is the **lesser** will change the character of some streets with generous existing setbacks by bringing the buildings forward. However this control will help establish the future desired character, outside of any future conservation zone(s), within the study area.

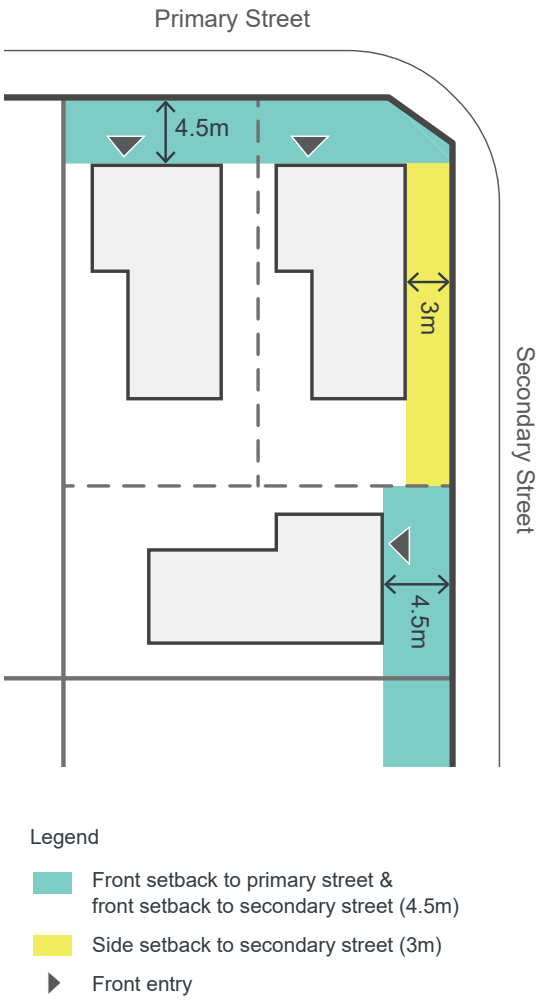


Figure 12 Secondary street setback requirements

Performance Criteria	
03	*New development establishes the desired spatial proportions of the street and defines the street edge.*
Acceptable Solutions	
a)	Setbacks are to be the average of neighbouring built form on each side or a minimum of 4.5m whichever is **the lesser.**
b)	Within conservation area(s) setbacks are to closely relate to the neighbouring built form, and character of the street.
c)	For corner lots, the primary front boundary is determined by the postal address. The front setback to the secondary street is a minimum of 4.5m. The side of buildings facing the secondary street can be set back a minimum of 3.0m, where the building fronts the primary road. See "Figure 11 Secondary street setback requirements".
d)	Where a third storey is permissible, it must sit within a 45 degree plane projected from 7.5m (two storeys) height above existing ground level at the minimum primary street setback. (see also "4-1 Building and floor heights")
e)	Garages and carports are located a minimum of 1.0m behind the front building line and a minimum of 6.5m behind the front boundary.
f)	Basements may not protrude into a front setback area.
g)	If located adjacent to heritage item, the front setback is to respect and respond appropriately to the visual curtilage of this item and the local character.

4-3 Side setbacks

Selected existing controls for consideration

Minimum side setbacks	Current DCP control	Recommended control
Standard dwelling	0.9m	Increase to 1.2m for wall lengths of less than 50% of side boundary. Maintain a 2.0m setback for wall lengths greater than 50% of side boundary. 4.0m to primary living room windows/ doors.
Dual occupancy	0.9m	
Other residential accommodation	1.0m (wall length <50% of side bndry) 1.5m to habitable room windows 2.0m (wall length >50% of side bndry)	

Additional 45 degree plane	Current DCP control	Recommended control
Standard dwelling	45 degrees projected plane from 5m height above existing ground level at boundary	45 degrees projected plane from 5m height for first portion of the lot <22m from street 45 degrees projected plane from 3.6m height for remainder of the lot >22m from street
Dual occupancy	45 degrees projected plane from 5m height above existing ground level at boundary	
Other residential accommodation	45 degrees projected plane from 5m height above existing ground level at boundary	

Side setbacks are recommended to be consistent for all residential development and slightly increased compared to the current requirement to allow for more functional side passages and greater access to light and air. Towards the rear of the lot, side setbacks for upper levels should increase compared with the part of the lot that is closer to the street frontage.

Potential additional controls/ wording

Side setbacks are particularly important in residential neighbourhoods that experience an increase in density as they facilitate appropriate separation to neighbouring sites to allow for sunlight access, and visual and acoustic privacy.

Objectives

i) To support the desired streetscape character with appropriate massing and space between buildings.

ii) To provide adequate privacy and access to daylight, ventilation and outlook for residential dwellings on the site and adjoining properties.

iii) To create landscaped areas that are able to support mature vegetation and water infiltration.

Performance Criteria	
04	*Side setbacks allow adequate daylight, ventilation and privacy to neighbouring properties.*
Acceptable Solutions	
a)	The minimum setback from the side boundary for all development is 1.2m. In addition, built form including roofs must be within the 45 degree angular plane as illustrated in **Figures 10 and 11.**
b)	Primary living room windows on the ground floor can face the side boundary only if set back by a minimum of 4.0m.
c)	Primary living room windows on the first floor or higher can face the side boundary only if set back by a minimum of 6.0m, to maintain visual privacy from neighbouring developments.

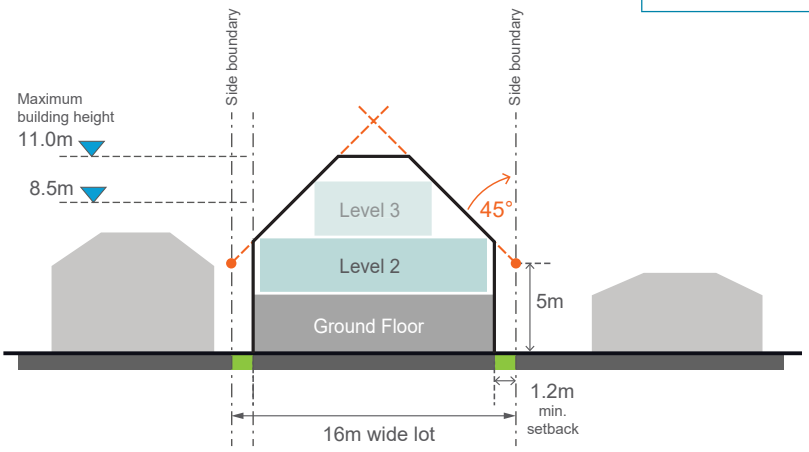


Figure 13 Side setbacks for portion of the lot <22m from front boundary

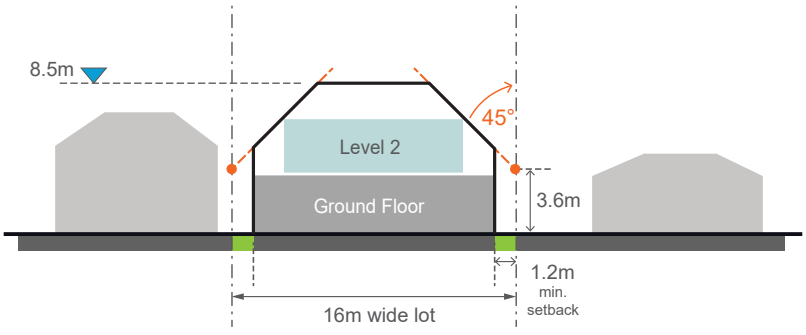


Figure 14 Side setbacks for portion on the lot >22m from front boundary

4-4 Rear setbacks

Selected existing controls for consideration

Minimum rear setbacks	Current DCP control	Recommended control
Standard dwelling	3.0m	4.0m
Dual occupancy		
Other residential accommodation		

Additional 45 degree plane	Current DCP control	Recommended control
Standard dwelling	45 degrees projected plane from 5m height above existing ground level at boundary	45 degrees projected plane from existing ground level at rear boundary
Dual occupancy	45 degrees projected plane from 5m height above existing ground level at boundary	
Other residential accommodation	n/a	

Rear setbacks are recommended to be consistent for all residential development and increased compared to the current requirement to allow the opportunity to locate landscaped and deep soil areas. This will create landscaped corridors to the rear of properties in conjunction with neighbouring sites.

Potential additional controls/ wording

In addition to achieving adequate building separation and privacy, rear setbacks offer the opportunity for deep soil zones that are able to establish landscaped corridors in conjunction with rear areas of adjoining properties.

Connected areas of deep soil enable mature trees and habitat corridors which increase biodiversity, residential amenity and improve the local micro climate. Often these mature trees can be seen from the street which adds to the desired 'garden suburb' neighbourhood character.

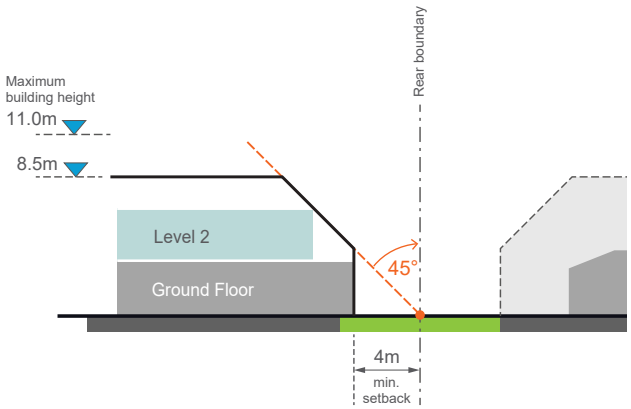


Figure 15 Minimum rear setback requirements

Performance Criteria	
05	*Development allows for adquate amenity to neighbouring properties and future buildings and creates consolidated landscaped corridors.*
Acceptable Solutions	
a)	The minimum setback from the rear boundary for all development is 4.0m. In addition, built form including roofs must be within the 45 degree angular plane as illustrated in **Figures 12 and 13.** Note: setbacks may need to be greater to achieve residential amenity, retain significant vegetation and/ or protect the visual curtilage of a heritage item. Note: Minimum rear boundary setbacks may be reduced for single storey ancillary structures, such as carports, garages or sheds (subject to Council approval).
b)	Rear setbacks are landscaped with a preference for native planting species, refer to the Shoalhaven Plant Species List for the relevant area.
c)	Deep soil zones are located next to other deep soil zones of adjoining properties to create consolidated landscaped corridors (refer to "4-5 Landscaped area" for further requirements).

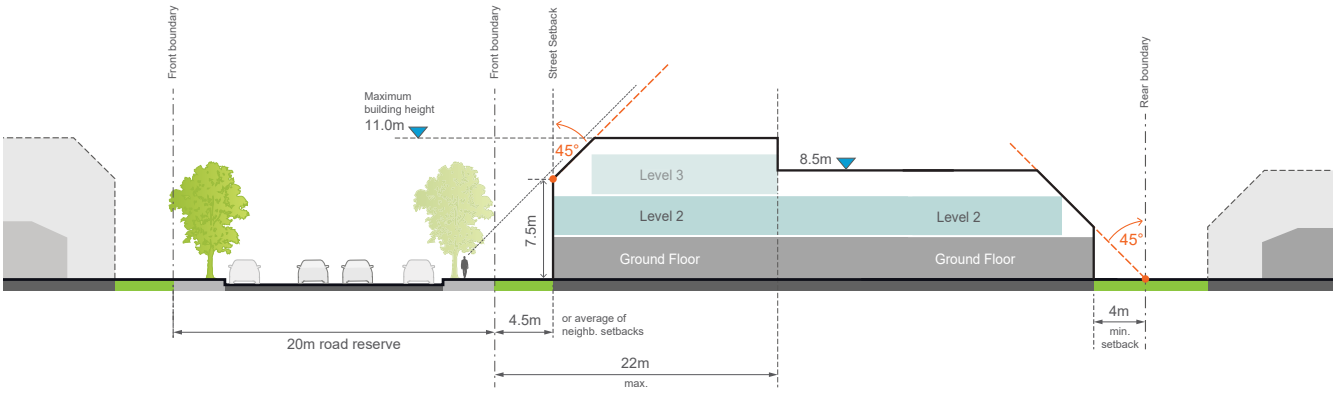


Figure 16 Section showing the maximum building envelope on a typical site

Illustrative comparison of current and proposed controls

Side setbacks

For illustrative purposes and testing, the sections on the following four pages show the current DCP controls and recommended future controls for easy comparison.

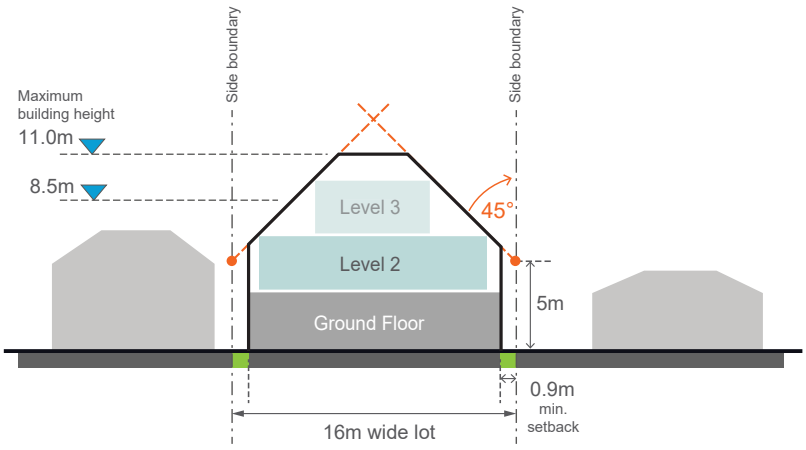


Figure 17 Existing DCP controls (dual occupancy, infill) - standard lot width

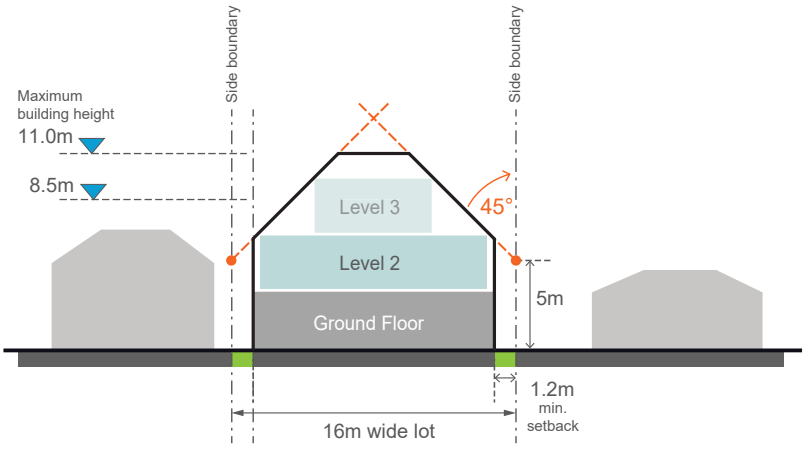


Figure 18 Proposed DCP controls - standard lot width
applies to portion of the lot <22m from front boundary

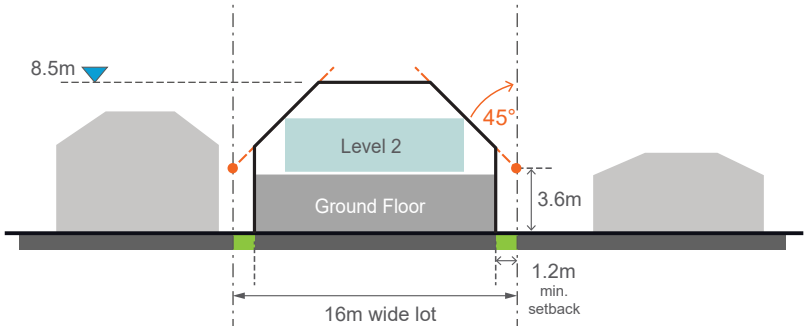


Figure 19 Proposed DCP controls - standard lot width
applies to portion of the lot >22m from front boundary

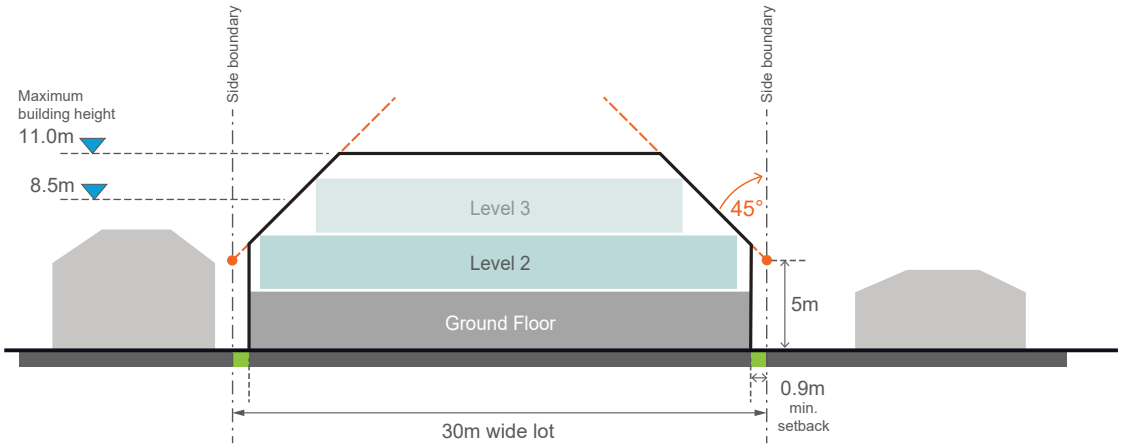


Figure 20 Existing DCP controls (dual occupancy, infill) - wide (amalgamated) lot

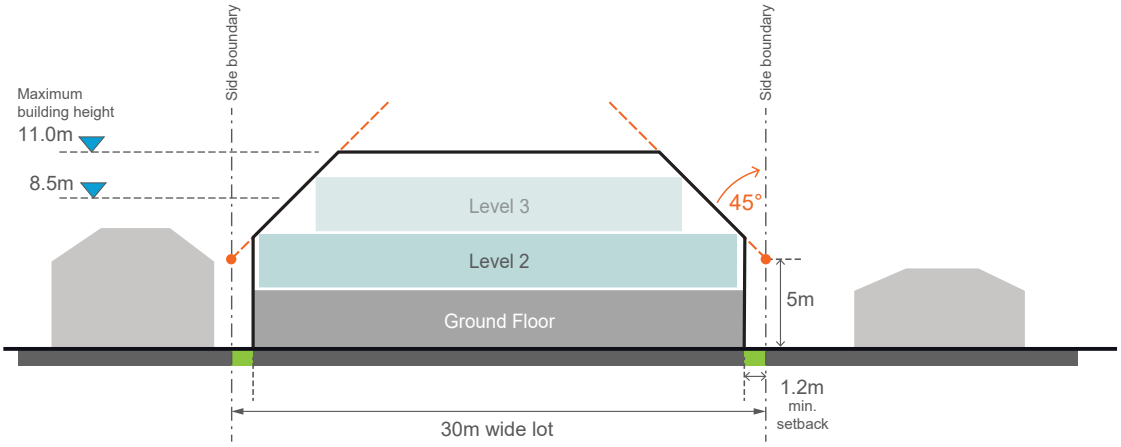


Figure 21 Proposed DCP controls - wide (amalgamated) lot
applies to portion of the lot <22m from front boundary

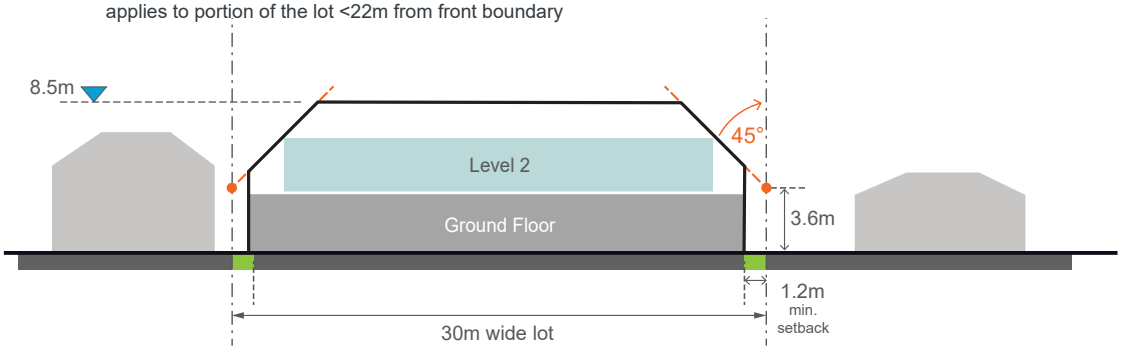


Figure 22 Proposed DCP controls - wide (amalgamated) lot
applies to portion of the lot >22m from front boundary

Illustrative comparison of current and proposed controls

Front setbacks

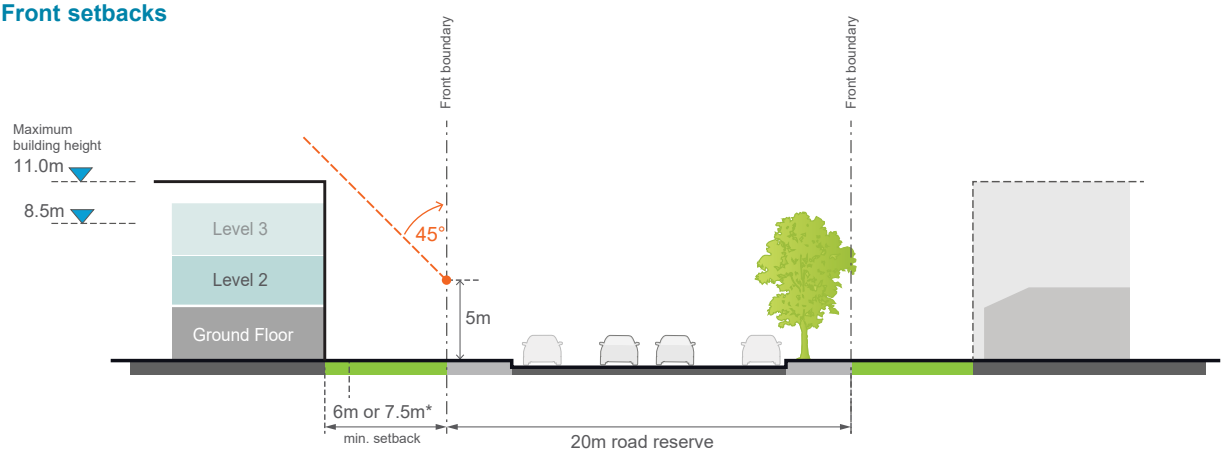


Figure 23 Existing DCP controls for dual occupancy development

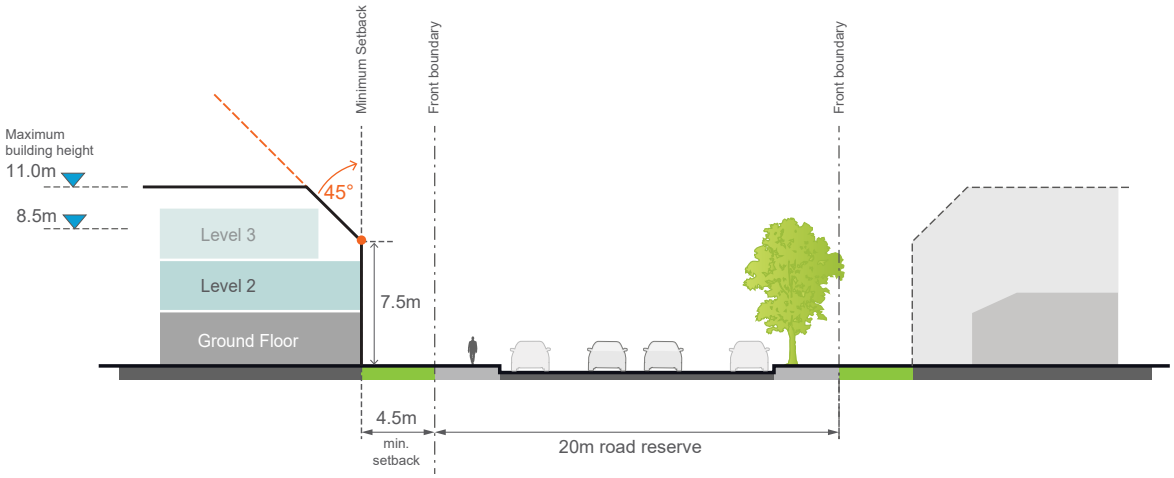


Figure 24 Proposed DCP controls

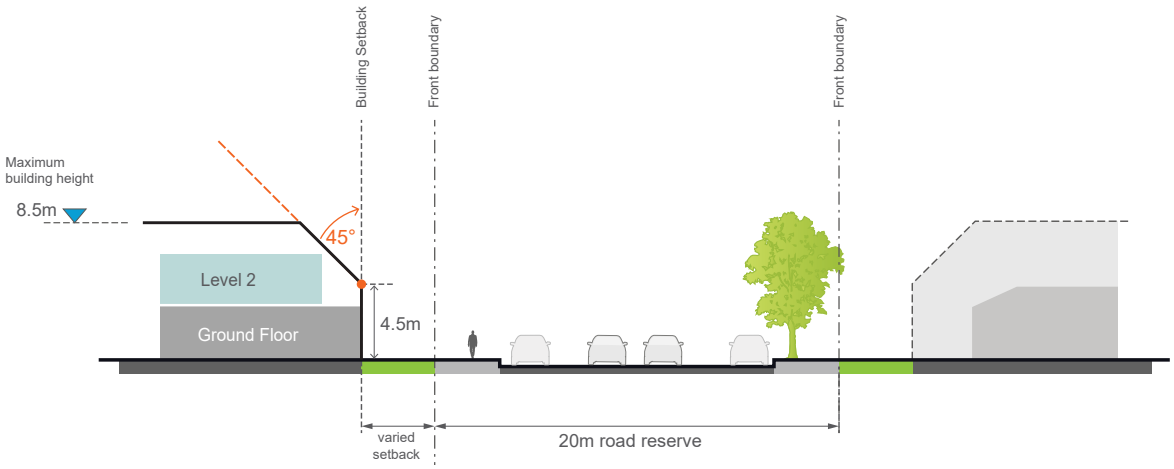


Figure 25 Proposed DCP controls within conservation zone(s)

Illustrative comparison of current and proposed controls

Rear setbacks

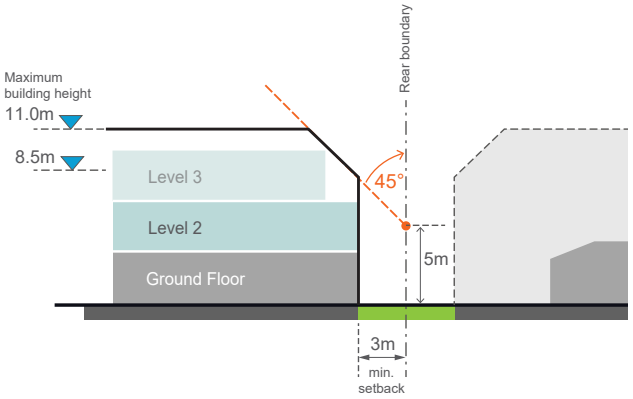


Figure 26 Existing DCP controls

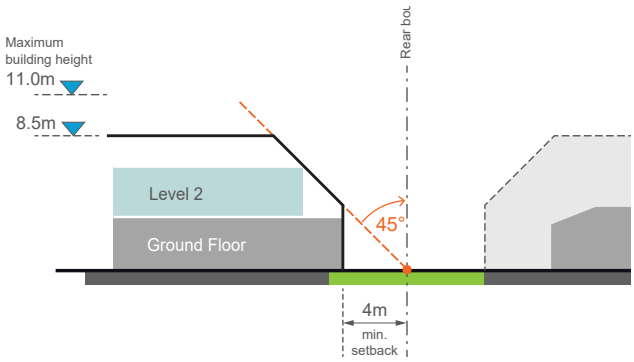


Figure 27 Proposed DCP controls

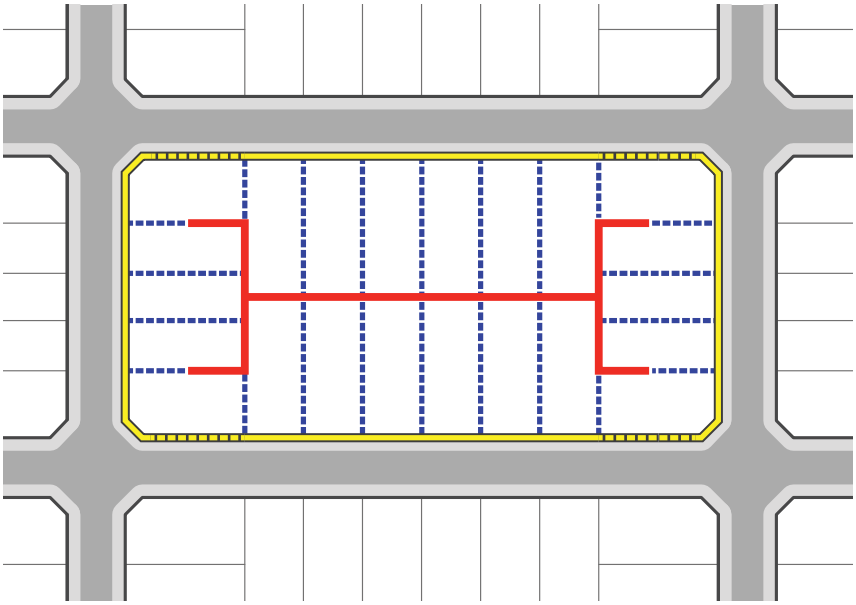


Figure 28 Boundary types at a neighbourhood block level

Legend

- Front boundary to primary street
- Front boundary to secondary street
- Side boundary
- Rear boundary

Front, side and rear setbacks for standard lots are straightforward. Corner lots typically have a frontage to a secondary road and a portion of the longer side boundary is defined as 'rear'. The relevant setback dimensions for each boundary type apply.

4-5 Landscaped area

Selected existing controls for consideration

Minimum landscaped area	Current DCP control	Recommended control
Standard dwelling	Where the area of buildings, pavement and other impervious areas exceeds 65% of the site area, the applicant must submit details of the methods used to harvest rainwater and provide landscaping to minimise increased runoff to surrounding land and public stormwater infrastructure.	Require minimum 35% of site area
Dual occupancy	A minimum of 30% of the total site area is to be provided as a landscaped area.	Increase to minimum 35% of site area (before subdivision)
Other residential accommodation	Minimum 35% of site area	Keep at minimum 35% of site area (before subdivision)

Deep soil provision	Current DCP control	Recommended control
Standard dwelling	50% of landscaped area	Keep at 50% of landscaped area
Dual occupancy	50% of landscaped area	Keep at 50% of landscaped area
Other residential accommodation	n/a	Require 50% of landscaped area

Testing of 'business as usual' and better practice design undertaken as part of this study (see Background Report, Chapter 5 Scenario Testing) has identified that a landscape area of up to 45% is achievable on most sites if part of the built form is two storeys. Two storey typologies are a desirable outcome because they have a smaller footprint, help define the street edge and offer increased surveillance to the street and opportunity for landscaped areas.

In order to respond sensitively to the existing predominantly single storey context the massing of two storey buildings should be articulated and broken down. Within conservation zone(s) two storey developments are to appear as predominantly single storey massing from the street as described within "4-2 Street setbacks" and "4-9 Architectural appearance".

It is recommended that a consistent percentage of minimum landscaped area is required across all residential development in the study area.

The aim is to encourage 2-storey built form and avoid single storey developments (e.g. villa/ row housing) that cover the majority of the lot and leave little space for vegetation and separation between dwellings.

Potential additional controls/ wording

Landscaping of medium density developments plays an important role in their integration into the surrounding streetscape and context, which greatly increases the amenity for neighbours and future residents. Landscaping and buildings need to be integrated and designed together. As such, landscaped areas should not be generated by 'left-over spaces' resulting from building siting.

A portion of the landscaped area is required to be deep soil which are zones of natural ground with a natural soil profile. They are free of structures (including underground structures), suitable for the growth of mature trees and vegetation and allow water to be absorbed by the soil (infiltration).

Objective

i) To soften the appearance of new buildings from streets, public places and neighbouring properties.

ii) To protect and retain existing mature trees and other significant vegetation.

iii) To maximise the amount of rainwater that can soak into the ground and minimise run-off into adjoining areas or drains.

iv) To improve the local micro-climate and control climatic impacts on buildings and outdoor spaces.

Performance Criteria	
06	*Development maximises landscaped areas that soften the appearance of new development, facilitate water infiltration, interface appropriately with adjoining areas, and supports canopy trees that help ameliorate the heat island effect and increase privacy between properties .*
Acceptable Solutions	
a)	A minimum of 35% of the total site area is to be provided as landscaped area.
b)	50% of the required landscaped area is deep soil with deep soil planting (trees, shrubs).
c)	Calculation of landscaped and deep soil areas is not to include any land that has a length or a width of less than 1.5m.
d)	All development is to provide landscaped areas, tree planting and deep soil zones in the front setback that relate to the scale of proposed buildings and complement the existing streetscape character. The minimum amount of deep soil in the front setback is 35% of the front setback area.
e)	Front setbacks are landscaped with a preference for native planting species. Where the front setback does not have a mature tree at least 10m high a minimum of one canopy tree is to be planted in the front setback. The tree is to be capable of a mature height of at least 10m.
f)	Where the rear of the lot does not have a mature tree at least 15m high, a minimum of one large canopy tree is to be planted in the rear setback area. The tree is to be capable of a mature height of at least 15m and is to have a spreading canopy.

4-6 Private open space

Selected existing controls for consideration

Private open space (POS)	Current DCP control	Recommended control
Standard dwelling	n/a	minimum 50m^2 with a minimum dimension of 6.0m x 5.0m
Dual occupancy	minimum 50m^2 with a minimum dimension of 6.0m x 5.0m	minimum 50m^2 with a minimum dimension of 6.0m x 5.0m
Other residential accommodation	minimum 35m^2 with a minimum dimension of 2.5m One part of the minimum private open space area must have a usable minimum area of 25m^2 and a minimum dimension of 4m.	Dwellings on ground floor: • Studio/ one bedroom: min. 20m^2 • Two bedroom: min. 28m^2 • Three or more bedrooms: 35m^2 • Minimum dimension: 4.0m x 4.0m Dwellings on upper levels (i.e. balconies): • Studio/ one bedroom: min. 10m^2 • Two bedroom: min. 14m^2 • Three or more bedrooms: min. 18m^2 • Minimum dimension: 2.0m x 3.0m

The amount of private open space (POS) for 'other residential accommodation' in the current DCP has been highlighted by local builders/ developers as an issue during consultation (see *Background Report, Chapter 4, Workshop 3*).

It is recommended that the required POS is linked to the dwelling size (i.e. reduced rates for studios, one and two bedroom dwellings). This is aimed at encouraging the delivery of smaller units (responding to the demographic trend in smaller households) to offer greater housing diversity and choice close to the Nowra CBD.

In addition, it is anticipated that more two to three storey development may occur in the study area in the future. The recommendations above therefore include suggested POS requirements for upper level dwellings (balconies/ outdoor terraces).

For greater consistency, the POS requirements for standard dwellings are recommended to be the same as the current provision required for dual occupancy dwellings.

4-7 Streetscape interface

Selected existing controls for consideration

Addressing the street	Current DCP control	Recommended control
Standard dwelling	---	Buildings adjacent to the street have a front door **and** at least one window of a habitable room facing the street.
Dual occupancy	Each dwelling is to include at least two of the following building elements in the street elevation: front entry door; living room window; portico, verandah, deck or patio.	
Other residential accommodation	Buildings adjacent to the street have a front door and/or a living room window facing the street.	

Building height	Current DCP control	Recommended control
Standard dwelling	---	---
Dual occupancy	For dual occupancy (detached), the dwelling furthest from the street (or adjacent to a side street in the case of a corner lot) should: • Be of single storey construction. • Have a maximum height from existing ground level to the underside of eaves at any point of 3.6m. Development on wedged-shaped lots within cul-de-sacs must maintain a single dwelling street presentation.	Within the Nowra Fringe area '*clause 5.2 Height and Bulk, chapter G13 Dual Occupancy Development of the Shoalhaven DCP 2014'* is replaced by building setback controls as described within "4-1 Building and floor heights", "4-2 Street setbacks" and "4-3 Side setbacks".
Other residential accommodation	The difference in building height between existing buildings and new development is not more than one storey when viewed from the public street.	Within the Nowra Fringe area '*clause 5.2.4 Streetscape and building appearance, chapter G14 Other Residential Accommodation, of the Shoalhaven DCP 2014'* is replaced by controls as described within "4-7 Streetscape interface" "4-8 Access and parking" and "4-9 Architectural appearance".

Selected existing controls for consideration

Fencing	Current DCP control	Recommended control
Standard dwelling	*Primary street frontage:* Solid fences or walls are a maximum height of 1.2m; OR fences or walls higher than 1.2m have a maximum height of 1.8m with a solid component of up to 0.7m and be transparent for at least 50% for the remaining height; OR are landscaped with architectural treatment *Secondary street frontage:* Fences or walls have a maximum height of 1.8m and may be solid	*Primary street frontage:* Fences are a maximum height of 1.0m with posts or piers able to extend above this height by 0.2m. Fences are at least 25% transparent. *Secondary street frontage:* Fences or walls have a maximum height of 1.5m and are at least 25% transparent.
Dual occupancy	---	
Other residential accommodation	Front fences and walls should not be higher than 1.2m if solid. This height may be increased to 1.8m if the fence has openings that make it at least 50% transparent.	

Parking	Current DCP control	Recommended control
Standard dwelling	The width of garage façades addressing the street does not exceed 9.0m or 50% of the length of the frontage, whichever is the lesser.	Consider to allow one single garage only for lots less than 14m wide with a maximum permissible width of 4.0m. Two garages facing the street are permissible for lots wider than 14m with a maximum combined width of 8.0m. Tandem/ stack parking arrangement is encouraged/ permissible.
Dual occupancy	The width of garage façades addressing the street does not exceed 9.0m or 50% of the length of the frontage, whichever is the lesser.	
Other residential accommodation	---	

Facade length	Current DCP control	Recommended control
Standard dwelling	minimise the length of unbroken walls	Façades that address the street have no more than 5.0m of ground floor wall length without a door or window.
Dual occupancy	minimise the length of unbroken walls	
Other residential accommodation	maximum unarticulated length of 15m to the public street frontage	

Potential additional controls/ wording

The way private development addresses the public street has a direct influence on the character and safety of the neighbourhood. Every development needs to be a 'good neighbour' by 'giving back' and contributing to the streetscape and wider context.

Doors, windows and balconies that clearly address and overlook the public domain and the careful design of fences and front gardens improve the area's character and the surveillance of the street.

Objective

i) To contribute to the desired future character of the streetscape and neighbourhood.

ii) To enhance the safety and passive surveillance of the street.

iii) To clearly define the boundaries between public and private land and between neighbouring properties.

iv) To provide a transition zone that balances privacy to the dwelling and surveillance of the street.

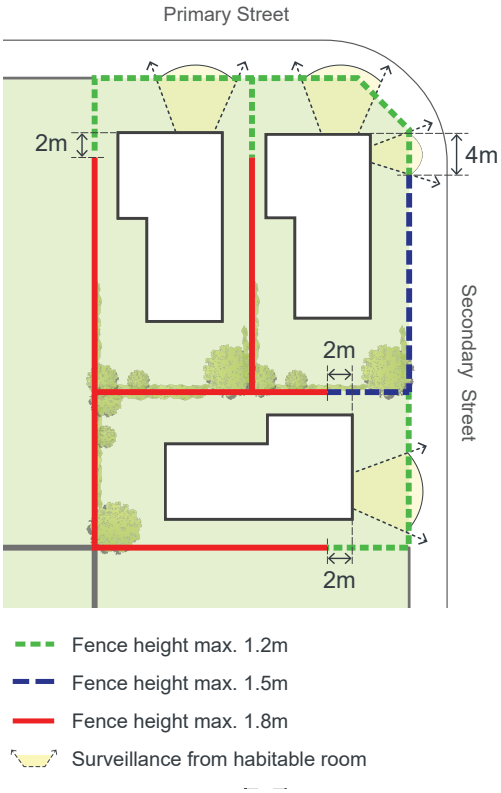


Figure 29 Fence height requirements

Performance Criteria	
07	*New development addresses and defines the street through entrances, lobbies, windows, balconies and thoughtful facade design.*
Acceptable Solutions	
a)	Each dwelling that has a street frontage is to be designed so that access to the front door is clearly identifiable and visible from the public street and has at least one habitable room with a window overlooking the street.
b)	Façades that address the street have no more than 5.0m of wall length without a door or window.
c)	Residential uses on the ground floor can be raised to a maximum of 1.2 metres above the footpath level to improve internal privacy. Direct access from the footpath to individual dwellings is required.

Performance Criteria	
08	*Fences, in particular along the public street, support the neighbourhood character and maximise passive surveillance of the street.*
Acceptable Solutions	
a)	Front fences are either picket fence style or masonry fence style with a minimum transparency of 25% and a maximum height of 1.0m. Posts or piers may extend above this height by 0.2m. Hedges behind the fence can be to a height of 1.2m maximum.
b)	For corner lots, front fences to a portion of the secondary street frontage can be up to 1.5m high (see "Figure 27 Fence height requirements") so long as the fence is 25% transparent.
c)	Fence materials are to be timber or metal pickets/ battens, timber, natural stone, face-brick or rendered brick. Corrugated iron, ColorbondTM or similar metal fences are not permitted.
d)	Return fences (the side fence between the front boundary and front elevation of the house) are to be the same height and design as front fences/ or coordinated with neighbour.

4-8 Access and parking

Selected existing controls for consideration

Parking provision	Current DCP control	Recommended control
Standard dwelling	2 car spaces on site	no change recommended
Dual occupancy	1 car space on site for each dwelling less than 125m^2 GFA; 2 car spaces on site for each dwelling more than 125m^2 GFA; 2 car spaces for each 3+ bedroom dwelling; Car spaces to be located behind front building line	no change recommended
Other residential accommodation	1 space per small dwelling (<55m^2); 1.5 spaces per medium dwelling (56-85m^2), 2 spaces per dwelling of 86m^2 or greater; above parking rates includes visitor spaces	Change wording to be consistent with dual occupancy control above. Additional wording: 'no on site visitor parking required for development of 4 dwellings or less when the street reserve is 15m or greater.'

Stack/ tandem parking	Current DCP control	Recommended control
Standard dwelling	Stack parking of vehicles in not supported unless part of a mixed use, commercial, managed residential development or a mix of these uses with a management plan in place.	Stack/ tandem parking is permissible for residential development where parking spaces are: • for no more than 2 vehicles parked behind each other • both spaces are assigned to the same dwelling • if visible from the street only one stacked parking arrangement is permissible for every 20m of lot frontage, ideally located towards the side boundary
Dual occupancy		
Other residential accommodation		

Vehicle access direction	Current DCP control	Recommended control
Standard dwelling	Development must be designed so that vehicles enter and leave the premises in a forward direction.	For garages and carports that face the street and where driveways within the site are less than 8.0m long, vehicles can enter or leave in a reverse direction on to non RMS roads.
Dual occupancy		
Other residential accommodation		

Vehicle access point	Current DCP control	Recommended control
Standard dwelling	Vehicle entry and exit points to the site should be clearly marked with pavement, arrows and signage.	Paving and landscape treatments should clearly indicate vehicular access points and driveways. The use of signage should be minimised. Painted arrows and markings are not permitted.
Dual occupancy		
Other residential accommodation		

Driveway width and splay	Current DCP control	Recommended control
Standard dwelling	Minimum driveway width is 3 to 6m and splay at kerbline of 0.5m	Maximum driveway width of 3.5m for development of 4 dwellings or less. New development is to provide/ construct a concrete footpath along the public street frontage of the lot. The footpath must be continuous (across driveway) and to Council specifications. (Council may accept or prefer a cash contribution)
Dual occupancy		
Other residential accommodation		

Potential additional controls/ wording

The location and design of car access and parking areas has a significant impact on the character of a neighbourhood (sometimes it can be greater than the actual built form). It is critical that new infill development is not dominated by car related uses.

Vehicle access and movement areas must not dominate the streetscape nor compromise the privacy and amenity of the site or neighbouring dwellings. At the same time, car parking needs to be convenient and be designed to meet the needs of residents. For more information and provisions, refer to *Chapter G21 Car Parking and Traffic, Shoalhaven DCP 2014.*

Objective

i) To minimise the physical and visual impact of vehicles, garages, driveways and hard surfaces.

ii) To minimise footpath and street reserve crossings.

iii) To provide for the safe and sufficient provision of car and bicycle parking onsite.

Poor design outcome: Individual finish to driveway crossing gives the impression of vehicle priority. (Source: Google)

Better design outcome: Plain concrete finish to driveway crossing and footpath.

Performance Criteria	
09	*Access points are designed to minimise visual intrusion and disruption of streetscape continuity.*
Acceptable Solutions	
a)	New development is to construct a concrete footpath along the public street frontage of the lot. The footpath and the section of driveway within the road reserve should be a plain concrete finish to Council specifications. Individual finishes to driveways crossing public footpaths within the road reserve can result in a perception of vehicle priority (see photographs adjacent).
d)	Up to two driveway crossings may be permitted for residential developments where: • the property is located on a corner block or has dual access to front and rear • the development contains 4+ dwellings and the lot width is more than 22m. The minimum separation of driveways is 13m. The second driveway has a maximum width of 3.5m and a maximum length of 8.0m see "Figure 29 Two driveway crossings requirements". For all other residential developments a maximum of one vehicle crossing is permitted.

Performance Criteria	
10	*Where parking is located in a basement structure it is visually unobtrusive to the street frontage.*
Acceptable Solutions	
a)	Basement car parking cannot extend more than 1.0m above ground and is screened or integrated with the building design so as to be visually recessive from a public street or public space.
b)	Basement car parking is not to extend within the front setback.

Performance Criteria	
11	*Garages and carports are not to be visually prominent features and the area for vehicle access and manoeuvering is minimised.*
Acceptable Solutions	
a)	The minimum front setback for a garage or carport perpendicular to a primary or secondary street frontage is 6.5m from the front boundary AND all garages and carports are set back from the front building line by a minimum of 1.0m.
b)	Parking cannot be located parallel to the street and within the front setback.
c)	Stack (tandem) parking is permissible for residential development where parking spaces are: • maximum two vehicles parked behind each other • both spaces are assigned to the same dwelling • if visible from the street only one stacked parking arrangement is permissible every 20m of lot frontage.
d)	Carports and garages visible from the public street are to: • be compatible with the building design, including roofs; and • be treated with materials and colours and windows which ensure the garage or carport is less visibly intrusive to the streetscape.
e)	Garage doors to a street frontage cannot be more than 50% of the street frontage or • maximum 8.0m wide for lots >14m wide • maximum 4.0m wide for lots <14m wide which ever is the lesser.
f)	Carports cannot be wider than one car space.
g)	The provision of garages and car ports as smaller scale ancillary structures is encouraged where this supports the desired streetscape character.

Performance Criteria	
12	*Vehicular movement, driveways and parking areas are to be designed to minimise dimensions, reduce hard surfaces on the lot, and increase the area available for landscaping.*
Acceptable Solutions	
a)	Driveways should be constructed of visually unobtrusive materials that would be compatible with their landscaped surroundings, for example sandstone flagging or paving, oxided or patterned concrete.
b)	Permeable driveway surface treatments are encouraged.

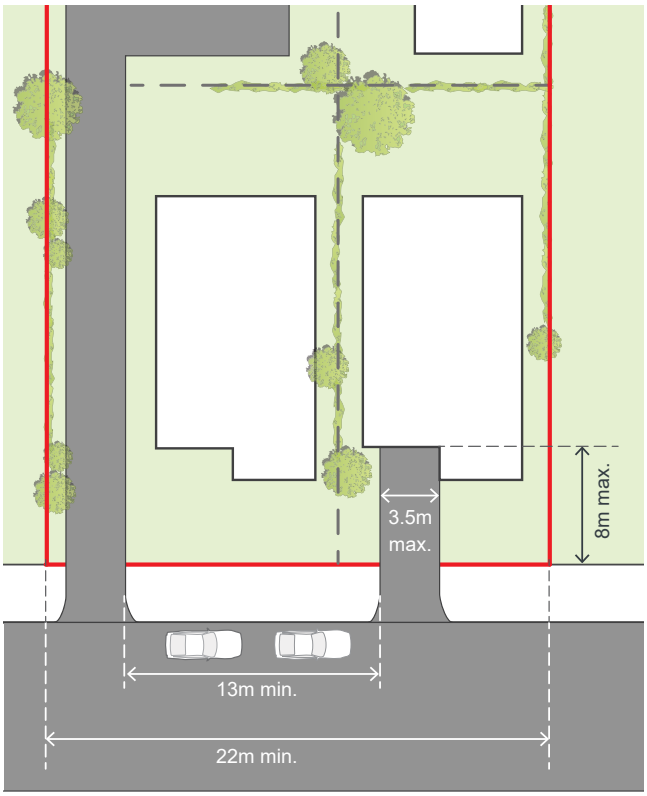


Figure 30 Two driveway crossings requirements

4-9 Architectural appearance

Selected existing controls for consideration

Articulation	Current DCP control	Recommended control
Standard dwelling	---	maximum unarticulated length of **8m** to the public street frontage.
Dual occupancy	---	
Other residential accommodation	maximum unarticulated length of 15m to the public street frontage.	

Materials	Current DCP control	Recommended control
Standard dwelling	Most Colorbond colours are appropriate in general building design depending on glare levels. Traditional building materials, such as galvanised steel, may be permitted.	It is recommended to add that the use of bright feature colours is avoided/ minimised. See suggested control 14b).
Dual occupancy	Proposals, if including external metallic walls and roof surfaces, should consist of colours that will minimise the reflectivity of the surface when viewed from a public place or another dwelling.	
Other residential accommodation		

Architectural elements	Current DCP control	Recommended control
Standard dwelling	---	In addition to a front door and a window to a habitable room (see Section 4-7 Streetscape interface), each dwelling is to include at least two of the following building elements in the street elevation: • awnings or other features over windows; • eaves and sun shading; • roof overhangs; • window box treatment; • recessed or projecting architectural elements including verandahs and porticos; • bay window. These elements may intrude into the front setback area by a maximum of 1.0m (articulation zone).
Dual occupancy	Each dwelling is to include at least two of the following building elements in the street elevation: • front entry door; • living room window; • portico, verandah, deck or patio.	
Other residential accommodation	---	
Conservation Zone(s)	---	Roof forms within conservation zone(s) are to be compatible with the steeper pitches of older late 19th and early 20th century houses.

Potential additional controls/ wording

Each building visible from the street makes a contribution to the streetscape character of the neighbourhood. The quality of these contributions depend not only on the scale of the development, but also on the architectural expression and appearance.

The form, scale, proportion and pattern of building elements, including roof forms, overhangs, doors, windows, balconies and decorative elements is important. So is the careful choice of materials, textures, finishes and colours, which need to be selected for their robustness, durability, energy performance and compatibility to the surrounds.

Objectives

i) To ensure the architectural appearance of new development provides interest and contributes to the streetscape character.

ii) To reduce visual bulk and scale of development, in particular for any future three storey built form.

Performance Criteria	
13	*Building form, composition and facade design break up the built form and bulk and provide visual interest.*
Acceptable Solutions	
a)	The composition of façades balances solid and void elements and does not display large areas of a single material, in particular reflective glass.
b)	Shadow is created on the facade throughout the day with building articulation, balconies, roof overhangs and/or deep window reveals.
c)	Sidewalls, if visible from the street, are designed as an architecturally finished surface that complements the main building facade.
d)	The architectural form should emphasise the building entry, e.g. by building massing, changes in roof line and/ or architectural elements and features.
e)	Development must integrate building services, such as drainage pipes, vent shafts, air conditioning and any security devices within the overall facade.
f)	Adjoining buildings are considered in terms of setbacks, awnings, eaves, ridge lines, selection of materials and finishes, and façade proportions.
g)	Roof pitches are to generally be at least 25 degrees or complement the streetscape character of adjoining buildings. Roof pitches greater than 45 degrees are not permitted.
h)	Views of both street façades are well considered on corner sites. The building form must consider how it 'turns' the corner and responds to prominent views from different angles.
i)	Where a site forms a terminating view to a street, view(s) of the proposal from the street framing the terminating view must be submitted with a development application.
j)	Buildings should present a predominantly single or two storey appearance to the street within the Nowra CBD Fringe area.
k)	Buildings should present a predominantly single storey appearance to the street within conservation zone(s).

Performance Criteria	
14	*The selection of building materials and colours is sympathetic to the streetscape and neighbourhood.*
Acceptable Solutions	
a)	External walls are constructed of high quality and durable materials sympathetic to the context, such as painted weatherboard.
b)	Colours should be consistent with predominant colours of existing buildings. Bright feature colours are avoided where possible and only permitted for a maximum of 5% of the facade.

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