

## Ordinary Meeting

**Meeting Date:** Tuesday, 27 June, 2017

**Location:** Council Chambers, City Administrative Building, Bridge Road, Nowra

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For more information contact the Finance Corporate & Community Services Group

## Elite Athlete Support Program Policy

**Policy Number:** POL16/182 • **Adopted:** 17/12/2013 • **Amended:** 27/01/2015 • **Minute Number:** MIN13.1224, MIN15.52 • **File:** 5247E • **Produced By:** Finance Corporate & Community Services Group • **Review Date:**

### 1. PURPOSE

To define Council's criteria and guidelines in processing applications for elite athletes wishing to utilise Council's Shoalhaven Swim & Fitness Centres and recreation / sporting facilities as part of their training and development.

### 2. STATEMENT

The title shall be the Shoalhaven Elite Athlete Support Program, and the Policy will provide criteria for assessment of candidates for the Program in either of the following two (2) areas:

- Assessment criteria for use in assessing potential candidates proposed by the Shoalhaven Sports Board under the Shoalhaven Elite Athlete Support Program - Swimming
- Assessment criteria for use in assessing potential candidates proposed by the Illawarra Academy of Sport under the Shoalhaven Elite Athlete Support Program for use of gymnasium facilities only – Gym use

This is to allow Council to assess approaches by elite athletes for the use of Council's Shoalhaven Swim & Fitness Centres or recreation / sporting facilities at no cost. This Policy is based on the following Council Minutes:

- Min13.891 - Preparation - Elite Athlete Support Program - Shoalhaven Swim & Fitness Centre & Sporting Facilities – Criteria
- Min13.1224 - Shoalhaven Sports Board - Council Policy - Adoption - Elite Athlete Support Program
- Min15.52 - Notice of Motion - Illawarra Academy of Sport - Scholarship holders - Leisure Centres - Free entry - Council Policy - Amendment - Elite Athletes Support Program



*Shoalhaven City Council - Elite Athlete Support Program Policy*

2.1 Scope

The Aquatics Manager will preside over initial applications for use of Shoalhaven Swim & Fitness Centres.

This Policy does not apply where a Council facility is managed by contractors, under lease or licence agreement or under control by a Management Committee (as defined by Sections 355 and 377 of the Local Government Act 1993).

2.2. Applications

Applications for fee support under this Policy should be made on the attached form "Application for Fee Support".

**3. PROVISIONS**

3.1 Fee support for the use of facilities may only be considered and approved by delegated authority to access Council's Shoalhaven Swim & Fitness Centres and / or recreation / sporting facilities.

3.2 The Shoalhaven Sports Board and Illawarra Academy of Sport will adhere to the following criteria in assessing athletes for free access to Council's Shoalhaven Swim & Fitness Centres and sporting facilities:

3.2.1 Applicants must meet the relevant criteria of the Shoalhaven Sporting Hall of Fame – refer to Attachment A - Trim No D14/172345.

**OR**

3.2.2 Be a current member of Illawarra Academy of Sport and are 16 years of age - criteria pertaining to potential candidates proposed by Illawarra Academy of Sport is contained in Attachment B – ~~2015-2017~~ Illawarra Academy of Sport Scholarship Agreement - ~~D15/64537D17/181321~~.

3.3 Applicants must not be currently paid or sponsored to compete in their respective sports.

3.4 External coaches of successful applicants will be required to pay all lane hire/facility charges as per Council's fees and charges.

3.5 An athlete's inclusion into the Elite Athlete Support Program should not conflict with any other schemes support by way of fee waiver or subsidy currently offered by Council.

3.6 Access to Council's Shoalhaven Swim & Fitness Centres and sporting facilities shall be limited to free casual swimming entry only or gym use and does not extend to any other program such as coaching, personal training or group exercise classes.

3.7 Access shall be limited to individuals only, groups or teams will not be considered.

3.8 Successful applicants shall also be required to abide by Council's current ~~Patron Behaviour Guidelines (PRD12/36)~~ – "7.01 – Shoalhaven Swim & Fitness – Patron and Staff Guidelines – Patron Behaviour – Standard Operating Procedure (PRD16/71)". Failure to do so may lead to the withdrawal of free casual entry and / or termination of membership.

*Shoalhaven City Council - Elite Athlete Support Program Policy*

- 3.9 Access to facilities will be permitted during normal hours of operation only ~~-(6am to 8pm)~~.
- 3.10 Each athlete will be required to provide his / her own equipment for training sessions.
- 3.11 Illawarra Academy of Sport participant's access is limited to set program designed by Illawarra Academy of Sport. Participant must not deviate from the set program.
- 3.12 Parents and other relatives of athletes under the Elite Athlete Support Program are not entitled to free access to facilities.
- 3.13 Use of Shoalhaven Swim & Fitness Centres and / or sporting facilities must be relevant to the Elite Athlete's chosen field of endeavour.

**4. IMPLEMENTATION**

The Finance Corporate & Community Services Group of Council will administer this Policy.

**5. REVIEW**

To be reviewed within one (1) year of the election of a new Council.

**6. APPLICATION OF ESD PRINCIPLES**

None applicable.

Shoalhaven City Council - Elite Athlete Support Program Policy

**Application for Elite Athletes Access to  
Shoalhaven Swim & Fitness Facilities & other  
Council Facilities**



Please complete the following application form & submit to Council via email: [council@shoalhaven.nsw.gov.au](mailto:council@shoalhaven.nsw.gov.au)

Personal Details	
Surname:	First Name:
Address:	Telephone (H):
	Telephone (W):
	Mobile Phone:
Email Address:	
Date of Birth:	Gender: Female <input type="checkbox"/> Male <input type="checkbox"/>
Country of Birth:	Nationality:
Facility	
Location/Facility to be used:	
Sporting Details	
Sport:	
Sporting Achievements: (please list & attach separate sheet if required)	
Have you been inducted into the Shoalhaven Sporting Hall of Fame: Yes <input type="checkbox"/> No <input type="checkbox"/>	
Are you a current member of Illawarra Academy of Sport: Yes <input type="checkbox"/> No <input type="checkbox"/>	
When did you commence your training in the Shoalhaven Area: .....	
Have you represented Australia at an international level: Yes <input type="checkbox"/> No <input type="checkbox"/>	

Shoalhaven City Council - Elite Athlete Support Program Policy

Have you represented your sport at a National Elite Junior or Senior Level: (not including representation through school sports activities) Yes <input type="checkbox"/> No <input type="checkbox"/> If yes in what sport?.....
Have you attached proof/evidence of your induction & sporting achievements: Yes <input type="checkbox"/> No <input type="checkbox"/>
Have you been or are you currently been paid or receiving sponsorship: Yes <input type="checkbox"/> No <input type="checkbox"/>
Are you a resident of the Shoalhaven Area: Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>Candidates Proposed by Illawarra Academy of Sport:</b>
Date of original signing to Academy:
What sports:
<b>Declaration</b>
I,..... agree that the information on this form is true and correct.
I,..... (parent/guardian signature)
<small>Privacy Notification: the information requested on this form is being collected by Shoalhaven City Council for the use of the facilities only. The information will be used solely by Council officers for the purpose mentioned or a directly related purpose. The applicant understands that this information is provided on a voluntary basis and may apply to Council for access or amendment of the information at any time.</small>
<u><b>APPROVAL:</b></u> _____
<u>Reviewed – Shoalhaven Swim &amp; Fitness (Aquatics) Manager:</u>
<u><b>APPROVED / NOT APPROVED</b></u> _____
<u>Commencement Date:</u>

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**Terms & Conditions**

- External coaches of successful applicants will be required to pay all lane hire / facility charges as per Council's fees and charges
- Inclusion in this program should not conflict with any other support schemes by way of fee waiver or subsidy currently offered by Council

*Shoalhaven City Council - Elite Athlete Support Program Policy*

- Access to Council's Swim & Fitness facilities shall be limited to free casual swimming entry only and does not extend to any other program such as coaching, personal training or group exercise classes
- Access shall be limited to individuals only, groups or teams will not be considered
- Successful applicants shall abide by Council's Patron Behaviour Guidelines – failure to do so may lead to the withdrawal of free casual access
- Access to facilities will be permitted during normal hours of operation only
- Each athlete will be required to provide his/her own equipment for training purposes
- Use of Council's facilities must be relevant to the Athlete's chosen field

Attachment A





## Nomination for Inclusion in the Shoalhaven Hall of Sporting Fame

Corporate and Community Services

**City Administrative Centre** Bridge Road, Nowra, NSW, Australia, 2541  
**Address all correspondence to:** The General Manager, PO Box 42, Nowra, NSW, Australia, 2541 | DX 5323 Nowra  
 council@shoalhaven.nsw.gov.au | www.shoalhaven.nsw.gov.au | Phone: (02) 4429 3111 | Fax: (02) 4422 1816

### 1 Nominator Details

Nominator's Full Name: \_\_\_\_\_  
 Association Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Suburb: \_\_\_\_\_ Postcode: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_  
 Email: \_\_\_\_\_

### 2 Nominee Details

Nominee's Full Name: \_\_\_\_\_  
 Association Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Suburb: \_\_\_\_\_ Postcode: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_  
 Email: \_\_\_\_\_  
 Date of Birth (if relevant): \_\_\_\_/\_\_\_\_/\_\_\_\_  
 Place of Birth: \_\_\_\_\_  
 Approximate time frame that the nominee resided within the Shoalhaven: \_\_\_\_\_  
 Main town(s) or village(s) within the Shoalhaven at which nominee resided: \_\_\_\_\_

### 3 Nominee or Relevant Family Member Details

Full Name: \_\_\_\_\_  
 Relationship to Nominee (i.e son, owner, etc): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Suburb: \_\_\_\_\_ Postcode: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Privacy Notification: This form is for the purpose of Shoalhaven City Council sighting insurance requirements and for administrative purposes. The information will be used solely by Council officials for the purpose mentioned above. The applicant understands that this information is provided on a voluntary basis and they may apply to Council for access to, or amendment of, the information at any time.

#### OFFICE USE ONLY

27191E	Nomination - Shoalhaven Hall of Sporting Fame	Sportsfield Officer
Form Number: 790	Version Number 2	Issue Date: 05/06/2014
		Next Review date: 05/06/2018

CL17.164 - Attachment 1

Attachment A

**4 Sporting Achievements**

Sporting Category: .....

Categories are Elite Sportsperson, Sporting Hero, Sporting Animal

Sport(s), and approximate time frame, that the nominee played at a state, national and international level (e.g. State Cricket 1980 – 1984, 5 years):

.....

.....

.....

Sport(s), and approximate time frame, that the nominee coached/trained or was otherwise involved at a state, national and international level:

.....

.....

.....

Highest achievement(s) while participating at a state, national and international level (i.e. finalist, medal winner, run score, overall place etc):

.....

.....

.....

Other relevant sporting qualifications or achievements: .....

.....

.....

**5 Acknowledgement**

I, ..... (nominator name) certify that the above information to the best of my knowledge is an accurate description of the nominee's sporting achievement.

Date: .....

(Signature of Applicant)

**Important Information**

The following information is required for an individual to be considered for inclusion into the Shoalhaven Hall of Sporting Fame. Additional information may be submitted as an attachment to this nomination form.

**To be eligible for selection into the Shoalhaven Hall of Sporting Fame as a Shoalhaven Elite Athlete, the following selection criteria must be met:**

- a) The nominated athlete must have represented Australia at an international or national elite junior or senior level.
- b) Selection of an athlete does not include persons who have represented their sport through school sports activities.
- c) The selected athlete shall have undergone their formative training in the Shoalhaven, or be recognised as a medium/long term Shoalhaven Local Government Area resident.

**To be eligible for selection into the Shoalhaven Hall of Sporting Fame as a 'Shoalhaven Sporting Hero', the following selection criteria must be met:**

- a) Long and meritorious service to their sport, and/or
- b) Significant achievement in their sport, and/or
- c) Represented their sport as a coach, trainer, umpire/referee, administrator or other support role to an Australian junior or open side, and/or
- d) Be recognised as an integral part of the development of the sport within the Shoalhaven.
- e) The nominee shall be recognised as a medium/long term Shoalhaven Local Government Area resident.

**To be eligible for selection into the Shoalhaven Hall of Sporting Fame as a 'Shoalhaven Sporting Animal', the following selection criteria must be met:**

- a) The nominated animal must have won an international or national animal sporting event/race.
- b) The nominated animal must have been reared and/or initially trained within the Shoalhaven.



Attachment B



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## Illawarra Academy of Sport Inc 2017 Scholarship Agreement

### ATHLETES & PARENTS AGREEMENT

For the period  
XX

Sport: \_\_\_\_\_



## ATHLETE AGREEMENT

### Conditions of Acceptance

I, \_\_\_\_\_, acknowledge that I have carefully read this document provided by the Illawarra Academy of Sport inc ('the Academy') and accept the offer of scholarship from xxx.

**I understand that in order to receive and retain a Scholarship, I must comply with the following conditions and other directions given by the Illawarra Academy of Sport from time to time.**

### COMMITMENT:

- I agree to comply with the Athlete Training Etiquette and Performance Requirements, as contained in attachment 1 of this agreement.
- I will comply with and obey lawful instructions given to me by Academy personnel or any other person in authority of the Academy. In the event of any breach of conduct or misbehaviour on my part, my scholarship may be terminated immediately.
- I will ensure that all appointments, training sessions, competitions and other meetings arranged for me are attended and attended punctually.
- I must remain an affiliated member of the relevant sport association within the Illawarra region during the Academy scholarship year. I must participate in the local competition for this association/club and be available for representative competition for the relevant association.
- If I cease to be associated with the Illawarra regional sporting association and play for an association outside the Illawarra region then the IAS scholarship will be terminated, unless agreed by the General Manager.
- I agree to attend academy events including, but not limited to, the Mayoral Reception for my Local Government area, the Academy Presentation Night and ClubsNSW Academy Games, as required.

### PROFESSIONALISM:

- I will at all times act in an appropriate and sporting manner and maintain a proper code of behaviour particularly during Academy activities and while representing the Academy (see Athlete Training Etiquette & Performance Requirements).
- I agree to abide by the Academy's Policy regarding "Drugs in Sport" which has been adopted from the Australian Sports Commission's "Drugs in Sport" policy.
- I understand that my scholarship with the Academy will be in jeopardy if I engage in any illegal activities, particularly the use of performance enhancing drugs and doping practices.

## Attachment B

- I agree to participate in any random drug testing conducted by the Academy or other recognized sporting authority (see consent form).
- I agree and understand that my scholarship with the Academy includes a obligation to return to my club/association a better athlete and ambassador for my sport.

**MEDICAL:**

- I undertake to keep the Academy informed of any **personal contact details (eg telephone number, residential address and internet details)**
- I undertake to keep the Academy informed of any medical conditions, treatment, drugs or prescriptions that may have been prescribed for me which affect or may affect my present or future training or performance in competition and ensure that I do not take any banned drugs listed on the Australian Sports Drug Agency listing (Hotline 1800 020 506).
- In signing of this agreement I acknowledge that I am of good health and free of any medical condition which affect or may affect on or injury that would prevent my inclusion in the required activities in undertaking this scholarship.

*NB: if you have a pre-existing medical condition or have had an injury within the previous 18-months that has prevented you from training or competing for a period of more than 4-weeks you are required to provide a medical clearance.*

- **I understand that the Illawarra Academy of Sport will not meet the cost of any medical, dental or hospital service required, and it is my responsibility to ensure that I have adequate Private Health Insurance and extra cover at all times.**
- I permit the Academy to use personal information, including health and medical information related to me as contained on my nomination form and, when necessary, pass this information amongst Academy staff, for my benefit.

**MEDIA/PROMOTION:**

- I will assist in the promotion of the Academy at any official Academy event, as required.
- I will be available for reasonable promotional activities as required by the sponsors free of charge.
- If requested, I will participate in a maximum of six (by mutual agreement) public relations activities including public, promotional and media appearances per year.
- I will gain the approval of the General Manager of the Academy before I arrange as an Academy athlete, personal sponsorships, product endorsements and other related commercial opportunities;
- I will acknowledge the role of the IAS in any media interviews, media releases or other marketing/promotional activities.
- I will acknowledge the sponsors in media releases where possible.

Attachment B

- I acknowledge that my personal information and in particular that contained in my questionnaire, as agreed may be used by the Academy for publicity and promotional purposes including but not restricted to media releases, radio, television and newspaper interviews, athlete profiles, Academy website, Academy social media sites and Academy newsletters, brochures, forms and posters.

**COMMUNITY OUTREACH PROGRAM:**

- I will, as required, participate in a minimum of one IAS targeted/support community outreach initiative per year as directed by the IAS including, but not limited to, charity events, fundraising, sports participation and development initiatives and/or coaching/umpiring for local club/associations.

**UNIFORM:**

- I acknowledge that it is compulsory for me to wear the appropriate Academy clothing at all events and not wear any clothing which may identify any sponsors in conflict with the official Academy sponsors. I also agree that these items will not be worn by anyone else and they will be maintained in good order.

**Athlete Declaration**

In accepting the Academy Scholarship, I agree to abide by this agreement together with the rules, directions and policies made or given by the Academy and acknowledge that should I fail to do so I understand I that I may forfeit my scholarship.

Name: \_\_\_\_\_

Signature of athlete: \_\_\_\_\_ Date: \_\_\_\_\_

I acknowledge my Childs' understanding of the above.

Signature of parent/guardian: \_\_\_\_\_ Date: \_\_\_\_\_

**Parents / Guardians Consent**

I / We \_\_\_\_\_ being the parent(s) /guardians of the above named applicant, acknowledge that I /we have read the full contents of this application.

I / we have read the conditions of acceptance and state that to the best of my / our knowledge, all the information provided is correct and there is no reason why the applicant cannot fully comply with all of the requirements as set out above.

I / we are not aware of any medical condition or any other reason that would affect the applicant's present or future training or performance in competition sport which has not been disclosed.

Athlete Signature: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Parent/Guardian Signature: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

## Attachment 2

### Athlete Training Etiquette & Performance Requirements –

As an athlete fortunate enough to be selected for an Illawarra Academy of Sport (IAS) scholarship, you have certain obligations to fulfill in order to ensure that you are utilising the program to its full potential.

This Athlete Training Etiquette and Performance Agreement outlines the behaviour and responsibilities expected of you while you are training with the Academy. Most of these requirements are simply common sense, and state the appropriate behaviour we all expect of ourselves and each other.

Resources from your sport and the Academy are being expended to improve you as an athlete and sporting citizen. When you accept our offer to be a Scholarship Holder, you enter into an agreement with the Academy.

As a consequence you have the following commitments:

**1. I agree to comply with the Academy's Training Etiquette and Performance Requirements hereinafter set out in that I will:**

- a. Attend all scheduled Academy training and competition commitments on time and as directed by the Head Coach.
- b. Give notice and reason for inability to attend a training session to the Head Coach prior to the session. (Athletes with an injury are expected to attend training sessions unless stipulated by the Head Coach).
- c. Advise the Academy Programs and Athlete Development Manager as well as the Head Coach/Manager of any injury or condition that will prevent physical involvement within my scholarship sport, including training or competition.
- d. Seek medical advice and/or treatment for all injuries sustained during my scholarship term and provide the Academy Programs and Athlete Development Manager as well as the Head Coach/Manager with periodic updates on return to training and competition.
- e. Continuously strive for improvement and demonstrate a commitment to training.
- f. Wear the official Academy training uniform, unless otherwise advised by the Head Coach.
- g. Refrain from taking any drugs that will affect or modify growth, behaviour or performance and abide by the Academy's Anti-Doping Policy.

Athlete: \_\_\_\_\_ Parent: \_\_\_\_\_  
(Sign) (Sign)

Attachment B

- h. Comply with the Academy training requirements as directed by the Head Coach and accept and respond in a positive manner to their suggestions and constructive criticism.
- i. Treat coaches, officials, athletes and supporters with respect.
- j. Assist with the set up and pack up of training equipment and resources at Academy sessions.
- k. Keep a Training Diary if requested by the IAS Head Coach and bring this IAS Training Diary to all training sessions.
- l. Attend Academy functions including but not limited to Mayoral Receptions in my Local Government area and Presentation Nights.

**Schedule of Scholarship Benefits**

The Academy at its discretion will provide:

- Sports specific skill development and athlete physical performance development as provided by the Academy's practitioners;
- High performance coaching under the direction of the Head Coach;
- Fitness and strength testing/evaluation and training programs under the direction and supervision of qualified personnel;
- Assistance through the Academy's Elite Sports Education Curriculum with personal development and performance enhancement education.
- Access to suitable training facilities provided by the Academy or through other approved agencies;
- Performance reporting and supervision

**2. I undertake**

- a. To travel to and depart from any competitions approved by the Academy upon the dates & times specified by and in the manner determined by the Academy.
- b. Whilst participating in IAS activities, to remain under the control, management and direction of the General Manager of the Academy or any person authorized by him and to comply with all directions given by him during the period of my scholarship.
- c. To conduct myself in a proper manner to the satisfaction of the General Manager of the Academy and to represent myself, the Academy, sponsors and my sport with distinction to the best of my ability and with appropriate behaviour at all times.

Athlete: \_\_\_\_\_ Parent: \_\_\_\_\_  
(Sign) (Sign)

Attachment B

- d. To always represent the Academy, my sport and my club's best interests and not make any statement whether written or spoken, either personally or through a third party, which may bring the Academy Athletes, my sport, the Academy, its Officers or sponsors into disrepute or ridicule or otherwise damage the image or reputations of the Academy and personnel.
- e. To disclose to my Head Coach any conditions, illness and / or injury that may hinder my continued training and sports participation.
- f. To demonstrate consistency, self-discipline and leadership in and out of training sessions, showing the desire to achieve top performance.
- g. To accept victory or defeat with dignity and grace.
- h. In recognition of the support of my Sport Club and Associations to the Academy, to make a commitment to my sport such as; playing in games for my club during competitions, umpiring, coaching junior teams, playing representative games for my association and assisting with working for the Club.

Athlete: \_\_\_\_\_ Parent: \_\_\_\_\_  
(Sign) (Sign)

CL17.164 - Attachment 1



Attachment B

**PARENT AGREEMENT**

**Declaration Authority**

I Mr/Mrs/Ms \_\_\_\_\_ being the parent/lawful guardian  
of \_\_\_\_\_ hereby give permission to have my child anaesthetised  
in the event of illness or accident.

**Signature of parent/guardian:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**I understand that:**

The Academy's Personal Injury insurance which covers non-Medicare covered costs for injury whilst participating in Academy activities WILL NOT meet the costs of all medical services such as surgery, hospital expenses, medical practitioner, surgeon's fees or the 'gap' between Medicare and actual medical costs; Where such services are required for my child to fully participate in the scholarship program, I will be personally liable for expenses;

The Academy strongly encourages that my child is covered by private health insurance and should I not maintain such insurance cover, the Academy is under no obligation to assist with any medical, hospital expense or screening expenses incurred whilst an Academy Athlete.

I also undertake to pay all associated costs (eg: Ambulance travel), medical fees and / or the cost of necessary drugs, which may be incurred whilst my child / ward is in the care of the Academy.

This permission is given to the staff of the Illawarra Academy of Sport.

I understand that I will be contacted as soon as possible should this permission be required.

I hereby give permission for my child to travel in private/hired/public vehicles driven by, but not limited to, staff, coaches and parents associated with the Illawarra Academy of Sport for the purpose of attending training, competitions and other scheduled Academy events.

I understand that this declaration is valid for the duration of his/her association with the Illawarra Academy of Sport.

**Signature of parent/guardian:** \_\_\_\_\_ **Date:** \_\_\_\_\_

## PARENT / GUARDIAN CONSENT FORM

NSW Sports Drug Testing Act 1995

**Consent to collection or acceptance of a sample from a State Competitor under the age of 18 years.**

### IMPORTANT NOTICE WHICH MUST BE READ BEFORE SIGNING THIS CONSENT

Section 12 of the Sports Drug Testing Act 1995 provides:

- "12** Taking Samples from children  
The Agency must not collect or accept a sample from an athlete who is under the age of 18 unless;
- a. A parent or guardian of the child has given written notice of the requirements of this section , and
  - b. The parent or guardian consents to a sample being provided.

"The Agency" is the Australian Sports Drug Agency,  
A "sample" is defined in that Act as "any human biological fluid or tissue."

Important provisions about the taking and treatment of samples are contained in Part 3 of the Sport Drug Testing Act 1995 (NSW) and the Australian Sports Drug Agency Act 1990 (Commonwealth).

It is the policy of the New South Wales Government the when consent is **NOT** given to the collection or acceptance of a sample from an athlete, any funding provided by the New South Wales Government to the State Competitor whether directly or as the member of a team or group of persons will be withdrawn. This may result in the athlete being **UNABLE TO COMPETE IN HIS OR HER SPORT** as a representative of the State or use the facilities provided by the State.

1. I, \_\_\_\_\_ of \_\_\_\_\_  
Print Name Print Address

Telephone: \_\_\_\_\_ Work \_\_\_\_\_ Mobile \_\_\_\_\_

am the Parent or Guardian of \_\_\_\_\_  
Print Name

(Called in this document 'the Athlete') whose date of birth is \_\_\_\_\_

2. I have read the IMPORTANT NOTICE written above

3. I understand that the Agency must not collect or accept a sample from the Athlete unless I give my consent

4. I understand that I am not obliged to give my consent

5. I understand that if I give my consent by signing this form the Agency will be able to collect or accept a sample or samples from time to time from the athlete and that the consent is not limited to the collection or acceptance of any one sample.

Attachment B

6. I am not aware of any Court Order or any proceedings in any Court which would affect my role as parent or guardian of the athlete or my ability to give this consent in relation to the Athlete.

7. I GIVE MY CONSENT TO THE AGENCY TO COLLECT OR ACCEPT A SAMPLE OR SAMPLES FROM MY CHILD (the Athlete)

Parent/Guardian \_\_\_\_\_ Date \_\_\_\_\_  
(Signature)

Witness \_\_\_\_\_  
(Print Name) (Signature)

Address \_\_\_\_\_

CL17.164 - Attachment 1

## Child Protection and Privacy Form – Informed Consent

### Position Statement

The Illawarra Academy of Sport appreciates that Privacy is a sensitive issue. The IAS recognises the rights of its athletes and coaches and has implemented measures to ensure that the collection, use and storage of personal information complies with Australia's Ten National Privacy Principles, as defined in the Privacy Amendment (Private Sector) Act 2000.

### Screening of Staff

All Academy staff (whether volunteer or salaried) in a child related position understand that several checking processes are undertaken to ascertain their suitability. The Academy complies with all legislation required under the Child Protection (Working with Children) Act 2012. If potential staff are identified as a "registrable person" under the Child Protection (offenders Registration) Act 2000, they are prohibited from paid or voluntary employment in a child related position with the Academy.

### Information for Publication

Evidence in Australia indicates that information regarding children posted on an internet site or published in a magazine or newspaper may be used by paedophiles to target children, to locate them and to groom their initial approach to the child. Despite the best intentions in the world on the part of the publisher, children can end up being the victims of abuse. To reduce this possibility, the Academy ensures that without parental consent, no information regarding an Academy Scholarship holder will be released to newspaper or television or be published in the Academy newsletters. If parents or guardians of Academy Scholarship holders (under the age of 18) agree to their child's details being published, then they will need to complete and sign the Parent/Guardian Informed Consent below.

### Privacy Notice

The Academy's policy on collection use and storage of personal information complies with Australia's Ten National Privacy Principles as defined in the Privacy Amendment (Private Sector) Act 2000.

- Relevant State Sporting Organisations may be given – name, sport, date of birth, address.
- Relevant Government bodies (Councils/Members of Parliament/Government Departments) may be given – name, sport, age, and town.
- Media outlets may be given – name, sport, age, town, photo/video image, achievements.
- Schools may be given – name, sport

Please contact the IAS General Manager immediately on 4225 3650 if you have any concerns regarding this matter.

Attachment B

**Parent/Guardian Informed Consent:**

As the parent/guardian of \_\_\_\_\_, who is a member of the Academy, I acknowledge that I have read the information provided above, and agree that the following information can be released to the authorities indicated:

- Relevant State Sporting Organisations may be given – name, sport, date of birth, address.
- Relevant Government bodies (Councils/Members of Parliament/Government Departments) may be given – name, sport, age, and town.
- Media outlets may be given – name, sport, age, town, photo/video image, achievements, and athlete profile questionnaire.
- Schools may be given – name, sport

Please contact the IAS General Manager immediately on 4225 3899 if you have any concerns regarding this matter.

**Parent/Guardian Consent**

Parent/Guardian Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Photographic and Media Consent**

I agree to allow the Illawarra Academy of Sport to use my child's name and the photograph(s) taken of my child \_\_\_\_\_ at any **Illawarra Academy of Sport session or event** in the promotion of the Academy's services and initiatives to the media and to the general public.

**Parent/Guardian Consent**

Parent/Guardian Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## Attachment 2

### ILLAWARRA ACADEMY OF SPORT BEHAVIOUR PROCEDURE

#### ATHLETE ATTENDANCE REQUIRMENTS

##### Summary for Potential First Year Athletes

As a scholarship athlete at the Illawarra Academy of Sport (IAS) you have certain obligations to fulfil in order to ensure that you achieve the greatest benefit from the program and supporting the Academy and its sponsors & supporters.

Each athlete is required, as part of a contract with the IAS, to agree to an Athlete Training Etiquette and Performance Agreement. It outlines the ***behaviour and responsibilities expected of you*** while you are at the IAS. This part of the document relates specifically to the expectations in relation to Attendance.

##### Attendance

*All athletes are required to attend all sessions in the program. In exceptional circumstances, absence from training may be accepted with an appropriate reason. Advanced notice MUST be provided to the Head Coach/Manager. Failure to comply with this will result in suspension of the athlete scholarship. Athletes with an injury are encouraged to still attend the sessions. The General Manager of the IAS will make the final decisions on such matters.*

**Acceptable Absences** – requests are considered on the following grounds:

1. **Medical Grounds** – Athlete injury or illness that prevent eg bed ridden, contagious
2. **Compassionate/Family Grounds** – Exceptional family occasion i.e. religious celebration, birth of a sibling, sever illness of a family member, wedding etc
3. **Extenuating Circumstances** – key school event, i.e. excursion, major school sports event (if the sport to which the athlete is awarded an IAS scholarship for), formal, exam etc
4. **Sport** – attend a state/national/international event or session
5. **Travel** – i.e. travel disruption or delay, accident, floods etc

##### MANDATORY SESSIONS

The Academy has three (3) significant occasions at which athlete attendance is mandatory. These are:

1. Athlete Induction;
2. Mayoral Reception (in your local area); and
3. Presentation Night.

Attachment B

BEHAVIOUR	OCCURENCE NO#	DISCIPLINARY PROCEDURE
1. Failure to attend a training or education session (WITH NOTICE);	1 <sup>st</sup> occurrence unacceptable absence	<b>Review of reasons</b> <ul style="list-style-type: none"> <li>Coach/Manager report to IAS Office;</li> <li>Athlete reminded, in writing, of the level of commitment required to maintain scholarship.</li> </ul>
	2 <sup>nd</sup> occurrence unacceptable absence	<b>Scholarship under review</b> <ul style="list-style-type: none"> <li>Coach/Manager report to IAS Office;</li> <li>Athlete reminded, in writing, of the level of commitment required to maintain a scholarship and that their scholarship is under review.</li> </ul>
	3 <sup>rd</sup> occurrence unacceptable absence	<b>Scholarship suspended</b> <ul style="list-style-type: none"> <li>Coach/Manager report to IAS Office;</li> <li>Athlete advised, in writing, that their scholarship is suspended;</li> <li>Athlete to show cause, within 7 days, why their scholarship should not be withdrawn.</li> </ul>
2. Failure to attend a training or education session (WITHOUT NOTICE)	1 <sup>st</sup> occurrence unacceptable absence	<b>Scholarship under review</b> <ul style="list-style-type: none"> <li>Coach/Manager report to IAS Office;</li> <li>Athlete reminded, in writing, of the level of commitment required to maintain a scholarship and that their scholarship is under review.</li> </ul>
	2 <sup>nd</sup> occurrence unacceptable absence	<b>Scholarship suspended</b> <ul style="list-style-type: none"> <li>Coach/Manager report to IAS Office;</li> <li>Athlete advised, in writing, that their scholarship is suspended;</li> <li>Athlete to show cause, within 7 days, why their scholarship should not be withdrawn.</li> </ul>
3. Inappropriate behaviour at a training or education session (incl. late arrival, disruptive or poor attitude and non-compliance with training requirements) and	1 <sup>st</sup> occurrence behaviour & uniforms	<b>Warning from Coach/Manager</b> <ul style="list-style-type: none"> <li>Coach/Manager report to IAS Office;</li> <li>Athlete provides verbal warning to athlete.</li> </ul>
	2 <sup>nd</sup> occurrence behaviour & uniforms	<b>Scholarship under review</b> <ul style="list-style-type: none"> <li>Coach/Manager report to IAS Office;</li> <li>Athlete reminded, in writing, of the level of commitment required to maintain a scholarship and that their scholarship is under review.</li> </ul>
4. Failure to wear the appropriate Academy uniform	3 <sup>rd</sup> occurrence behaviour & uniforms	<b>Scholarship suspended</b> <ul style="list-style-type: none"> <li>Coach/Manager report to IAS Office;</li> <li>Athlete advised, in writing, that their scholarship is suspended;</li> <li>Athlete to show cause, within 7 days, why their scholarship should not be withdrawn.</li> </ul>

All decisions in relation to Disciplinary Procedures will be made by the IAS General Manager.





# Monthly Report

## Shoalhaven City Council

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May 2017

CL17.171 - Attachment 1



## Market

We refer to our more detailed *Economic Commentary* for the month.

### International Markets

The NASDAQ (+2.67%) and S&P500 (+1.41%) continued a string of records. The Dow gained +0.71%. The MSCI World ex-AUS gained +1.62% while the MSCI Emerging Markets Index finished +2.46% higher (in local currency). US 10-year yields finished -8bp lower at 2.21%; Australian 10-year bonds outperformed in firming -19bp to 2.39% amid recession talk and falling commodity prices.

The Fed kept rates on hold at its May meeting, highlighting strong labour market data despite weaker consumer spending and a poor Q1 GDP (+1.2% est.) which they called “transitory.”

The Trump Administration shrugged off impeachment talk after firing FBI Director Comey, as President Trump conducted his first overseas tour –well received in Saudi Arabia but not Europe.

The US (4.4%) and UK (4.6%) unemployment set long-term lows. Eurozone unemployment was 9.4% in March (-0.1%). Core CPI eased to +0.9% in April (-0.3% from March).

US CPI declined to +2.2% year to April (-0.2%) as much of the oil price recovery slipped out of 12 month data. China reported GDP +1.3% in Q1, vs +1.6% estimated, a hint that stimulus has ended. Non-manufacturing PMI soared to 54.5 in May.

South Korea elected a new President, and the French election was well received.

### Domestic

The ASX200 finished -2.75% lower as economists warned that Q2 is likely to be far below trend, as a number of indicators fell. The RBA kept rates unchanged, with bill futures flat through 2018.

S&P lowered the ratings of 23 Australian financial institutions - AMP, BOQ & Bendigo-Adelaide of greatest significance – citing the rising risk of a sharp and imminent correction in property prices.

The Budget forecast an improbable surplus after 2020, after a \$30bn deficit for FY18. Spending growth was held to a modest +2% real, with a raft of tax increases mooted including a 6bp tax on the Big 5 banks’ assets and an increase in Medicare levy for the NDIS.

Unemployment fell to 5.7% in April of 2017 (from 5.9%) with +37,400 jobs but a -11,600 fall in full time employment and -0.26% fall in hours worked.

Building approvals bounced +4.4% in April but are still -17.2% on the year. Total construction work is down -7.2% on the year. Private sector credit rose +0.4% in April, +4.9% on the year (a 3-year low). Credit for investor housing outpaced that of owner occupiers, despite APRA measures.

Wages advanced +0.5%, to be +1.9% on the year (in line with CPI). Retail turnover added just +0.1%, to be negative in price terms.

Australia's trade surplus narrowed -15% to \$3.11bn in March of 2017 from an upwardly revised \$3.66bn in February. Australia’s net liabilities increased +6%, to pass \$1tr.

Ten people connected to the ATO were arrested in connection with the alleged \$165m tax fraud.

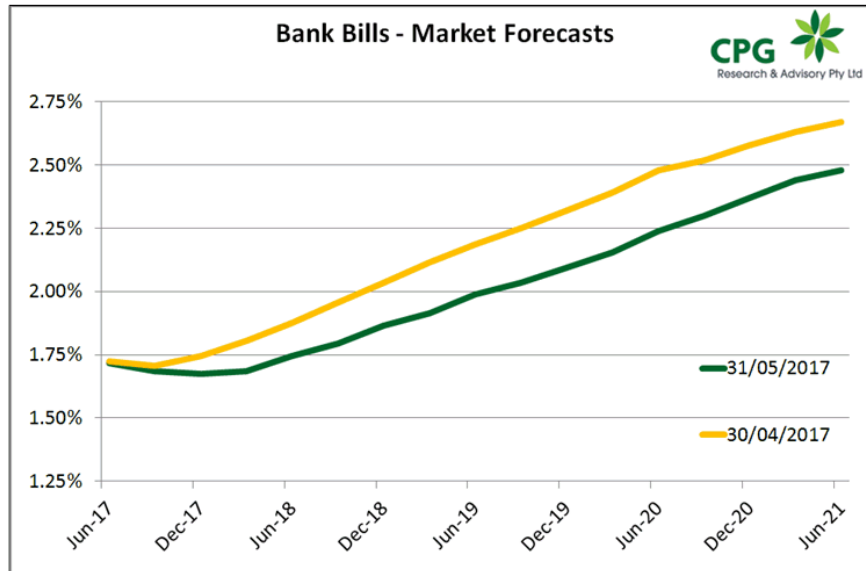
### Other Markets

WTI oil finished lower at \$48.3/bbl (-2.05%). Gold was flat. Iron Ore plunged further to \$56.27 (-17.25%). Metals were weaker, with Zinc (-4.51%) and Nickel (-7.22%) hard hit.

The AUD finished slightly lower at US74.50c (-0.33%).



Bill futures tended to imply a less aggressive policy outlook, with talk of an imminent (east coast) property correction and a Q2 slowdown – no policy action is expected through 2017 or 2018, and the futures market is very slightly inverse, to imply an easing bias again:



#### Credit Market

**Credit spreads widened 4bp in Australia, while spreads of CDX North American and iTraxx European tightened 5bp and 2bp respectively.** Australia tracked a weaker stockmarket amid lower commodity prices – 23 banks were downgraded by S&P.

European credit celebrated a market-friendly French election and relatively strong data. The US markets traded apparently oblivious to Congressional chaos, as the Trump administration started to provide detail on stimulus plans.

Credit Indices	31 May 17	30 Apr 17	31 May 16
iTraxx Australia 5 Yr CDS	86bp	82bp	132bp
iTraxx European 5 Yr CDS	62bp	67bp	73bp
CDX IG North American 5 Yr CDS	62bp	64bp	77bp
CDX HY North American 5 Yr CDS	328bp	327bp	433bp

Source: Markit

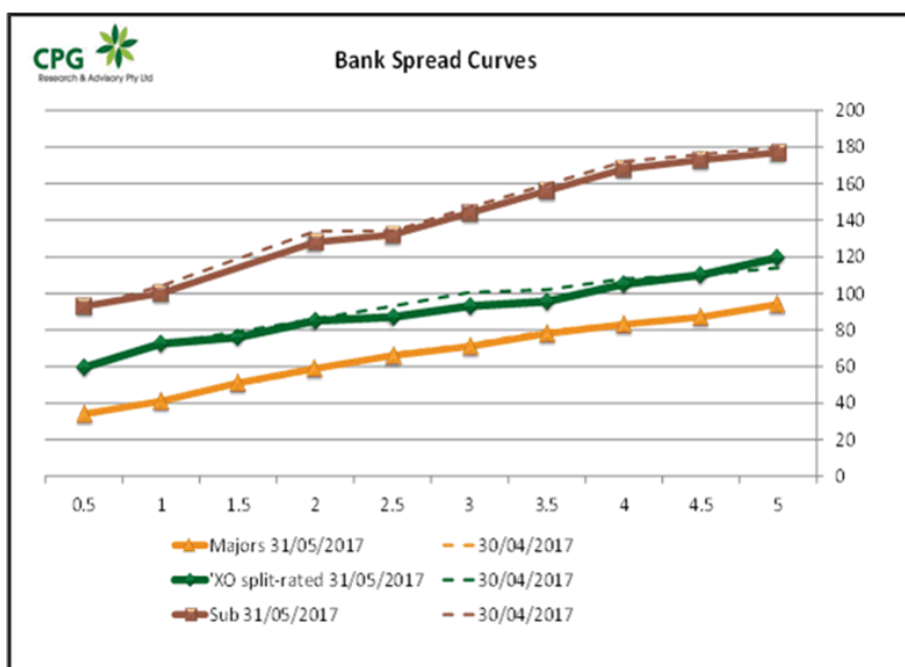
Physical credit generally tracked the strong lead from stocks and credit indices, for example:



Colonial First State Wholesale Global Credit Income



Bank FRNs were little changed, with even sub debt trading well despite credit rating downgrades that took them out of some mandates:



High yield was relatively flat, near post-GFC lows in spread.



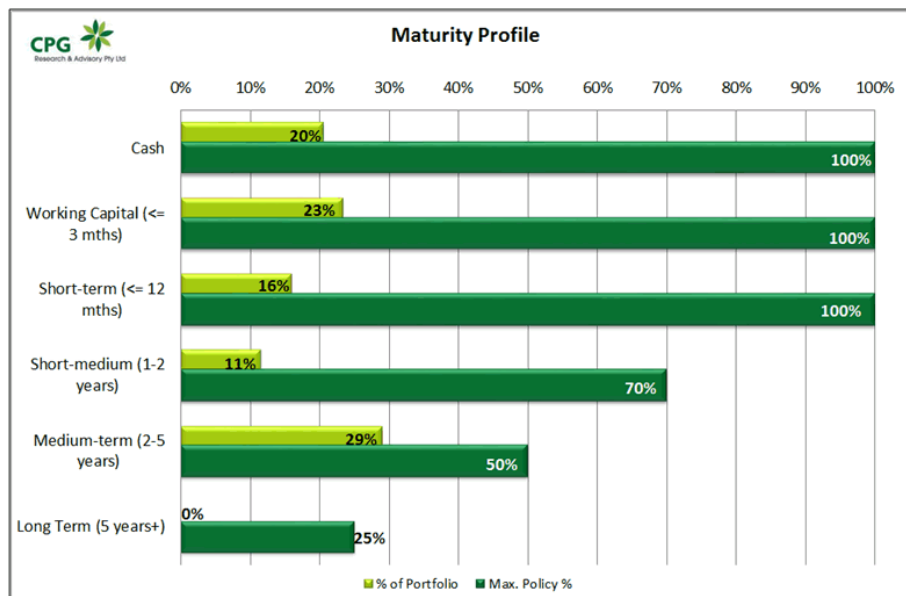
## Council's Portfolio

The portfolio has 20% of investments available at-call (after the recent very large deposit into the TCorpIM Cash Fund) and a further 23% of assets maturing within 3 months.

Additional short-dated funds have been gradually redeployed into a portfolio now well diversified by term – ahead of what has been a considerable decline in deposit rates.

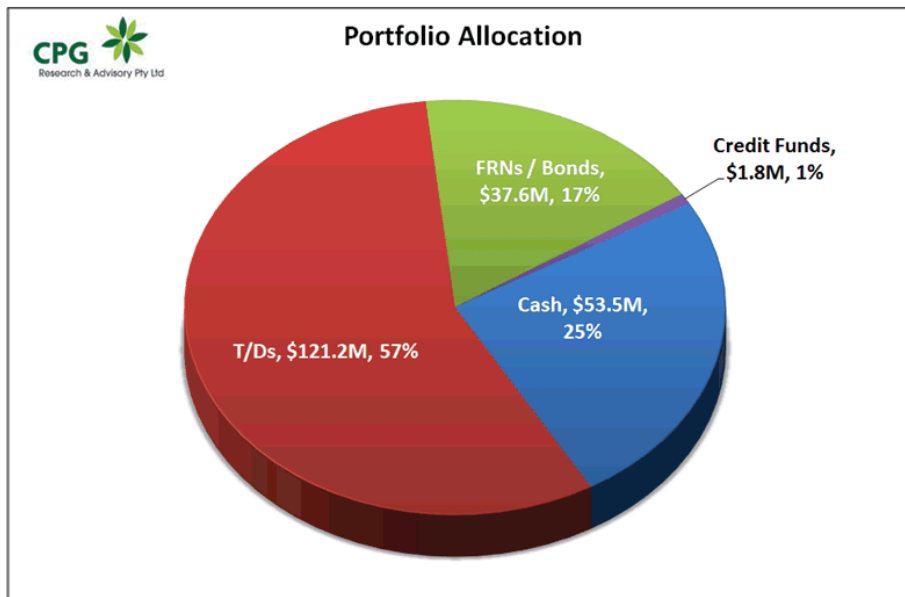
Approximately 29% of the portfolio is now in medium-term assets, with capacity now freed up after previously being close to the maximum limits.

Council has some allocation to senior FRNs (about 17% of the investments) accessible within 2 business days.

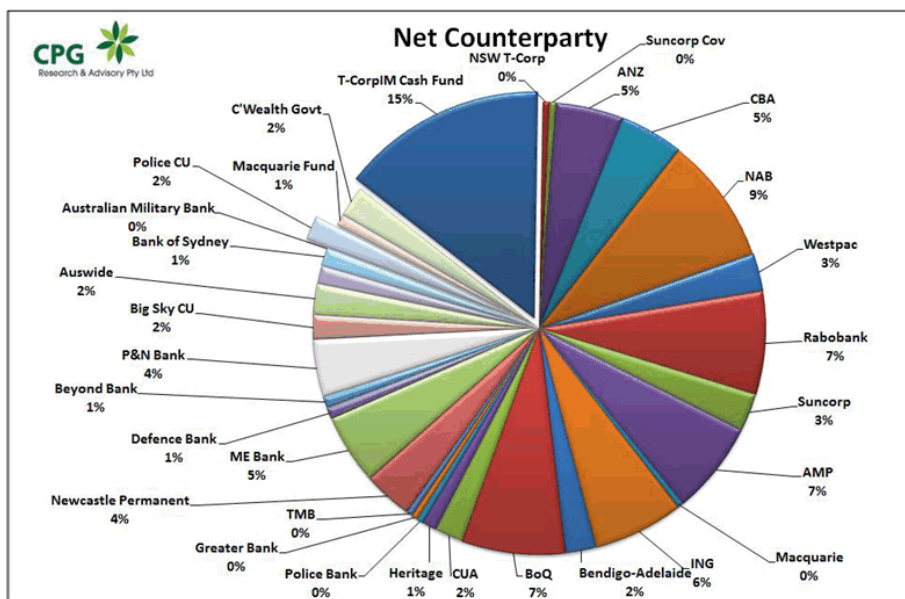


Council's portfolio is dominated by term deposits across a broad range of counterparties; credit assets are around 17% of the portfolio. Council's longer-dated investments from 2014 are now well above market returns, through significantly extending duration.

Council's portfolio is dominated by term deposits across a broad range of counterparties and fixed interest asset types, with the secondary allocation to credit likely to reduce over time:



The investment portfolio is well diversified in complying assets across the entire credit spectrum, with the major banks and Rabobank dominant:





## Credit Quality

Only the Macquarie credit fund is now classified as a “Grandfathered” legacy asset.

S&Ps downgraded 23 Australian financial institutions including AMP, BOQ & Bendigo-Adelaide affecting senior long-term ratings for a number of institutions. **The majors were only hit at junior / subordinated level.**

**Importantly, for BoQ and Bendigo-Adelaide, they retain “split A” ratings based on Moody’s higher ratings.**

Council’s Policy says:

*In the event of disagreement between agencies as to the rating band (“split ratings”) **Council shall use the higher in assessing compliance with portfolio Policy limits, but for conservatism shall apply the lower in assessing new purchases.***

Importantly, there are no breaches of Policy, required disposals or other actions.

**However, the conservative “lower-of” treatment constrains new purchases in the BBB category.**

(A poorly timed initial rating for Qbank also added to the BBB allocation.)

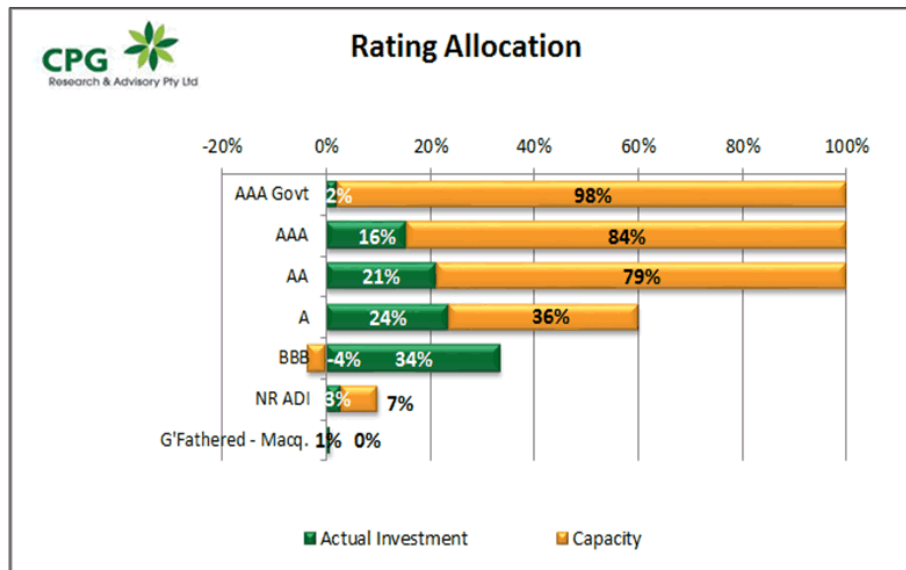
A Policy review is currently scheduled. We believe ratings will migrate downwards over time, due to:

- All agencies tacitly agreeing that AA ratings should be very rare for non-government borrowers,
- A being applicable only to the most systemically important institutions, and
- The overhang of a Negative Outlook for Australia’s sovereign rating, which would tend to also reduce the ratings of banks.

So based on the lower-of ratings, which constrain new investment, Council’s current position is as follows:

Rating Category	Actual	Per C/Party	Aggregate	Rating Category	Actual Investment	Capacity
AAA Govt	2%	100%	100%	AAA Govt	2%	98%
AAA	16%	40%	100%	AAA	16%	84%
AA	21%	30%	100%	AA	21%	79%
A	24%	15%	60%	A	24%	36%
BBB	34%	10%	30%	BBB	34%	-4%
NR ADI	3%	5%	10%	NR ADI	3%	7%
G'Fathered - Macq.	1%	1%	1%	G'Fathered - Macq.	1%	0%





^ Under the Financial Claims Scheme (FCS), the first \$250,000 is guaranteed by the Federal Government (rated AAA by S&P), per investor, per ADI.

A bid on CUA 2017's and Police Bank 2017's may well come at an attractive level, given its relatively short terms to maturity. However, in general we are finding short BBB's are trading relatively expensively – perhaps reflecting near-term forced selling by investors with rating mandates.

Around \$8m in BBB range deposits also runs off during June-July, which roughly restores the rating targets.

Given our view that the “bulge” in ratings now lies with the BBB range banks (and will continue to do so), it may be timely to revise the Policy allocation. There are relatively few A or higher banks remaining.

It would also be prudent to continue to use FRNs to maintain ratings, even if the absolute level of returns may be unexciting. The FRN universe is typically very high grade, other than private placement securities.



## Compliance

We have tested the portfolio provided against Council's current investment policy and report the following:

Individual counterparty exposures comply with the Policy, even after downgrades. No individual names are restricted at present.

Counterparties	Exposure \$M	FCS	Net	Rating	Policy Lim	Actual	Capacity
T-CorplM Cash Fund	\$31.43M	\$0.00M	\$31.43M	AAA	40%	15%	\$54.19M
NSW T-Corp	\$1.03M	\$0.00M	\$1.03M	AAA	40%	0%	\$84.60M
Suncorp Cov	\$1.00M	\$0.00M	\$1.00M	AAA	40%	0%	\$84.62M
ANZ	\$10.60M	\$0.25M	\$10.35M	AA-	30%	5%	\$53.87M
CBA	\$10.00M	\$0.25M	\$9.75M	AA-	30%	5%	\$54.47M
NAB	\$19.71M	\$0.25M	\$19.46M	AA-	30%	9%	\$44.76M
Westpac	\$6.00M	\$0.25M	\$5.75M	AA-	30%	3%	\$58.47M
Rabobank	\$16.00M	\$0.25M	\$15.75M	A+	15%	7%	\$16.36M
Suncorp	\$6.00M	\$0.25M	\$5.75M	A+	15%	3%	\$26.36M
AMP	\$14.49M	\$0.25M	\$14.24M	A	15%	7%	\$17.87M
Macquarie	\$1.00M	\$0.00M	\$1.00M	A	15%	0%	\$31.11M
ING	\$14.00M	\$0.25M	\$13.75M	A-	15%	6%	\$18.36M
Bendigo-Adelaide	\$5.00M	\$0.25M	\$4.75M	BBB+	10%	2%	\$16.66M
BoQ	\$16.00M	\$0.25M	\$15.75M	BBB+	10%	7%	\$5.66M
CUA	\$4.25M	\$0.00M	\$4.25M	BBB+	10%	2%	\$17.16M
Heritage	\$2.25M	\$0.00M	\$2.25M	BBB+	10%	1%	\$19.16M
Police Bank	\$1.00M	\$0.00M	\$1.00M	BBB+	10%	0%	\$20.41M
Greater Bank	\$1.00M	\$0.00M	\$1.00M	BBB+	10%	0%	\$20.41M
TMB	\$1.00M	\$0.00M	\$1.00M	BBB+	10%	0%	\$20.41M
Newcastle Permanent	\$7.50M	\$0.00M	\$7.50M	BBB	10%	4%	\$13.91M
ME Bank	\$11.00M	\$0.25M	\$10.75M	BBB	10%	5%	\$10.66M
Defence Bank	\$2.00M	\$0.25M	\$1.75M	BBB	10%	1%	\$19.66M
Beyond Bank	\$2.00M	\$0.25M	\$1.75M	BBB	10%	1%	\$19.66M
P&N Bank	\$9.00M	\$0.25M	\$8.75M	BBB	10%	4%	\$12.66M
MyState	\$0.00M	\$0.00M	\$0.00M	BBB	10%	0%	\$21.41M
Big Sky CU	\$4.00M	\$0.25M	\$3.75M	BBB	10%	2%	\$17.66M
Auswide	\$5.00M	\$0.25M	\$4.75M	BBB-	10%	2%	\$16.66M
Qbank	\$3.00M	\$0.25M	\$2.75M	BBB-	10%	1%	\$18.66M
Bank of Sydney	\$3.00M	\$0.25M	\$2.75M	NR	5%	1%	\$7.95M
Australian Military Bank	\$0.00M	\$0.00M	\$0.00M	NR	5%	0%	\$10.70M
Police CU	\$4.00M	\$0.25M	\$3.75M	NR	5%	2%	\$6.95M
Macquarie Fund	\$1.80M	\$0.00M	\$1.80M	NR	1%	1%	\$0.00M
	\$214.06M		\$209.31M			98%	
C'wealth Govt		\$4.8M	\$4.75M	AAA	100%	2%	
Total	\$214.06M		\$214.06M			100%	
Check	\$0.00M		\$0.00M				

Rural Bank is not grouped in the exposure of the parent (Bendigo-Adelaide Bank, recently rerated BBB+), as both subsidiary and parent hold separate ADI licences. In other cases, groups are consolidated



## Returns - Accrual

Actual	1 month	3 months	6 months	FYTD	1 year	2 years	3 years	4 years
Official Cash Rate	0.13%	0.38%	0.75%	1.40%	1.54%	1.76%	1.97%	2.12%
Avg. 3m BBSW	0.15%	0.44%	0.88%	1.63%	1.80%	2.00%	2.19%	2.30%
AusBond Bank Bill Index	0.15%	0.45%	0.89%	1.67%	1.84%	2.05%	2.25%	2.36%
Council Cash	0.19%	0.57%	1.12%	2.00%	2.20%	2.39%	2.64%	2.68%
Council T/Ds	0.29%	0.88%	1.74%	3.23%	3.53%	3.65%	3.77%	3.80%
Council FRNs / Bonds	0.25%	0.76%	1.50%	2.80%	3.08%	3.25%	-	-
Council Credit Funds	0.55%	1.63%	3.36%	5.41%	5.28%	3.10%	3.14%	3.75%
Council Total Portfolio	0.25%	0.76%	1.54%	2.91%	3.19%	3.36%	3.53%	3.61%
Annualised	1 month	3 months	6 months	FYTD	1 year	2 years	3 years	4 years
Official Cash Rate	1.50%	1.50%	1.50%	1.52%	1.54%	1.76%	1.97%	2.12%
Avg. 3m BBSW	1.74%	1.76%	1.77%	1.78%	1.80%	2.00%	2.19%	2.30%
AusBond Bank Bill Index	1.77%	1.79%	1.79%	1.82%	1.84%	2.05%	2.25%	2.36%
Council Cash	2.23%	2.26%	2.26%	2.18%	2.20%	2.39%	2.64%	2.68%
Council T/Ds	3.47%	3.54%	3.51%	3.52%	3.53%	3.65%	3.77%	3.80%
Council FRNs / Bonds	3.04%	3.07%	3.02%	3.06%	3.08%	3.25%	-	-
Council Credit Funds	6.66%	6.63%	6.85%	5.91%	5.28%	3.10%	3.14%	3.75%
Council Total Portfolio	2.97%	3.04%	3.10%	3.17%	3.19%	3.36%	3.53%	3.61%

The investment portfolio had a solid month, **returning +2.97% p.a. annualised**, outperforming the AusBond Bank Bill Index<sup>1</sup> which returned +1.77% p.a.

Another strong month for the Macquarie Fund, returning +0.55% (net actual), following another strong credit market. Despite some volatility over the past 24 months, the fund is **now above benchmark across all investment horizons**, and pleasingly, a strong performing asset over the longer-term (Council's 2<sup>nd</sup> best performing asset over 4 years but also a standout performer over 1 year and shorter periods). Returns reflect some drag from the large TCorpIM Cash balance.

Council's returns, while lower in absolute terms than historically the case, remains very strong compared to short deposits now rolling in the mid 2%'s. Even 3 year deposits do not currently reach 3%.

**The portfolio's performance continues to be anchored by the longer-dated deposits invested above 4%, as well as contributions from the more cyclical credit assets.**

Bond yields have risen significantly since Q3 2016 and interest rates may have bottomed out. As a result, the deposit curve has lifted considerably and so medium-longer dated term deposits are becoming attractive again.

Cash in a low interest rate environment also continues to be a drag on overall performance. Newly opened at-call accounts will gradually bring up the falling cash returns.

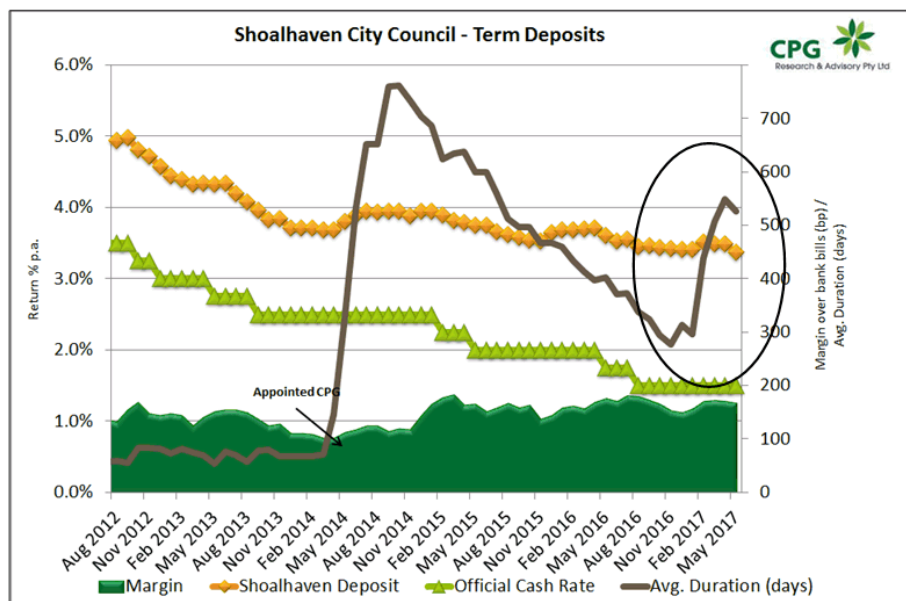
<sup>1</sup> Previously UBS Bank Bill Index.



## Term Deposits

At month-end, deposits accounted for approximately 57% of the total investment portfolio. The weighted average duration of the deposit portfolio stood at approximately **1.4 years (having peaked at around 2 years)** – both the initial major lengthening, and the subsequent run-down, have been well timed.

Council has again built up deposit duration ahead of a fall in deposit yields:



An average yield of **3.37% p.a.** (down 12bp from the previous month) *remains above the highest 4 year deposit in today's market. They are in line with the highest 5 year rate – BoQ, which is currently limited by BBB aggregates.*

Relevant portfolio data follows:

### Term Deposit Statistics

Percentage of total portfolio	57%
Weighted Average Yield	3.37%
Weighted Average Duration	1.4 yrs



#### Credit Quality of Deposits

AAA^	1%
AA	23%
A	37%
BBB	31%
Unrated ADI	8%
<b>Total</b>	<b>100%</b>

^ Calculation excludes the Financial Claims Scheme (FCS)

Deposit margins remain dominated by the lower rated institutions – the major banks pay under +85bp for long T/Ds. With BoQ slipping out of the A range (at S&P), there is increasingly little competition in the highly rated banks.

While the levels are not very cheap, we believe Council will continue to benefit from FRNs at current pricing instead of chasing rating quality in deposits. This leaves Council somewhat vulnerable to timing – waiting for new issues. However, the TCorpIM Cash balance is large, and funds are available immediately.

Shorter-dated terms (6 months or less) also remain below +75bp but with occasional specials.

We refer to the detailed analysis in our May *Fixed Interest Analytics*. It is important to note the increased uncertainty – with both high commodity prices and ultra-low inflation (especially in wages), the RBA's path is less clear and there are increasingly risks to a fixed rate strategy but similarly less attractive returns on FRNs.

We note a fall in yields during April, coupled with a modest widening in FRN spreads; the values are more balanced now between deposits and FRNs. We see a continuing role for both.

For the first time in this cycle, we believe floating rate T/Ds are worth equal consideration.



## Fixed Interest Market Background

US 10-year bond yields closed at 2.21%, **down another - 8bp.**

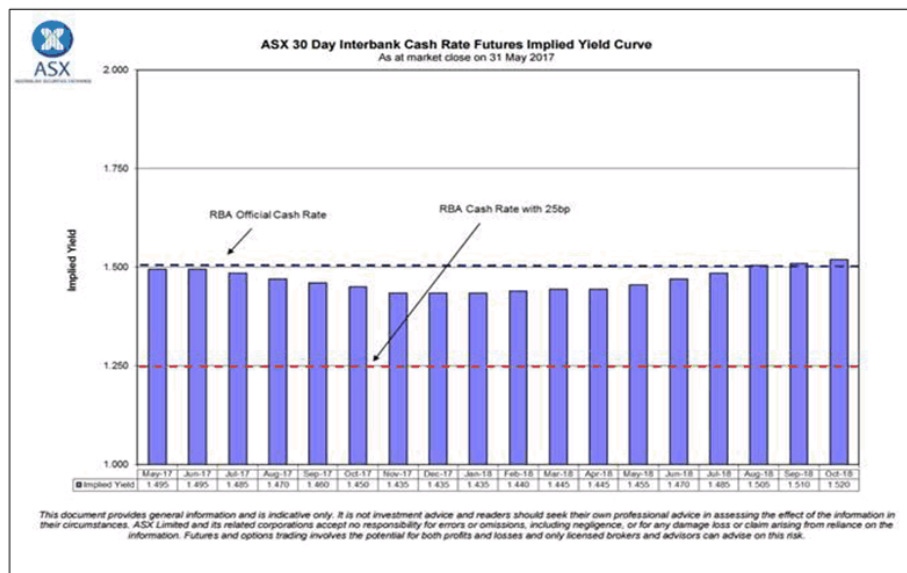
The Federal Reserve minutes referred to low inflation, which can be taken to imply greater need for stimulus, and **consideration of backing away from their target of 3x 25bp rate hikes over 2017.** So far, markets expect the hikes to continue in June.

GDP reported at an initial estimate of just +0.7% for Q1, **subsequently revised to +1.2%.** The change of government may well have resulted in some lag in activity. Employment has been very strong, along with industrial production – winter GDP data is notoriously unreliable and prone to reversals. **(However, GDPNow is not suggesting a dramatic Q2 catch-up.)**

The BarCap Global Agg gained +64bp in May (in \$A hedged), with most markets stronger on the US lead. The Fed is locked into a near-term path, but the longer the economy remains flat (in contradiction to their “accelerating growth” narrative) the less credible their guidance will appear – and the more it will look like 2015.

The RBA left the cash rate unchanged at 1.5% in May. Their minutes increasingly fret about the property market – acknowledging weakness in mining states, and the imminent oversupply of rental housing. There was no transition from iron ore and domestic incomes, into inflation and wage growth – **they appear confused.**

The market is positioned for rates to be flat in 2017 and 2018 and near term rates outlook appears reasonable:







## FRNs

Domestic bank issues were little changed.

**For most of their life, there is little excess return in prospect from FRNs, although there is a small new issue premium.**

The curve is relatively flat, with the expectation of deposit-like returns. Anything maturing in the 2019 area is now sub-economic, and even the 2020s are only accruing in line with deposits of equivalent term.

That said, ratings are often now the dominant criterion, and the deposits at +120bp tend to be BoQ (BBB+). FRNs will be useful for many investors under current conditions.

**We remain of a Neutral view if the pricing is considered in isolation – holding major bank FRNs is primarily for liquidity, not for performance.**

The ANZ 17/04/2020 and NAB 03/06/2020 have previously been considered switch candidates but would also suit outright sale at these levels. **We look to sell / switch major bank securities up to mid-2020, as well as the short-dated Macquarie 2018 if possible.**

Council purchased \$1.25M of Heritage May 2020 private placement and additional \$500k Newcastle Permanent Mar 2019 during the month.

## Other Credit

*The Macquarie Global Income Opportunities Fund returned +0.55% (net actual) in May, strongly outperforming the AusBond Bank Bill Index return of +0.15%.*

The underlying valuations of the Fund's holdings of domestic and offshore credit rose again this month, as global credit markets benefitted from soaring shares rallied on a likely Macron victory in the May 7th French election runoff and some details of Trump's tax plan.

The fund has performed well over the longer-term, as evidenced by its **4 year return of +3.75% p.a. in line with Council's deposits.**

Given the solid running yield of the Fund at ~3.29% p.a., and the additional liquidity it provides, we recommend Council retain this Fund. (Its performance relative to index and to peers is covered in our monthly **Performance Survey**.) ***This is above what can be achieved at comparable rating.***

**We note that 2017 is likely to have less supportive macro conditions than 2016, and valuations in credit are far more stretched.**

## Portfolio Listing

Shoalhaven City Council as at 31/05/2017						
Authorised Deposit-Taking Institution (ADI)	ST Rating	Security Type	Principal/ Current MF Value	Term	Interest Rate	Maturity Date
ANZ	A1+	FRN	\$2,000,000.00	1826	2.59%	11-Nov-19
ANZ	A1+	FRN	\$1,000,000.00	1826	2.78%	7-Mar-22
ANZ	A1+	FRN	\$1,600,000.00	1827	2.59%	17-Apr-20
ANZ	A1+	FRN	\$1,000,000.00	1826	2.87%	16-Aug-21
Bank of Qld	A2	FRN	\$1,000,000.00	1461	2.92%	26-Oct-20
Bank of Qld	A2	FRN	\$1,000,000.00	1826	3.22%	18-May-21
Bank of Qld	A2	FRN	\$1,000,000.00	1826	2.81%	6-Nov-19
Bendigo Bank	A2	FRN	\$1,000,000.00	1826	2.73%	17-Sep-19
Bendigo Bank	A2	FRN	\$1,000,000.00	1827	2.84%	18-Aug-20
Commonwealth Bank Australia	A1+	FRN	\$1,000,000.00	1826	2.98%	12-Jul-21
Commonwealth Bank Australia	A1+	FRN	\$1,000,000.00	1827	2.66%	17-Jul-20
Credit Union Australia	A2	FRN	\$2,250,000.00	1096	3.08%	20-Mar-20
Credit Union Australia	A2	FRN	\$2,000,000.00	1187	3.00%	22-Dec-17
Greater Bank Limited	A2	FRN	\$1,000,000.00	1095	3.39%	7-Jun-19
Heritage Bank	A3	FRN	\$1,250,000.00	1096	3.00%	4-May-20
Heritage Bank	A3	FRN	\$1,000,000.00	1096	2.89%	7-May-18
Macquarie Bank	A1	FRN	\$1,000,000.00	1096	2.80%	26-Oct-18
Members Equity Bank	A2	FRN	\$1,000,000.00	1461	3.07%	17-Apr-18
Members Equity Bank	A2	FRN	\$1,000,000.00	1096	2.90%	6-Apr-20
National Australia Bank	A1+	FRN	\$1,000,000.00	1826	2.91%	12-May-21
National Australia Bank	A1+	FRN	\$2,000,000.00	1827	2.59%	3-Jun-20
Newcastle Permanent Building Society	A2	FRN	\$500,000.00	1064	3.14%	7-Apr-20
Newcastle Permanent Building Society	A2	FRN	\$2,000,000.00	1827	3.14%	7-Apr-20
Newcastle Permanent Building Society	A2	FRN	\$1,000,000.00	1095	3.40%	22-Mar-19
Police Bank	NR	FRN	\$1,000,000.00	1096	2.84%	21-Aug-17
Rabobank	A1+	FRN	\$2,000,000.00	1826	3.29%	4-Mar-21
Suncorp Metway Ltd Bank	A1	FRN	\$2,000,000.00	1827	3.00%	20-Oct-20
Suncorp Metway Ltd Bank	A1	FRN	\$1,000,000.00	1826	2.90%	22-Jun-21
Suncorp Metway Ltd Bank	A1	FRN	\$1,000,000.00	1826	2.68%	20-Aug-19
Teachers Mutual Bank Limited	A3	FRN	\$1,000,000.00	1095	3.15%	28-Oct-19
ANZ	A1+	TD	\$4,000,000.00	1462	4.15%	27-Jun-18
ANZ	A1+	TD	\$1,000,000.00	1099	4.01%	3-Jul-17
Auswide Bank	A3	TD	\$1,000,000.00	1096	3.15%	8-Apr-18
Auswide Bank	A3	TD	\$4,000,000.00	196	2.75%	25-Oct-17
Bank of Qld	A2	TD	\$2,000,000.00	1827	4.75%	1-May-19
Bank of Qld	A2	TD	\$2,000,000.00	1462	4.10%	3-Sep-18
Bank of Qld	A2	TD	\$2,000,000.00	1826	3.80%	22-Mar-22
Bank of Qld	A2	TD	\$2,000,000.00	1821	3.85%	15-Dec-21
Bank of Qld	A2	TD	\$5,000,000.00	1827	3.80%	21-Feb-22
Bank of Sydney	NR	TD	\$3,000,000.00	161	2.75%	26-Jul-17
Bendigo Bank	A2	TD	\$1,000,000.00	1097	4.05%	5-Jun-17
Bendigo Bank	A2	TD	\$2,000,000.00	560	2.80%	28-Nov-18
Beyond Bank Australia	A2	TD	\$2,000,000.00	196	2.75%	25-Oct-17
Big Sky Building Society	NR	TD	\$2,000,000.00	217	2.60%	29-Nov-17
Big Sky Building Society	NR	TD	\$2,000,000.00	288	2.75%	20-Dec-17
Commonwealth Bank Australia	A1+	TD	\$1,000,000.00	1104	4.05%	24-Jul-17
Commonwealth Bank Australia	A1+	TD	\$500,000.00	1105	4.05%	5-Jul-17
Commonwealth Bank Australia	A1+	TD	\$1,000,000.00	1104	4.05%	17-Jul-17
Commonwealth Bank Australia	A1+	TD	\$1,000,000.00	1097	4.05%	10-Jul-17
Commonwealth Bank Australia	A1+	TD	\$1,000,000.00	1097	4.05%	17-Jul-17
Commonwealth Bank Australia	A1+	TD	\$500,000.00	1106	4.05%	6-Jul-17
Commonwealth Bank Australia	A1+	TD	\$500,000.00	1099	4.05%	29-Jun-17
Commonwealth Bank Australia	A1+	TD	\$500,000.00	1097	4.05%	27-Jun-17
Commonwealth Bank Australia	A1+	TD	\$2,000,000.00	730	2.76%	26-Apr-19
Defence Bank	NR	TD	\$2,000,000.00	365	2.75%	18-May-18
ING Bank (Australia) Ltd	A2	TD	\$3,000,000.00	190	2.80%	28-Jun-17
ING Bank (Australia) Ltd	A2	TD	\$3,000,000.00	204	2.60%	20-Dec-17
ING Bank (Australia) Ltd	A2	TD	\$3,000,000.00	189	2.70%	27-Sep-17
ING Bank (Australia) Ltd	A2	TD	\$3,000,000.00	174	2.75%	24-Aug-17
ING Bank (Australia) Ltd	A2	TD	\$2,000,000.00	181	2.80%	31-Jul-17
Members Equity Bank	A2	TD	\$2,000,000.00	1827	4.66%	28-May-19
Members Equity Bank	A2	TD	\$2,000,000.00	1099	4.00%	27-Jul-17
Members Equity Bank	A2	TD	\$4,000,000.00	161	2.55%	23-Aug-17
Members Equity Bank	A2	TD	\$1,000,000.00	367	2.62%	5-Mar-18





Shoalhaven City Council as at 31/05/2017						
Authorised Deposit-Taking Institution (ADI)	ST Rating	Security Type	Principal/ Current MF Value	Term	Interest Rate	Maturity Date
National Australia Bank	A1+	TD	\$75,000.00	365	2.55%	23-Dec-17
National Australia Bank	A1+	TD	\$100,408.07	365	2.94%	30-Jun-17
National Australia Bank	A1+	TD	\$2,000,000.00	1822	4.11%	29-Aug-19
National Australia Bank	A1+	TD	\$1,000,000.00	1097	4.05%	5-Jun-17
National Australia Bank	A1+	TD	\$2,000,000.00	217	2.55%	29-Nov-17
National Australia Bank	A1+	TD	\$2,000,000.00	92	2.52%	2-Aug-17
National Australia Bank	A1+	TD	\$2,000,000.00	92	2.52%	9-Aug-17
Newcastle Permanent Building Society	A2	TD	\$2,000,000.00	190	2.75%	28-Jun-17
Newcastle Permanent Building Society	A2	TD	\$2,000,000.00	1091	3.20%	22-May-19
Police and Nurses Bank	A2	TD	\$2,000,000.00	1096	4.00%	18-Sep-17
Police and Nurses Bank	A2	TD	\$2,000,000.00	1459	3.50%	18-Dec-20
Police and Nurses Bank	A2	TD	\$5,000,000.00	1825	3.74%	22-Feb-22
Police Credit Union Ltd (SA)	NR	TD	\$2,000,000.00	1827	4.75%	30-May-19
Police Credit Union Ltd (SA)	NR	TD	\$2,000,000.00	183	2.87%	13-Jun-17
Qbank	NR	TD	\$2,000,000.00	365	2.75%	18-May-18
Qld Police Credit Union	NR	TD	\$1,000,000.00	1095	4.10%	17-Aug-17
Rabobank	A1+	TD	\$2,000,000.00	1461	4.10%	21-Aug-18
Rabobank	A1+	TD	\$2,000,000.00	1462	3.30%	2-Sep-19
Rabobank	A1+	TD	\$2,000,000.00	1826	4.10%	2-Sep-19
Rabobank	A1+	TD	\$2,000,000.00	1826	4.52%	19-Jun-19
Rabobank	A1+	TD	\$2,000,000.00	1463	4.35%	6-Jun-18
Rabobank	A1+	TD	\$2,000,000.00	1100	4.00%	30-Jun-17
Rabobank	A1+	TD	\$2,000,000.00	1097	4.00%	26-Jun-17
State Insurance Regulatory Authority	A1+	TD	\$1,026,000.00	365	2.72%	4-Oct-17
Suncorp Metway Ltd Bank	A1	TD	\$3,000,000.00	214	2.60%	30-Dec-17
Westpac Bank	A1+	TD	\$6,000,000.00	1826	3.00%	2-Mar-22
			<b>\$158,801,408.07</b>			
Shoalhaven City Council as at 31/05/2017						
Grandfathered	STRating	SecurityType	Current Valuation			Maturity Date
Macquarie Global Income Opportunities	NR	MF	\$1,802,714.99			T+3
TCorpIM Cash Fund	AAAmm	MF	\$31,428,071.53			T+0
			<b>\$33,230,786.52</b>			
Product	STRating	SecurityType	Current Valuation			Maturity Date
AMP At Call	A1	Cash	\$4,837,360.83			At-Call
AMP Notice Account	A1	Cash	\$9,650,925.92			31 Days
NAB Transaction Account	A1+	Cash	\$7,535,687.99			At-Call
			<b>\$22,023,974.74</b>			
<b>Total Investment Portfolio</b>			<b>\$214,056,169.33</b>			

## Disclaimer

The information provided in this document is intended for clients of CPG Research & Advisory only and does not constitute a recommendation or an offer to invest. Market sections of this document are descriptive and do not take into account the investment objectives, financial situation or particular needs of any particular investor. Before making an investment decision or acting on any of the information or recommendations contained in this report, the investor should consider whether such recommendation is appropriate given the investor's particular investment needs, objectives and financial circumstances. We recommend you consult your CPG adviser for updated advice that addresses your specific needs and situation before making investment decisions.

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Number	Record No.	Date	Comments	Staff Comments
1	D17/177399	30/04/2017	What priorities would you change? LIVEABLE COMMUNITIES Is it possible to estimate the number for public toilet facilities that would could be upgraded to be disability accessible by 2020. A clear target for SCC to work towards and measure against ie: 75% of all public toilet facilities are accessible etc	58 of the 119 public toilets provided by Council were compliant for persons with disabilities at the time they were constructed. Current asset strategy for public amenities is to replace those that are highly utilised, in poor or very poor condition, with current legislation that is for to cater for the 80 to 90th percentile of persons with disabilities. The current public amenity capital budget allows for on average the replacement, refurbishment or new public amenity each financial year. Council has with public amenity buildings replaced 6, refurbished 4 and constructed 7 in the past 13 years of which 2 were funded predominately by other funding, 2 of which included changing places rooms. Thus assume 3 public toilets in the next 3 years with one being new and 2 replacements. So by 2020 - 61 of 120 which is 50%.

			<p>EMPLOYMENT It would be good to see a KPI benchmark toward the number of PWD are employed by SCC and also contributing to steering governance committees in total, have these as targets for SCC to measure and report on to drive inclusion and employment outcomes for PWD in moving forward.</p>	<p>We would prefer to focus on proactive inclusive measures internally (recruitment processes, reasonable adjustment processes, training and awareness) and building productive relationships with community partners rather than targets which can be difficult to measure and achieve. It is not just about numbers it is about quality of opportunities and we still need to meet merit based requirements of the Local Government Act. See actions 4.1.1, 4.1.2 &amp; 4.1.3</p>
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2	D17/1177393	28/04/2017	What actions would you change? Make sure new homes are built wheel chair friendly, to save altering homes later to allow clear access through and into the home by wheelchair.	This is being implemented for dual occupancies under Chapter G13 of the Shoalhaven Development Control Plan 2014. Strategic planning are in the process of reviewing Chapters G13 & 14 of the SDCP 2014 with the view of requiring a percentage of medium density development to be accessible in accordance with the Livable Housing Guidelines <a href="http://www.livablehousingaustralia.org.au/library/SLLHA_GuidelinesJuly2015-3.pdf">http://www.livablehousingaustralia.org.au/library/SLLHA_GuidelinesJuly2015-3.pdf</a> . Council is looking at adopting the Platinum standard within this document.
3	D17/177387	11/05/2017	No Changes	
			It looks really excellent and very comprehensive.	Comment noted
4	D17/177376	29/04/2017	What actions would you change? Like many other councils, Shoalhaven should require Development Applications (for all developments other than Class 1a buildings) to include the submission of an accessibility report by an ACAA accredited access consultant. Conditions for development consent should include the requirement of the applicant to submit a CC accessibility report as well as at Occupation Certification. Shoalhaven, like others, should also require residential developments to include a % of Adaptable dwellings (ranges from 10 to 40%).	Shoalhaven Council and other Councils are all required by legislation to comply with the requirements of the BCA and the DDA. Compliance with these requirements are being implemented by Shoalhaven. A number of applications being received are accompanied by an access consultants report. A prescribed condition on all consent is that the new works are to comply with the BCA which is in line with the requirements of the DDA. In addition Part D3 of the BCA requires a % of new Class 1a, 3 & 9c developments to be accessible.
5	D17/177399	30/04/2017	No Changes	

6	D17/177380	03/05/2017	Improved access to beaches via low rise paths with covered sitting area and close access to reserved parking.	In November 2016 council secured funding to provide 10 beach wheelchairs to strategic locations on paterolled beaches and in St Georges Basin to make beach access easier for people with physical disability. Also, A2.4.7.
7	D17/177391	09/05/2017	It is great to talk about all the big things but it is the simple things that can be addressed at minimal cost that can be put into practice pretty quickly.	This plan is a strategic document, addresseing broad issues, smaller issues are addressed as part of Councils Operational Plan.
			Don't come across as patronising.	Noted
8	D17/168893	24/05/2017	It's not that anything is actually missing-it is a very comprehensive plan. However, we do not know how well the plan will be implemented and what the budget constraints will be. If finances allow, and the full scope of the plan is implemented in every village then it will be fantastic. Quite often in Council's resourcing, the larger tourist centres receive funding, and the smaller villages are overlooked, so it will depend on how priorities are determined area to area.	There is no budget allocated to the plan. A budget bid of \$100,000 was declined. A budget of \$50,000 in the 2017/18 financial year will be requested from council.
			The plan sounds great, but it is difficult to know exactly how the actions will pertain to each and every situation that needs improving. For example, when will my local toilet block become disabled accessible? When will proper paths, walkways and kerb ramps be installed in my neighbourhood and exactly where and how many? So we will need to wait and see the exact outcome before we can see whether or not we have the actions right.	Actions A2.2.1 & A 2.2.2 detail review of PAMP (Pedestrian Access Mobility Plan) and focus group on pathway maintenance. - BD - 58 of the 119 public toilets provided by Council were compliant for persons with disabilities at the time they were constructed.58 of the 119 public toilets provided by Council were compliant for persons with disabilities at the time they were

9	D17/168905	24/05/2017	Action 1. It is understood the VRRRA/Vincentia CCB will be making a submission to the Budget / DPOP plan for 2017/18. It is asking for the entry and exit points to the pathway/cycleway accesses from the Bayswood Village to both the Bay and Basin leisure centre, and the pathway to Collingwood Beach to be made safe and provide inclusive access for disabled people, be they on wheelchairs, electric carts, by foot or bikes.	This has all been presented by Vincentia CCRB in a submission to the DPOP and is addressed there. Actions 1 & 2 can be addressed using the existing roads budget.
			Action 2. Again, it is understood the VRRRA/Vincentia CCB will be making a submission to the Budget / DPOP plan for 2017/18. Provide a beach access to Collingwood Beach for disabled people. The Vincentia CCB made a submission to the State Government in 2016 for a grant for the construction of a beach access for disabled people to Collingwood Beach. The Councillors visited the proposed site. The State government rejected the grant application. The Council is now requested to include it in the budget for 2017/18, or at least DPOP community infrastructure.	Actions 1 & 2 can be addressed using the existing roads budget.
			Action 3. Again, it is understood the VRRRA/Vincentia CCB will be making a submission to the Budget / DPOP plan for 2017/18. Provide a lifesaving facility at Collingwood Beach during the school holiday periods. A watch tower and work room could be constructed above the cycleway at the end of the	This is not something the Disability Action Plan would address.

			Action 4. Again, it is understood the VRRRA/Vincentia CCB will be making a submission to the Budget / DPOP plan for 2017/18. Provide a safer area for disabled people, be they on wheelchairs, electric carts, by foot or bikes at the connection of Illfracombe Ave and Elizabeth Drive when turning the corner to approach the bridge over Moona Moona Creek.	Actions can be addressed using the existing roads budget.
			Action 5. Provide special classes at Shoalhaven libraries to encourage people with physical disabilities to use "voice input" rather than typing.	Noted. See A2.4.1
			Action 6. The Shoalhaven Council should support the euthanasia plan being put forward for debate by the State Government. Background - Action 6. I have one of those end of life plans that requests if I have a stroke, lose capacity of my right arm and cannot do the normal toiletry process because of the disability of my left hand, let me be released. I am over 70 and have enjoyed a life with dignity. I have been blessed with 70 years of what has been normal living to me.	Noted

10	D17/168893	24/05/2017	<p>S2.1 02.1.1 Existing toilets increasingly modified or replaced by accessible toilets.</p> <p>We see the need to modify or replace non-disabled toilet facilities in our area, and have already approached Council concerning some of these facilities.</p>	<p>58 of the 119 public toilets provided by Council were compliant for persons with disabilities at the time they were constructed. Current asset strategy for public amenities is to replace those that are highly utilised, in poor or very poor condition, with current legislation that is for to cater for the 80 to 90th percentile of persons with disabilities. The current public amenity capital budget allows for on average the replacement, refurbishment or new public amenity each financial year. Council has with public amenity buildings replaced 6, refurbished 4 and constructed 7 in the past 13 years of which 2 were funded predominately by other funding, 2 of which included changing places rooms. So by 2020 - 61 of 120 which is 50%.</p>
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		<p>S2.2 - 02.2.1 People with disability are consulted about the priority maintenance and upgrade of footpaths, kerbs and ramps across the Shoalhaven</p> <p>We recognise and support the importance of working with people with disability, to resolve disability access issues.</p> <p>02.2.2 Progressive increase in pathway access to a greater number of key destinations</p> <p>As we have very limited pathways in our area, we recognise the need for footpaths, kerbs and ramps in our area and would welcome review under the Pedestrian Access Mobility Plan.</p> <p>For example, in our area, this could include providing key pathways to link up to the Callala Beach to Myola Cycleway.</p>	Noted
		<p>S2.4 - 02.4.3 Residents, tourists and visitors with disability have access to information on accessibility features of beaches, waterways and other sites of interest</p> <p>Disability signage to attractions/facilities need to be reviewed and upgraded where necessary.</p> <p>02.4.4 Options for future provision of accessible beach access and swim sites identified. Our progress association has already made approaches to Council concerning disability access to Callala Beach from</p>	Suggestions noted. Also see A2.4.5, A2.4.6, A2.4.8, 2.4.10. Also S2.7

		<p>02.4.4 We welcome the opportunity to work further with council to identify the provision of disabled access to beach/swim sites at Callala Beach, Currumbene Creek (Myola) and Callala Creek</p> <p>02.4.5 Families have improved information about the location of fenced play grounds. We would welcome an assessment of the Callala Beach playground to determine it's suitability for fencing.</p> <p>02.4.6 Plans for future provision of accessible pathways, toilets, accessible park tables and barbecues are in place. People with disabilities should have the same opportunity as able-bodied people, to enjoy our area and use it's facilities. We see a need for improvement of these facilities in our area, and have made approaches to Council already concerning this.</p>	Noted - see A2.4.9
		<p>S2.5 02.5.1 People with disability have greater access to accessible parking May need to review the position of disabled parking spaces to see if they are located adjacent to accessible attractions and clearly signposted according to</p>	Noted - see S2.5

			<p>S2.7 02.7.2 People with disability and their travel companions have access to information on tourism options in the Shoalhaven, including accessible tourism itineraries. 1. Many disability organisations make information on disabilityfriendly holiday destinations available to their members. So, as well as including this information in Council publications, information on access in our area, should be disseminated to key disability organisations. To assist Council, Disabled Access committees could help research suitable organisations who would use this information and disseminate it to their members. This will provide opportunity to attract disabled visitors to our area. 2. All websites should include disability access information. For example 'South Coast Weddings' contains comprehensive information, but no information concerning availability of disabled facilities at venues. This is a huge oversight as many wedding celebrations would include disabled guests.</p>	<p>Suggestions noted. Also see A2.4.5, A2.4.6, A2.4.8, 2.4.10. Also S2.7 - Tourism reponse: It's a great idea, but we don't have the resources to audit all premises, nor do we have budget to re-do the website at the moment. The weddings site is just a directory listing where business upload their own information. Perhaps it could read access to inclusive information should be considered in building new promotional websites.</p>
11	D17/177364	22/05/2017	<p><b>What is missing from the plan that will make it easier for people with disability to do things and use services in the Shoalhaven?</b></p> <p>The dedication of a budget to implement key infrastructure and policy changes including education. Lots of words in the plan like , review, Assess, identify, promote information but very little in the way of infrastructure and KPI which the plan can be measured against.</p>	<p>Seed funding budget has been requested. Other projects and actions KPIs will be in DPOP and internal work plans.</p>

		<p><b>What actions would you change?</b> I would like to see more concrete action and strategies set by council in order to meet it's targeted outcomes. Council needs to set genuine KPI's which can be measured against performance. No KPI's have been set. Example of concrete actions are: 1. 100% of council staff will have education and training on disability inclusion, behaviors and attitudes by Dec 2018. 2.The number of people employed by council with a disability will be 10% by 2019. 3. All applications forms for council positions will be available in braille and audio formats for people who are blind by Dec 2018. 4. Council will provide 3 further adult change facilities in the Shoalhaven by 2020. 5.Council will provide at least one piece of inclusive play equipment in each village playground by 2020. 6. Council will replace all accessible painted parking signs by Dec 2017 with the new positive accessible icon. All new metal signs will say accessible parking not disabled parking. and many, many more ..... Time frames are too loose to measure outcomes critically. Please define Short, Medium and long term. Each action needs to have a specific time in which the strategy is completed. How else do we objectively measure if the strategy has been</p>	<p>KPI's and specific timelines will be included in departmental workplans and DPOP as above - Budget for toilets see comments above</p>
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## **Shoalhaven City Council**

### **Disability Inclusion Action Plan**

2017-~~2020~~2021 2021

**Draft**

CL17.172 - Attachment 2

## Disability Inclusion Action Plan 2017-~~2020~~2021

### DOCUMENT CONTROL

#### *Document Purpose*

The Shoalhaven City Council Disability Inclusion Action Plan 2017-~~2020~~2021 outlines Council's commitment to improving opportunities for people with disability of all ages to access the full range of services and activities available in the community.

~~The Action Plan is identified as an Action under the Community Strategic Plan – XXX~~

#### *Document Identification*

Disability Inclusion Action Plan, 2017-~~2020~~2021

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#### *Version History*

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Version 1	July 16	Alan Blackshaw	Draft issued for internal consultation

#### *Acknowledgements*

Preparation of this document would not have been possible without the ideas and input of xxxx, and the many community members who gave comments via survey or in face-to-face consultations. Many organisations also assisted Council to engage people with disability to participate in this process. In addition, staff within Shoalhaven City Council provided significant contributions to the development of this Plan.

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## Mayor's Message

It is an honour to present the Shoalhaven City Council Disability Inclusion Action Plan 2017-[20202021](#).

The Shoalhaven City Disability Inclusion Action Plan 2017-[20202021](#) (Disability Inclusion Action Plan) demonstrates Council's commitment to building an inclusive community to ensure that people with disability enjoy the same right to live their lives as they choose, enjoying the same opportunities and benefits of living and working in the Shoalhaven.

The Disability Inclusion Action Plan was developed in consultation with people with disability, and their supporters and services. I thank all the individuals and agencies who worked with Council to identify practical measures that will make the Shoalhaven more accessible and inclusive. The Disability Inclusion Action Plan outlines how Council will make services, systems and processes more inclusive, and how people with disability will provide ongoing input into our progress. The Disability Inclusion Action Plan also describes how Council will work in partnership with the community, local businesses and other levels of government to remove barriers to access and participation faced by persons with disability, therein bringing social and economic gains to people with disability and to the broader community.

The Shoalhaven Disability Inclusion Action Plan 2017-[20202021](#) describes how Council will contribute to the agenda for long term change under the Australian National Disability Strategy and obligations under the United Nations Convention on the Rights of Persons with Disabilities, by addressing the four Focus Areas of the New South Wales Disability Inclusion Action Plan, being:

- Developing positive community attitudes and behaviours
- Creating liveable communities
- Supporting access to meaningful employment
- Improving access to mainstream services through better systems and processes

The progress of the Disability Inclusion Action Plan will be monitored with the assistance and input of people with disability and their supporters, and will be reported to the community via Council's reporting framework and Annual Reports.

I extend my thanks again, to everyone involved in the development of Council's first Disability Inclusion Action Plan 2017-[20202021](#) and with Council, look forward to working with the community to achieve greater levels of access and inclusion for all, over the coming years.



## Definitions

### Inclusion

Inclusion is the process whereby every person (irrespective of age, disability, gender, religion, sexual preference or nationality) who wishes to can access and participate fully in all aspects of an activity or service in the same way as any other member of the community.

### Disability

The definition of disability applied in this document includes both definitions provided by the Disability Inclusion Act (NSW) 2014 and the Disability Discrimination Act (Commonwealth) 1992.

The Disability Inclusion Act (NSW) 2014 defines disability as including a:

*long-term physical, psychiatric, intellectual or sensory impairment that, in interaction with various barriers, may hinder the person's full and effective participation in the community on an equal basis with others.*

The Disability Discrimination Act (Commonwealth) 1992 defines disability as:

- *The total or partial loss of the person's body or mental functions*
- *The total or partial loss of a part of the body*
- *The presence in the body of organisms causing disease or illness*
- *The presence in the body of organisms capable of causing disease or illness*
- *The malfunction, malformation or disfigurement of a part of the person's body*
- *A disorder or malfunction that results in the person learning differently from a person without the disorder or malfunction*

### Focus Areas

The NSW Government has identified four focus areas where significant barriers to access and inclusion will be addressed. These are:

**Attitudes and Behaviour** - attitudes and behaviour of community towards people with disability which may result in limiting access to employment and/or opportunities to contribute to social, economic and cultural life.

**Liveable Communities** - "covers areas such as universal housing design, access to transport, community recreation, council policies and social engagement".<sup>1</sup>

**Employment** - increasing the employment rates of people with disability.

**Systems and Processes** - improving the systems and processes that enable people to access services and supports they need in the community. Examples include providing information in a range of formats, or making processes such as registration (for a service) or complaints simpler.

## Executive Summary

### Overview

The Shoalhaven City Council Disability Inclusion Action Plan 2017-~~2020~~2021 provides a four year framework for improving access and inclusion across the Shoalhaven Local Government Area and to Council services. The Plan outlines the steps Council aims to take over the next 4 years to support and improve the inclusion of people with a disability as part of its core business, and to remove barriers to access and participation.

### Vision for the Document

Shoalhaven City Council is committed to improving opportunities for people of all ages with a disability, to access the full range of services and activities available in the Shoalhaven Local Government Area. This, Council's first Disability Inclusion Plan Action Plan 2017-~~2020~~2021, is Council's step-by-step plan to make this happen.

The Action Plan also gives practical expression to Council's commitment to implement the New South Wales Disability Inclusion Act 2014 and its Principles. Strategies and actions within this Plan address these Principles, specifically that:

- People with disability have the same inherent rights to respect for their worth and dignity as individuals
- People with disability have the right to participate in and contribute to social and economic life and should be supported to do so
- People with disability have the right to realise their capacities and potential and to contribute these to community
- People with disability have the same rights as other members of the community to be consulted about decisions that affect their life
- People with disability have the right to access information in a way that is appropriate for their disability and enables them to make informed choices
- The needs of children with disability as they mature, and their rights as equal members of the community, are to be respected

### Community Involvement

The strategies contained in this document are based on the lived experiences of our residents and visitors who have a disability. Consultations included on-line and paper based surveys, including an EasyRead survey. Face to face community consultations were held in multiple locations around the Local Government Area, and more than 50 people with disability, their families and supporters, contributed their ideas. The National Aboriginal and Islander Day Observance Committee (NAIDOC) celebrations provided opportunities to hear from our Aboriginal and Torres Strait Islander community as to how Council can create opportunities for better access and inclusion of Aboriginal and/or Torres Strait Islanders who have disability. And finally, families of children with disability were consulted via the assistance of Noah's Shoalhaven.

### Focus Areas, Community Outcomes, Strategies and Actions

The Disability Inclusion Action Plan is required by the NSW Disability Inclusion Act 2014, and to be aligned to the four Focus Areas of the NSW Government's Disability Action Plan, being:

- Attitudes and Behaviours
- Liveable Communities
- Systems and Processes
- Employment

Under each Focus Area the Shoalhaven City Council Disability [Inclusion](#) Action Plan names the community outcomes that the Plan seeks to achieve. They are:

#### Community Outcomes

- 1: People with disability in the Shoalhaven experience inclusive attitudes and behaviours from Council, contractors and in the broader community.
- 2: People with disability in the Shoalhaven find accessing places of recreation, learning and leisure, community celebration, cultural participation, tourism, entertainment and shopping easier and more inclusive.
- 3: Systems and [pProcesses](#) of Council are barrier free for people with disabilities.
- 4: People with disability have equal and fair access to employment with Shoalhaven City Council.

Strategies and measures describe how we intend to achieve these outcomes, and the actions for each strategy include their own measures, as well as which section in Council is responsible for the action, and a time frame for when it will be undertaken.

#### Implementation, Monitoring and Evaluation

The Disability Inclusion Action Plan (2017-[20202021](#)) strategies and their measures are linked to the Community Strategic Plan, and will be included in the Integrated Planning and Reporting Framework. Progress on the Plan will be monitored by Directors of each group in Council, and progress will be reported to the public in Council's Annual Report.

Monitoring of the Plan will also be supported by the Access Advisory Committee. At the end of the current plan period, further consultations will be held with residents and visitors who have a disability, to determine if real progress has been made in building access and inclusion across the Shoalhaven.

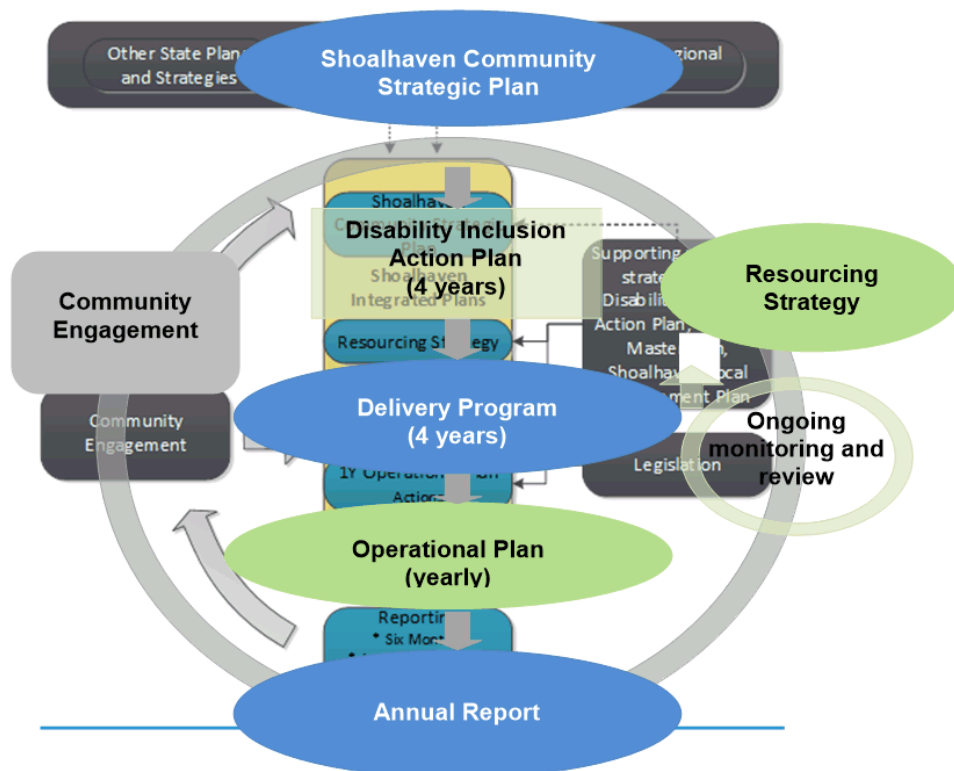
## Strategic Context

The Shoalhaven Community Strategic Plan was developed in collaboration with the community and sets out a vision for the Shoalhaven over the next 10 years. The Community Strategic Plan (CSP) integrates all parts of Council activities into one vision, which represent the community's main priorities. The CSP is put into action by the strategies outlined in the Delivery Program (which covers a 4 year period) and the Operational Plans (covering a one year period). Progress is reported by operational performance measures, and progress in-is reviewed at least every six months.

The Disability Inclusion Action Plan 2017-~~2020~~2021 (Disability Inclusion Action Plan) also sits under the framework of the CSP and spans all areas of the CSP. Specific actions identified in the Disability Inclusion Action Plan will be incorporated into the Delivery Program and Operational Plans (DPOP), and measures for the Disability Inclusion Action Plan will be collected along with other key measures for the DPOP. An important addition to the Disability Inclusion Action Plan is that progress will be monitored by way of consultation with people with disability.

The diagram below shows how the Disability Inclusion Action Plan relates to other key policies/plans within the Council structure.

**Fig 1: Relationship Between Disability Action Plan and other Council Plans**



## Policy Context

The development of the Shoalhaven City Council Disability Inclusion Plan 2017-~~2020~~2021 fits within a nation-wide context of new laws, policies and plans that have been put into place to deliver on the commitment of all levels of government, to improving service delivery, and inclusion of people with disability.<sup>ii</sup> All governments around Australia will be working with people with disability when developing mainstream and disability-specific policies and programs. In New South Wales (NSW) Local Governments are now legally required to develop and implement plans Disability Inclusion Action Plan.<sup>iii</sup> This section sets out the policy and legal context for disability inclusion action planning in New South Wales (NSW).

**Funding is estimated to treble from \$7 to \$22 billion by ~~2020~~2021 along with the structural reform of disability services.**

### United Nations Convention on the Rights of Persons with Disabilities

The rights of people with disability were stated and reaffirmed by the United Nations Convention on the Rights of Persons with Disability (Convention). In 2008, the Australian Government committed ~~the Australia~~ to implementing the articles of the Convention, which state that persons with disabilities are entitled to all human rights. It also clarifies how these rights apply and what needs to be done so that people with disability can effectively exercise their rights.<sup>iv</sup>

Key areas of the Convention are:

- Equality and non-discrimination before the law for people with disability, including specific measures to ensure the human rights of women and children with a disability.
- Raising awareness, fostering respect and dignity as well as combating labels and beliefs about people with disability. Specific measures include public awareness campaigns, promoting respect for the rights of people with disability throughout the entire education system, and promoting other awareness training programs.
- Enabling people with disability to live independently and have an active life by making sure they have access ~~such as access~~ to transport, to the physical environment as well as access to information and communication.
- Recognising that people with disability have the same right as everyone else to live, be included and participate in as well as enjoy community life. This includes the opportunity to choose where they live and have access to in-home, residential and other community services. Such services need to be made available equally to people with disability and must also be responsive to their needs.
- Ensuring the right to freedom of expression, access to information, access to education, respect for privacy and respect for the home and family of people with disability.
- Ensuring the right to work and be employed is equally available to people with disability. This includes the right to an open, inclusive and accessible work environment.
- Providing opportunities for people with disability to fully participate in political and public life. This includes providing accessible and appropriate voting procedures as well as actively promoting representation by people with disability in all levels of government.
- Ensuring the right to participate in cultural life. This includes access to television programs, films, theatre and other cultural activities in accessible formats, and to ensure access to museums, libraries, tourism services and other sites of national cultural importance.

#### **National Disability Strategy 2010-~~2020~~2021**

The National Disability Strategy is a 10-year plan designed to enable people with disability to fulfil their potential and participate in society as equal citizens.<sup>v</sup>

**A coordinated national approach  
to supporting people with disability  
to fulfil their potential and participate in society as equal citizens.**

Vision of the National Disability Strategy (2010-~~2020~~2021)

The National Disability Strategy was established in a partnership between the Commonwealth, State and Territory governments under the auspices of the Council of Australian Governments. The Strategy outlined six policy areas along with desired outcomes. These are:

- Inclusive and accessible communities
- Rights protection, justice and legislation
- Economic security
- Personal and community support
- Learning and skills
- Health and wellbeing.

#### **NSW National Disability Strategy Implementation Plan 2012-2014<sup>vi</sup>**

The New South Wales (NSW) National Disability Strategy Implementation Plan 2012-2014 sets out how NSW will work towards the outcomes of the National Strategy. A key part of the NSW Strategy involves implementing laws and policies designed to achieve the outcomes of the National Disability Strategy in NSW. The NSW Strategy identifies Local Government as a key partner. The NSW Strategy seeks to support the development of inclusion at the Local Government level by:

- supporting Local Governments to plan for more inclusive communities
- developing a web-based disability planning resource for Local Government
- seeking partnerships with Local Governments
- encouraging more people with disability to stand for local elections
- supporting councils to increase the number of people with disability in their workforces.

#### **National Disability Insurance Scheme<sup>vii</sup>**

The National Disability Insurance Scheme is a national insurance system that supports people with disability to lead a normal life.

The National Disability Insurance Scheme will enable eligible people with disability to pursue their interests in the community through individualised packages of funding as well as through the Information, Linkages and Capacity Building initiatives, including Local Area Coordinators.

Local Government can support the objectives of the National Disability Insurance Scheme by:

- ensuring accessible and inclusive environments
- developing accessible and inclusive programs and services
- providing information in a range of formats
- creating employment opportunities for people with disability
- fostering positive community attitudes and behaviour towards people with disability.



#### **NSW Disability Inclusion Act 2014<sup>viii</sup>**

The Act has two main roles:

- committing the NSW Government to make communities more inclusive
- regulating specialist disability supports and services for people with disability.

The Act requires the NSW Government to develop a four-year state Disability Inclusion Plan. Local Governments, which are also required to develop and implement Disability Inclusion Action Plans, have unique legislative and policy responsibilities. They are required to set out how they are supporting and implementing the goal of inclusion and equal participation in community life.

The Action Plan must:

- address how the principles of the Disability Inclusion Act will be addressed
- provide specific strategies to support people with disability to access buildings and events as well information and employment opportunities
- describe how people with disability were consulted
- describe how the plan supports the NSW Disability Inclusion Plan (see below)
- be made available to the public
- be reviewed, in consultation with people with disability, every four years
- include progress reports published annually in Council's Annual Report.

#### **NSW Disability Inclusion Plan<sup>ix</sup>**

The NSW Disability Inclusion Plan is the NSW Government's plan to ensure people with disability enjoy the same opportunities and choices as everyone else. It is a Plan that is required by the Disability Inclusion Act (NSW) 2014.

The NSW Disability Inclusion Plan sets out the NSW Government's commitment to the Principles of the Disability Inclusion Act, as well as obligations under the UNCRPD. There are four key areas in the NSW Disability Inclusion Plan aimed at creating long-term change:

- developing positive community attitudes and behaviour
- creating liveable communities
- supporting access to meaningful employment
- improving access to mainstream services through better systems and processes.

All disability action plans developed under the NSW Disability Inclusion Act must be aligned to the NSW Disability Inclusion Plan and the four focus areas within it.

#### **There are four key focus areas in the NSW Disability Inclusion Plan:**

- developing positive community attitudes and behaviour
- creating liveable communities
- supporting access to meaningful employment
- improving access to mainstream services through better systems and processes.

**Disability Discrimination Act 1992 and Amendments 2009 (Commonwealth)**

The Disability Discrimination Act, 1992 (Commonwealth) provides protection against discrimination for people with disability. It also encourages governments, businesses and communities to implement the Disability Discrimination Act in order to create a more inclusive society. More recent amendments cover discrimination experienced by relatives, friends, carers, co-workers or associates of a person with a disability.

Under section 61 of the Disability Discrimination Act, agencies implementing Disability Action Plans must:

- devise policies and programs to achieve the objectives of the Act
- communicate these to persons within the Council
- review of practices with a view identifying discriminatory practices
- set goals and targets to measure the success of the Plan
- appoint persons within the Council to implement the Plan.

There are a number of standards set by the Disability Discrimination Act that are important to Disability Action Plans developed by councils. These are:

- Disability Standards for Accessible Public Transport
- Disability Standards for Education
- Disability (Access to Premises - Buildings) Standards, 2010 (Premises Standards).

**Other Relevant legislation and Standards**

- Carers (Recognition) Act, 2010 (NSW)
- Web Accessibility National Transition Strategy, 2010 (Commonwealth)
- National Arts and Disability Strategy, 2009 (Commonwealth)
- National Standards for Disability Services, revised 2013 (Commonwealth)
- Disability Services Standards, revised 2012 (NSW)
- Anti-Discrimination Act, 1977 (NSW)
- The Local Government Act, 1993 (NSW)
- The Local Government (General) Regulation, 2005 (NSW).



## Shoalhaven Local Government Area - A Snapshot

Shoalhaven City Local Government Area is located on the New South Wales south coast, about 160 kilometres from Sydney. It covers an area of 4,531 square kilometres and includes the Budawang National Park, most of Morton National Park and a number of State Forests. The Wodi Wodi, Wandandian and Murramarang Aboriginal people are the original inhabitants of the region. The first Europeans settled in 1822 when land was taken up around the mouth of the Shoalhaven River.

Shoalhaven residents live mainly along the coastal fringe of the Local Government Area. Nowra and Bomaderry form the main population centres. Other important centres are Milton and Ulladulla, Huskisson and Vincentia, the St Georges Basin district, Culburra Beach and Sussex Inlet. The population was estimated at 100,147 in 30 June 2015 - an increase of 4% from 96,203 in 2011<sup>x</sup>.

Local support and health care services employ just over 14% of the total workforce<sup>xi</sup> and form the largest industry in the Local Government Area. The National Disability Insurance Scheme was introduced in the Shoalhaven in July 2017. With full implementation of the National Disability Insurance Scheme expected by the end of 2018, employment opportunities in the disability support sector along with inclusive and accessible tourism are expected to rise.

### Persons with Disability

The Australian Bureau of Statistics (ABS) has provided the following information about people with disability in the Shoalhaven Local Government Area in 2011<sup>xii</sup>.

- 6,447 (6.9% of the population) were in need of assistance in one or more core activities.<sup>xiii</sup>
- 5,622 (5.6% of the population) receive the Disability Support Pension.<sup>xiv</sup> In the Nowra-Bomaderry area, 11.5% of persons aged 16 to 64 years are receiving the Disability Support Pension. This is significantly higher than the NSW percentage (5.7%) (and higher than the Illawarra-Shoalhaven Medicare Local area percentage (8.0%).<sup>xv</sup>
- 10,167 (13.3 % of the population) provided unpaid assistance to a person with disability.<sup>xvi</sup>

**11.5% of the population in the Nowra-Bomaderry are receiving the Disability Support Pension.**

This is almost double the NSW percentage

(Department of Social Services, Payments by Local Government Area, March 2016 to September 2016)

### Impact of Disability and Caring on Inclusion

The Survey of Disability, Ageing and Carers, 2015 first release<sup>xvii</sup> highlighted a number of key factors relating to the impact of disability and caring on inclusion. These need to be considered in the development of the Shoalhaven Disability Inclusion Action Plan:

- Almost 1 in 12 Australians with disability (or 8.6%) reported they had experienced discrimination or unfair treatment because of their disability. Young people with disability are more likely to report the experience of discrimination (20.5%) than those aged over 65 years (2.1%).
- More than 1 in 3 women and more than 1 in four men aged 15 years and over reported that they avoided situations because of their disability.

- More than half those with disability aged 15 -64 years participated in the labour force (53.4%) which is significantly less than those without disability (83.2%).
- Aboriginal people and people from Culturally and Linguistically Diverse backgrounds are further disadvantaged. Aboriginal people are 1.7 times more likely to have a disability while people with disability from culturally and linguistically diverse backgrounds are less likely to take advantage of available services than people who are not from culturally and linguistically diverse backgrounds.

**People with disability are more likely to face considerable social exclusion,**  
particularly in the areas of education and employment.  
This is also true for those who provide care.  
(ABS Survey of Ageing, Disability and Carers, 2015)

### Disability and the Census

It is difficult to be exact about the number of people with disability living in the Shoalhaven Local Government Area. The Australian Bureau of Statistics (ABS) lists the following difficulties regarding the accuracy of census information about people with disability:

- People may not report a disability in the census because of the sensitive nature of the disability such as a mental health issue; the episodic sensitive nature of the condition such as epilepsy; or a lack of awareness into the condition such as an acquired brain injury or dementia.
- There can be a significant variation in how people respond to census questions about disability because they are mainly based on the person's perception of their ability to perform activities associated with daily living.
- Census information may often be provided by another person who does not have a disability. As a result, answers related to daily living may differ from those that would have been provided by the person with the disability.
- Census data defining disability may not necessarily match other definitions of disability used by government and other legislative frameworks. The ABS defines disability as "those people needing help or assistance in one or more of the three core activity areas of self-care, mobility and communication, because of a long-term health condition (lasting six months or more), a disability (lasting six months or more), or old age." This may mean that the census only identifies the number of people with severe disability and that people with minor disability may not be represented in the census data.

**There can be a significant variation**  
in how people respond to census questions about disability because  
they are mainly based on the person's perception of their ability to  
perform activities associated with daily living.

(ABS Survey of Ageing, Disability and Carers, 2012)

### Children and Disability<sup>xviii</sup>

The early years of a child's life (0 to 6) are critical to future health, development, learning and wellbeing. The Australian Early Development Index identified a small but significant proportion of kindergarten-aged children in the Shoalhaven who show developmental vulnerability<sup>xx</sup>. Without the provision of health, education, rich learning environments and specialist supports, these vulnerabilities may lead to learning difficulties or disability later in life.

**Fig 2. Developmental Vulnerability in School Children by Domains (2012)**

AREAS	Proportion of children developmentally vulnerable (%)				
	Physical health and wellbeing	Social competence	Emotional maturity	Language and cognitive skills (school-based)	Communication skills and general knowledge
Kiama	3.6	3.5	4.9	1.3	3.1
Shellharbour	10.1	8.1	6.3	4.9	10.8
<b>Shoalhaven</b>	<b>7.8</b>	<b>8.4</b>	<b>9.3</b>	<b>5.1</b>	<b>5.3</b>
Wollongong	6.5	6.8	4.5	3.1	5.9
New South Wales	8.3	8.5	6.2	4.8	8.5

Source: Illawarra-Shoalhaven Medicare Local - Population Health Profile: 2013, pg. 39.

### Mental Health Disorders<sup>xx</sup>

Prevalence figures for mental health disorders such as dementia, depression and anxiety are not available for smaller local areas such as the Shoalhaven. However, prevalence estimates of mental and behavioural problems, and of mood (affective) problems show that the Shoalhaven has the highest figure for mental and behavioural problems in men and women as well as the highest percentage for mood problems in males. There is also a "high to very high psychological distress" for all regions of Illawarra/Shoalhaven.

**Fig 3: Mental Health Conditions, Synthetic Prevalence Estimates (2007-08)<sup>xxi</sup>**

Areas	Mental and behavioural Problems %		Mood (affective) problems %		High or very High psychological distress %
	Male	Female	Male	Female	Both Sexes
Kiama	9.9	11.6	5.6	7.5	9.1
Shellharbour	10.8	12.9	6.3	10.1	13.6
Nowra-Bomaderry	<b>11.8</b>	<b>13.3</b>	<b>6.9</b>	<b>9.1</b>	<b>12.7</b>
Shoalhaven Balance	<b>12.6</b>	<b>13.2</b>	<b>7.4</b>	<b>10.0</b>	<b>12.4</b>
Wollongong Inner	10.8	12.9	6.5	9.9	13.1
Wollongong balance	10.7	12.6	6.4	9.7	13.3
New South Wales	10.0	11.8	6.1	8.5	12.3

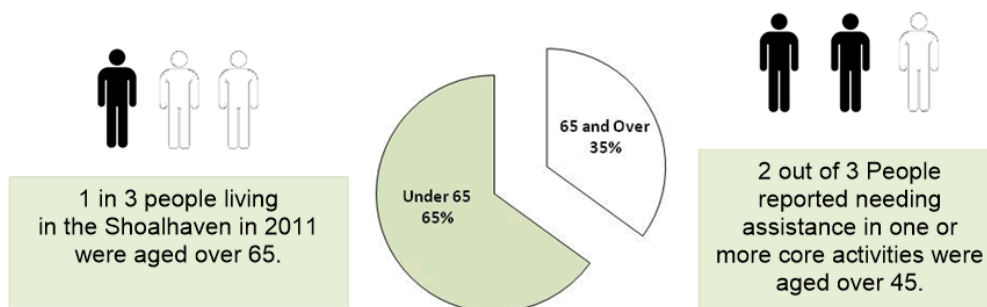
Source: Illawarra-Shoalhaven Medicare Local - Population Health Profile: 2013, pg. 39.

### Age Profile <sup>xxii</sup>

The Shoalhaven Local Government Area has an aged population with one in three people living in the Shoalhaven aged over 65. The population is also an ageing one. 65.7% of the 4,399 new residents in the Shoalhaven between 2006 and 2011 were aged 65 or over.

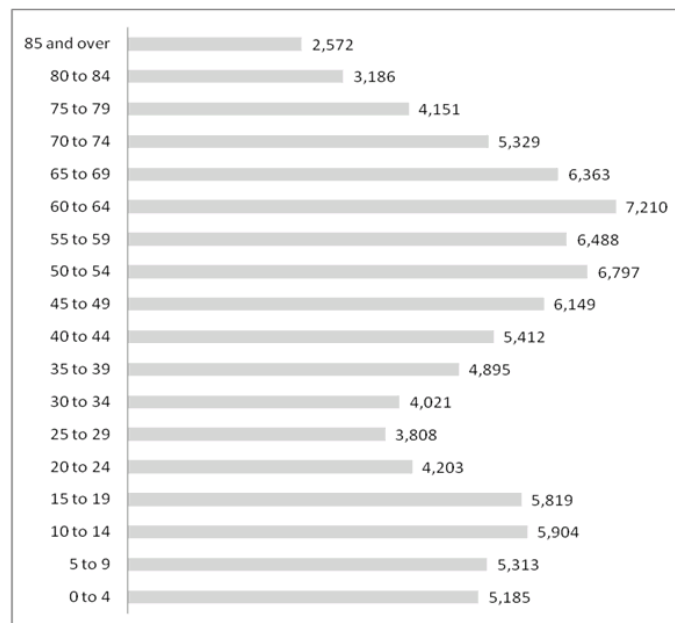
Two out of three people who reported needing assistance in one or more core activities were aged over 45.

As the population ages, the number of persons in need of assistance in one or more core activities (i.e. with disability) is likely to increase significantly.



A breakdown of the Shoalhaven Local Government Area by age group is set out in the figure below.

**Fig 4. Shoalhaven City Local Government Area Population by Age (2011)**



Source: Australian Bureau of Statistics, Census (2011), Population and Housing

#### Aboriginal and Torres Strait Islander Communities

In 2011 there were 4,316 Aboriginal and Torres Strait Islander residents in the Shoalhaven Local Government Area. They represent 4.7% of the total population or about 1 in 20 people. This is an increase of 1% or approximately 1,000 indigenous residents since 2006. The Nowra-Bomaderry region has the highest proportion of Indigenous people with 7% of residents identifying as Indigenous.<sup>xxiii</sup>

According to the Survey of Disability, Ageing and Carers (2012), Aboriginal and/or Torres Strait Islander People are 1.7 times more likely to be living with a disability.

**Aboriginal and/or Torres Strait Islander People**  
are 1.7 times more likely to be living with a disability.  
(Survey of Disability, Ageing and Carers, 2012)

**Fig 5. Aboriginal and/or Torres Strait Islander Population (2011)**

Areas	Aboriginal and/ or Torres Strait Islander Persons	% of total population
Jervis Bay	227	59.9
Kiama	285	1.4
Shellharbour	1,930	3.0
Nowra-Bomaderry	<b>2,338</b>	<b>7.0</b>
Shoalhaven Balance	<b>1,980</b>	<b>3.3</b>
Wollongong Inner	1,807	1.8
Wollongong Balance	2,422	2.6
New South Wales	548,368	2.5

Source: Australian Bureau of Statistics, Census (2011), Population and Housing

The Australian Institute of Health and Welfare has identified a strong correlation between socioeconomic status and disability in capital cities.<sup>xxiv</sup> Median household income data shows that the Shoalhaven indigenous community is economically disadvantaged when compared with indigenous groups as a whole in NSW and Australia. While mortgage repayments in the Shoalhaven are slightly lower than the NSW and Australia-wide averages for indigenous people, rental rates are higher.<sup>xxv</sup>

Economic disadvantage increases for the Shoalhaven indigenous community when household income is compared against the non-indigenous community. Indigenous households in Shoalhaven Local Government Area have about 50% less weekly income than the median family household income in the Illawarra/Shoalhaven region.<sup>xxvi</sup>

**Indigenous households in Shoalhaven Local Government Area**  
have about 50% less weekly income than the median family household  
income in the Illawarra/Shoalhaven region.  
(Australian Bureau of Statistics, Census 2011, Population Profile)

**Cultural and Linguistic Diversity (culturally and linguistically diverse)**

The Shoalhaven Local Government Area can be considered more ethnically diverse than regional NSW. 12.6% of residents were born overseas with just under half of these coming from Non-English speaking backgrounds compared with Regional NSW in which 10.8% were born overseas. However, the Shoalhaven has a higher proportion of people from countries whose main language is English.

Key points:

- Of all residents born overseas, almost half come from the United Kingdom.
- Residents born in New Zealand represent the second largest group in the Shoalhaven Local Government Area, and were the fastest growing category from 2006 to 2011.
- Residents from non-English speaking countries were predominantly from Germany, the Netherlands, Italy and the Philippines.
- 3.4% of residents speak a language other than English at home.

**Fig 6. English Speaking Proficiency (speak English: Not Well or Not At All)**

Areas	Persons who speak English not well or not at all	% of all persons aged five years and over
Jervis Bay	3	0.8
Kiama	47	0.2
Shellharbour	842	1.4
Nowra-Bomaderry	<b>97</b>	<b>0.3</b>
Shoalhaven Balance	<b>170</b>	<b>0.3</b>
Wollongong Inner	2,498	2.7
Wollongong Balance	2,549	2.9
New South Wales	513,146	3.4

Source: Australian Bureau of Statistics, Census (2011), Population and Housing



## How this Plan was Developed

The Disability Inclusion Action Plan 2017-~~2020~~2021 has been developed with extensive consultation with people with disability, their supporters, services and others. Wherever possible, the suggestions for how to increase inclusion provided by people with disability have been incorporated directly into the Plan. Other strategies require Council to work in partnership with other agencies or levels of government. Consultation strategies used to gather the input of people with disability included:

Consultation strategies for the Disability Inclusion Action Plan include:

- Three public consultations held in different locations across the Local Government Area
- On-line and paper based survey in two versions, one for adult respondents and one specifically relating to issues or relevance to families with children or young people.
- A survey run by Early Childhood Intervention Service (Noah's Shoalhaven)
- Inclusion in Yarn-Up event, with Aboriginal and Torres Strait Islander community representatives
- Informal interviews with Aboriginal and Torres Strait Islander community members during the annual National Aboriginal and Islander Day Observance Committee NAIDOC Day Event.
- Information from Getting Ready Together: Illawarra/Shoalhaven Aboriginal Disability Conference, Day 1, 17.11.15 (transcript).
- Interviews with a broad range of service providers including (early childhood intervention; Shoalhaven Aboriginal Network of Disability Services; National Disability Insurance Scheme Local Area Coordinators; Ability Links NSW; disability support providers, employment services; multicultural service providers; and more).
- Internal consultations with staff across Shoalhaven City Council Departments.

The Disability Inclusion Action Plan was also supported by a large review of research literature on:

- Local and regional demographics and demographic trends
- Local health and community care data
- Early Childhood Intervention and Inclusion
- Engagement of people with disability in consultations
- Accessible communication
- Employment opportunities for people with disability
- Accessible tourism
- Liveable Housing and Universal Design
- Inclusion policy and plans in Australia
- Transcripts from the Getting Ready Together: Illawarra/Shoalhaven Aboriginal Disability Conference, 17-19 November 2015
- Cultural and Linguistic Diversity and Disability

The Inclusion Disability Action Plan considers the themes and principles of the following:

- United Nations Convention on the Rights of Persons With Disabilities
- National Disability Strategy 2010-~~2020~~2021
- National Disability Insurance Scheme
- NSW National Disability Strategy Implementation Plan 2012-2014
- NSW Disability Inclusion Act 2014
- NSW Carers Recognition Act 2010
- Web Accessibility National Transition Strategy 2010
- National Art and Disability Strategy 2009
- Disability Discrimination Act (Disability Discrimination Act) 1992 and Amendments, 2009

## Overview of the Disability Inclusion Action Plan (2017-~~2020~~2021)

### Statement of Commitment:

Shoalhaven City Council is committed to improving opportunities for people of all ages with a disability, to access the full range of services and activities available in the Shoalhaven Local Government Area

Community Outcomes	1. Attitudes	2. Community	3. Systems	4. Employment
	People with disability in the Shoalhaven experience inclusive attitudes and behaviours from Council, contractors and in the broader community.	People with disability in the Shoalhaven find accessing places of recreation, learning and leisure, community celebration, cultural participation, tourism, entertainment and shopping easier and more inclusive.	Systems and Processes of Council are barrier free for people with disabilities.	People with disability have equal and fair access to employment with Shoalhaven City Council.

NSW Disability Inclusion Action Plan Key Focus Areas	Key Focus Area 1: Attitudes and Behaviour	Key Focus Area 2: Liveable Communities	Key Focus Area 3: Systems and Processes	Key Focus Area 4: Employment

[Link to relevant Shoalhaven Community Strategic Plan](#)

Awaiting new CSP



## Focus Area 1: Attitudes and Behaviours

**Community Outcome 1:** People with disability in the Shoalhaven experience inclusive attitudes and behaviours from Council, contractors and in the broader community.

### What the Community Told Us

- Community members would like Council to demonstrate that accessibility and inclusivity is a priority.
- Staff should be trained in disability awareness and in practical skills for communicating with people with disabilities (such as using hearing loops, producing more inclusive documents, familiarity with Augmentative and Alternative Communication methods and technology).
- Council should promote inclusion, rights and fairness in relation to people with disabilities.
- Contribute to awareness and inclusion campaigns to help inform the community of disability.
  - "My husband is often discriminated against because he doesn't look like he has a disability and has been called lazy by many people in the community. He also has a non contagious rash but gets upset by being treated as contagious even after showing documented proof that it is non-contagious."
  - " Changing the mindset to open up to accessibility and inclusiveness allows Council to embrace another market, increase profitability and become a leader in a changing environment".

### Links to Council's Community Strategic Plan Key Priorities

Leadership:-

People:-

Sustainable Services and Programs

Awaiting new CSP

### Focus Area 1: Attitudes and Behaviours

<b>Community Outcome 1:</b> People with disability in the Shoalhaven experience inclusive attitudes and behaviours from Council, contractors and in the broader community.		
<b>Strategies</b>	<b>Outcomes</b>	<b>Strategy Measures</b>
<b>S1.1</b> Demonstrate and promote a culture of disability awareness and inclusion	O1.1.1 Staff demonstrate disability awareness and inclusion is reflected in Council communications O1.1.2 Commitment to implementing Disability Inclusion Action Plan in evidence of implementation progress O1.1.3 Images used in Council publications reflect inclusion of people with disability O1.1.4 Council contributes to public messages and campaigns on disability awareness and inclusion	1.1.1.1 # of staff trained and training topic 1.1.2.1 % Disability Inclusion Action Plan initiatives delivered 1.1.3.1 % of images used in Council documents to reflect community demographics 1.1.4.1 Promotional campaigns per year

### Actions for Focus Area 1: Attitudes and Behaviours

<b>Strategy</b>	<b>Actions</b>	<b>CSP Link</b>	<b>Lead Team(s)</b>	<b>Timeline</b>	<b>Action Measures</b>
1.1 Demonstrate and promote a culture of disability awareness and inclusion	A1.1.1 Provide training on disability access and inclusion within staff induction training program and as part of tool box talk resources		Human Resources	2018 and ongoing	<ul style="list-style-type: none"> <li># of new staff completing disability inclusion and awareness training</li> <li># tool box talks relating to disability inclusion / awareness completed</li> </ul>
	A1.1.2 Conduct a training needs analysis to support Disability Inclusion Action Plan and implementation		Human Resources	2017/18	<ul style="list-style-type: none"> <li>Training needs analysis completed</li> <li># of staff attending training or professional development opportunities</li> </ul>
	A1.1.3 Source or develop training for staff to support Disability		Human Resources	2017	<ul style="list-style-type: none"> <li>(strategy measure 1.1.1.1) # of staff trained and training topic</li> </ul>

Strategy	Actions	CSP Link	Lead Team(s)	Timeline	Action Measures
	Inclusion Action Plan implementation				
	A1.1.4 Allocate a specific budget to the Disability Inclusion Action Plan		Community and Operations	2017 and annually	<ul style="list-style-type: none"> <li>Budget allocated to Disability Inclusion Action Plan</li> </ul>
	A1.1.5 Incorporate Disability Inclusion Action Plan measures into Council's existing process for collecting Delivery Program and Operational Plan measures		Executive Strategy	2017 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 1.1.2.1) % Disability Inclusion Action Plan initiatives delivered</li> </ul>
	A1.1.6 Update and increase the photo stock available to staff to enable broader depiction of disability diversity in general publications		Communications	2017/18	<ul style="list-style-type: none"> <li>(strategy measure 1.1.3.1) % of images used in Council documents to reflect community demographics</li> </ul>
	A1.1.7 Promote events supporting disability inclusion and awareness e.g. International Day of People with Disability, Mental Health Week etc.		Human Resources Community Development	2017/18 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 1.1.4.1) Promotional campaigns per year</li> </ul>

## Focus Area 2: Liveable Communities

**Community Outcome 2:** People with disability in the Shoalhaven find accessing places of recreation, learning and leisure, community celebration, cultural participation, tourism, entertainment and shopping easier and more inclusive.

### What the Community Told Us

- Accessibility varies across the Shoalhaven, small local areas are less accessible.
- Being more accessible presents an economic opportunity for the area (workers, tourists and shoppers).
- 1 in 2 people who we consulted with said that footpaths, ramps and public toilets were not easy to use in the Shoalhaven.
- 1 in 3 people said street crossing, venues, shops and restaurants were not easy to use.
- Families would like greater opportunity to include family members with disability in everyday community activities
  - " My son wasn't able to access a school AFL skills day because there wasn't suitable toileting facilities at the oval."

### Links to Council's Community Strategic Plan Key Priorities

People:

Place

Prosperity

Leadership

Sustainable Services and  
Programs

Awaiting new CSP

<b>Community Outcome 2:</b> People with disability in the Shoalhaven find accessing places of recreation, learning and leisure, community celebration, cultural participation, tourism, entertainment and shopping easier and more inclusive.		
<b>Strategies</b>	<b>Outcomes</b>	<b>Strategy Measures</b>
<b>S2.1</b> Progressively increase the availability of accessible toilets across the Shoalhaven	2.1.1 Existing toilets increasingly modified or replaced by accessible toilets	2.1.1.1 Plan for increase the availability of accessible toilets across the Shoalhaven completed
	2.1.2 Potential Council projects that could accommodate a <a href="#">Changing Place</a> facility identified	2.1.2.1 Identify potential Council projects that could accommodate a <a href="#">Changing Place</a> facilities completed
	2.1.3 Current and accurate information on location of accessible toilets available to the public	2.1.3.1 National Public Toilet Map updated annually
<b>S2.2</b> Plan to progressively increase the amount of continuous accessible paths of travel to key destinations within the Shoalhaven	2.2.1 People with disability are consulted about the priority maintenance and upgrade of footpaths, kerbs, and ramps across the Shoalhaven	2.2.1.1 One (1) focus group per year on footpath maintenance/ upgrade completed
	2.2.2 Progressive increase in pathway access to a greater number of key destinations	2.2.2.1 Pedestrian Access Mobility Plan reviewed to include priority areas for increasing continuous paths of accessibility
<b>S2.3</b> Increase accessibility and inclusion of Events held in the Shoalhaven and of Council meetings	2.3.1 Staff are supported to increase or promote access and inclusion of events and meetings	2.3.1.1 Accessible and Inclusive Events Guidelines sourced or completed
	2.3.2 People with disability have greater access to events hosted in the Shoalhaven Local Government Area	2.3.2.1 Guidelines distributed to event organisers in contact with council
	2.3.3 Access by people with disability attending meetings held at Council is specifically addressed and catered for	2.3.2.2 100% of council run events to have a completed access and inclusion plan as part of event execution 2.3.2.3 100% of events seeking approval on council managed land submit written evidence to show they have addressed disability inclusion and accessibility. 2.3.3.1 Accessible meeting checklist template (completed)

<b>Community Outcome 2:</b> People with disability in the Shoalhaven find accessing places of recreation, learning and leisure, community celebration, cultural participation, tourism, entertainment and shopping easier and more inclusive.		
<b>Strategies</b>	<b>Outcomes</b>	<b>Strategy Measures</b>
<b>S2.4</b> Progressively increase accessibility and inclusion of places of recreation, learning and leisure	2.4.1 People of all ages with disability have greater access to libraries and art gallery activities	2.4.1.1 Information on accessible library and art gallery resources documented
	2.4.2 People of all ages with disability have greater access to programs and activities offered at Council run pools, swim and fitness centres	2.4.1.2 Art Engage workshops and art exhibitions/touring shows delivered
		2.4.2.1 Inclusive and accessible pool, swim and fitness centre activities delivered
	2.4.3 Residents, tourists and visitors with disability have access to information on accessibility features of beaches, waterways and other sites of interest	2.4.3.1 Templates for information include access information of relevance to people with disabilities.
	2.4.4 Options for future provision of accessible beach access and swim sites identified	2.4.4.1 Potential sites for future provision of accessible beach access and swim sites identified
	2.4.5 Families have improved information about the location of fenced play grounds	2.4.5.1 Data on fenced play areas collected and published annually
	2.4.6 Plans for future provision of accessible pathways, toilets, accessible park tables and Barbecues are in place	2.4.6.1 Report on parks suitable for future provision of accessible pathways, toilets, accessible park tables and Barbecues completed
<b>S2.5</b> Improve awareness of accessible parking in the Shoalhaven	2.5.1 People with disability have greater access to accessible parking	2.4.7.1 Plan for progressively upgrading sporting ovals include plans for providing accessible parking, toilets and pathways at key sporting ovals completed
		2.5.1.1 Amendments clarifying the controls relating to accessible parking in relevant Development Control Plan chapters completed
		2.5.1.2 Accessible parking layer (on website) on assets map completed
		2.5.1.3 Ranger patrol strategy completed

<b>Community Outcome 2:</b> People with disability in the Shoalhaven find accessing places of recreation, learning and leisure, community celebration, cultural participation, tourism, entertainment and shopping easier and more inclusive.		
<b>Strategies</b>	<b>Outcomes</b>	<b>Strategy Measures</b>
<b>S2.6</b> Improve access to Council operated buildings and providing better way finding	2.6.1 People with disability have improved access and way finding to and within Council operated buildings	2.6.1.1 Access signage installed in Council Administration building 2.6.1.2 Review of feasibility of lowering the height service desks at the Entertainment Centre Kiosk and Bar completed
<b>S2.7</b> Continue to encourage, support and promote accessible tourism in the Shoalhaven	2.7.1 Businesses and tourist attractions in the Shoalhaven have greater awareness of the economic benefits of developing of accessible and aging friendly tourism 2.7.2 People with disability and their travel companions have access to information on tourism options in the Shoalhaven, including accessible tourism itineraries	2.7.1.1 Accessible tourism information included in Visitor Guide (annually) 2.7.2.1 100% of tourism marketing activities include accessible tourism itineraries 2.7.2.2 Tourism Website is at WCAG 2.0 standard AA

#### Actions for Focus Area 2: Liveable Communities

<b>Strategy</b>	<b>Actions</b>	<b>Link to CSP</b>	<b>Lead Team(s)</b>	<b>Timeline</b>	<b>Action Measures</b>
2.1 Progressively increase the availability of accessible toilets across the Shoalhaven	A2.1.1 Plan to progressively increase the number of accessible public toilets within the local government area reflecting the priorities identified by people with disability		Asset Management	2017 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.1.1.1) Plan for increase the availability of accessible toilets across the Shoalhaven completed</li> </ul>
	A2.1.2 Identify Council projects that could accommodate a <a href="#">Changing PlaceLift and change facility</a> facility and lobby for		Asset Management	2017 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.1.2.1) Report on potential Council projects that could accommodate a <a href="#">Changing PlaceLift and</a></li> </ul>

Strategy	Actions	Link to CSP	Lead Team(s)	Timeline	Action Measures
	funds to provide them				<a href="#">change facility</a> facilities completed
	A2.1.3 Make available current and accurate information on the location of accessible toilets		Asset Management	2017 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.1.3.1) National Public Toilet Map updated annually</li> </ul>

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
2.2 Plan to progressively increase the amount of continuous accessible paths of travel to key destinations within the Shoalhaven	A2.2.1 Consult annually with people with disability on priorities for the maintenance and upgrade of footpaths, kerbs, and ramps		Asset Management	2017 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.2.1.1) One (1) focus group per year on footpath maintenance/ upgrade completed</li> </ul>
	A2.2.2 Identify priority locations to increase the continuous paths of accessibility travel across the Shoalhaven in consultation with people with disability		Asset Management	2017 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.2.2.1) Pedestrian Access Mobility Plan reviewed to include priority areas for increasing continuous paths of accessibility</li> </ul>
	A2.2.3 Collaborate with NSW Government agencies (e.g. NSW Roads and Maritime Services, Transport for NSW) to improve access and inclusion within the Shoalhaven local government area		Asset Management	Ongoing	<ul style="list-style-type: none"> <li>Opportunities to provide input identified</li> </ul>
	A2.2.4 Review the accessible pathways and crossings around Nowra Aquatic Park, the Nowra Youth Centre.		Asset Management	2018	<ul style="list-style-type: none"> <li>Assessment of pathways and crossings completed</li> </ul>



Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
2.3 Increase accessibility and inclusion of Events held in the Shoalhaven and of Council meetings	A2.3.1 Source or develop Accessible and Inclusive Event and Meeting Guidelines for use within Shoalhaven City Council		Executive Strategy Community Development Tourism	2018/19	<ul style="list-style-type: none"> <li>(strategy measure 2.3.1.1) Accessible and Inclusive Events Guidelines sourced or completed</li> </ul>
	A2.3.2 Progressively increase the number of events that have an access and inclusion plan		Executive Strategy  Community Development	2018 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.3.2.1) # of event Access and Inclusion Plans completed</li> </ul>
	A2.3.3 Create an access checklist to support the inclusion of people with disability to attend meetings held at Council		Executive Strategy  Community Development	2018	<ul style="list-style-type: none"> <li>(strategy 2.3.3.1) Accessible meeting checklist template completed</li> </ul>
	A2.3.4 Support Shoalhaven Aboriginal Network of Disability Services, Aboriginal Ability Linkers and other community organisers of cultural events e.g. NAIDOC Week, Reconciliation Week to include access and inclusion plans		Community Development	2017 and ongoing	<ul style="list-style-type: none"> <li>Briefing note listing access and inclusion provisions for National Aboriginal and Islander Day Observance Committee (NAIDOC) events.</li> </ul>

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
2.4 Progressively increase accessibility and inclusion of	A2.4.1 Continue to deliver acquire and promote library and art gallery resources in accessible formats and accessible technologies		Library Services Arts and Culture	2017 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.4.1.1) Information on accessible library and art gallery resources documented</li> </ul>

places of recreation, learning and leisure	A2.4.2	Deliver 4 "Art Engage" type sessions within the workshops that incorporate access and inclusion elements (budget dependent)		Arts and Culture	2017/18	<ul style="list-style-type: none"> <li>(strategy measure 2.4.1.2) Art Engage type workshops delivered</li> </ul>
	A2.4.3	Commission art exhibitions and/or touring shows exploring the experience of living with disability or catering to people with specific types of disability		Arts and Culture	2019/20	<ul style="list-style-type: none"> <li>(strategy measure 2.4.1.2) Art exhibitions and/or touring shows exploring the experience of living with disability or catering to people with specific types of disability delivered</li> </ul>
	A2.4.4	Investigate working in partnership with Aboriginal Ability Linkers to promote library and art gallery workshops and programs supporting inclusion		Community Development Library Services Arts and Culture	2019/20	<ul style="list-style-type: none"> <li>Number of partnership activities (Memoranda of Understanding)</li> </ul>
	A2.4.5	Develop a range of inclusive and accessible activities at Council's pools, swim and fitness centres		Shoalhaven Swim and Fitness	2018 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.4.2.1 ) Inclusive and accessible pool, swim and fitness centre activities delivered</li> </ul>
	A2.4.6	Improve the availability of access and inclusion information on beaches, waterways and other sites of interest to residents, tourists and visitors		Executive Strategy Environmental services	2017 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.4.3.1) Templates for information include access information of relevance to people with disabilities.</li> </ul>
	A2.4.7	Investigate options for beach access for people using wheelchairs and/or for access to calm water non-beach swim sites		Environmental Services  Community Development	2019/20	<ul style="list-style-type: none"> <li>(strategy measure 2.4.4.1) Potential sites for future provision of accessible beach access and swim sites identified</li> </ul>
	A2.4.8	Promote information to on fenced play areas for families seeking these facilities		Social & Infrastructure Planning	2017 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 2.4.5.1) Data on fenced play areas collected and published annually</li> </ul>

			Community Development		
	A2.4.9 Strategically identify parks for provision of accessible pathways, toilets, accessible park tables and Barbecues		Social & Infrastructure Planning	2019	<ul style="list-style-type: none"> <li>(strategy measure 2.4.6.1) Plan for progressively upgrading sporting ovals include plans for providing accessible parking, toilets and pathways at key sporting ovals completed</li> </ul>
	A2.4.10 Plan for progressively increasing the accessibility of sporting ovals including parking, toilets and pathways		Social & Infrastructure Planning	2019/20	<ul style="list-style-type: none"> <li>(strategy measure 2.4.7.1) Plan for progressively upgrading sporting ovals include plans for providing accessible parking, toilets and pathways at key sporting ovals completed</li> </ul>

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
2.5 Increase awareness of accessible parking in the Shoalhaven	A2.5.1 Correct and/or clarify the controls relating to accessible parking in relevant Development Control Plan chapters		Planning & Development Services	2018	<ul style="list-style-type: none"> <li>(strategy measure 2.5.1.1) Amendments to relevant Development Control Plan chapters relating to accessible parking completed</li> </ul>
	A2.5.2 Map the accessible parking spaces in commercial centres and points of public destination		Asset Management	2017/18	<ul style="list-style-type: none"> <li>(strategy measure 2.5.1.2) Accessible parking layer (on website) on assets map completed</li> </ul>
	A2.5.3 Develop a strategy for Ranger Services to patrol accessible parking spaces particularly in commercial centres and points of public destination		Ranger Services	2017/18	<ul style="list-style-type: none"> <li>(strategy measure 2.5.1.3) Ranger patrol strategy completed</li> </ul>

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
2.6 Improve access to Council operated buildings and providing better way finding	A2.6.1 Improve signage in Council Administration building to support access to meeting rooms, lift and accessible toilet		Asset Management	2017	<ul style="list-style-type: none"> <li>(strategy measure 2.6.1.1) Access signage installed in Council Administration building</li> </ul>
	A2.6.2 Investigate the feasibility of having lower height service desks at the Entertainment Centre Kiosk and Bar		Shoalhaven Entertainment Centre	2018	<ul style="list-style-type: none"> <li>(strategy measure 2.6.1.2) Review of feasibility of lowering the height service desks at the Entertainment Centre Kiosk and Bar completed</li> </ul>
	A2.6.3 Investigate how the accessibility of the Entertainment Centre can be improved for people who are blind (such as blue tooth beacons in conjunction with smart phones).		Shoalhaven Entertainment Centre	2019	<ul style="list-style-type: none"> <li>(linked to strategy measure 2.6.1.1) People who are blind report better access within the Entertainment Centre</li> </ul>
	A2.6.4 Investigate reserving accessible places in the Entertainment Centre for early booking and internet booking by people with disability		Shoalhaven Entertainment Centre	2018	<ul style="list-style-type: none"> <li>Brief report on options for reserving accessible seats in the Entertainment Centre by people with disability completed</li> </ul>
	A2.6.5 Review Council halls and progressively replace stairs with ramps of suitable gradient and install accessible toilets		Asset Management	2019/20	<ul style="list-style-type: none"> <li>Plans to upgrade Council halls include progressively providing ramps and accessible toilets completed</li> </ul>
	A2.6.6 Review the placement of stalls at the Information Centre (Nowra) to enhance access by people using wheelchairs, walking frames or prams		Tourism	2017	<ul style="list-style-type: none"> <li>Briefing note on review of stall configuration to improve mobility access in the Information Centre completed</li> </ul>

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Measures
2.7 Continue to encourage, support and promote accessible tourism in the Shoalhaven	<p>A2.7.1 Promote and highlight accessible tourism product throughout the region.</p> <p>A2.7.2 Include accessible tourism itineraries in marketing activities</p> <p>A2.7.3 Ensure tourism website is at WCAG 2.0 AA standard</p>		<p>Tourism</p> <p>Community Development</p>	<p>2017 and ongoing</p> <p>2017 and ongoing</p> <p>2017-2019</p>	<ul style="list-style-type: none"> <li>• (strategy measure 2.7.1.1) Accessible tourism information included in Visitor Guide (annually)</li> <li>• (strategy measure 2.7.2.1) 100% of tourism marketing activities include accessible tourism itineraries</li> <li>• (strategy measure 2.7.2.2) Tourism Website is at WCAG 2.0 standard AA</li> </ul>

### Focus Area 3: Systems and Processes

**Community Outcome 3:** Systems and Processes of Council are barrier free for people with disabilities

#### What the Community Told Us

- Forms are too hard and complex for people with disability. Would appreciate documents to be accessible and different formats available.
  - "Please ensure that all brochures and forms are fully accessible to people who use access technology such as screen readers and refreshable Braille displays."
  - "Maybe have an accessibility tab on website with information on accessible features in the Shoalhaven"
  - "Simplify the home page, provide an 'easy read' option for viewing the home page"
- Events are not accessible to many people with disability

#### Links to Council's Community Strategic Plan Key Priorities

People:

Awaiting new CSP

Leadership:

Sustainable Services and Programs

Community Outcome 3: Systems and Processes of Council are barrier free for people with disabilities		
Strategies	Outcomes	Strategy Measures
<p><b>S3.1</b> Progressively enable the provision of inclusive forms of communications and alternative formats when required</p> <p><b>S3.2</b> Progressively improve accessibility of Council websites</p>	<p>3.1.1 Communication from Council is more accessible and inclusive</p> <p>3.1.2 Participants with disabilities attending Council hosted meetings have access to meeting materials in alternative formats on request</p> <p>3.2.1 People with disability have greater access to information via Council web pages</p>	<p>3.1.1.1 Guidelines for producing accessible and inclusive documentation completed</p> <p>3.1.2.1 Guidelines or procedure on providing alternative format materials for meeting attendees</p> <p>3.2.1.1 Basic audit of Council websites against Web Content Accessibility Guidelines 2.0 completed</p>
<p><b>S3.3</b> Incorporate accessibility and inclusion considerations in procurement decisions and contracts</p> <p><b>S3.4</b> Review all Council complaint and feedback processes to ensure they are accessible to people with disability</p> <p><b>S3.5</b> Develop a process to ensure that access and inclusion is systematically incorporated into policy development</p>	<p>3.3.1 Council contracts increasingly specify delivery of accessible and inclusive goods, programs and services by third parties or contractors.</p> <p>3.4.1 People with disabilities increasingly give feedback to Council and are able to make formal and informal complaints to Council</p> <p>3.5.1 All policies are consistent with the Council's commitment to creating inclusion and facilitating access to all areas of community and civic life for and with people with disabilities</p>	<p>3.3.1.1 List of Council contracts that have Inclusion requirements or clauses</p> <p>3.4.1.1 Incorporation of NSW Ombudsman resources into Council complaints information and procedures completed</p> <p>3.5.1.1 Checklist for policy developers to consider impacts on access and inclusion for people with disability completed</p>

**Actions for Focus Area 3: Systems and Processes**

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
3.1 Progressively enable the provision of inclusive forms of communications and alternative formats when required	A3.1.1 Develop guidelines for staff to author accessible and inclusive documents (including to enable web accessibility)		Executive Strategy	2019/20	<ul style="list-style-type: none"> <li>(strategy measure 3.1.1.1) Guidelines for producing accessible and inclusive documentation completed</li> </ul>
	A3.1.2 Develop guidelines or procedures to produce documentation in alternative formats for attendees of Council hosted meetings		Executive Strategy	2019/20	<ul style="list-style-type: none"> <li>(strategy measure 3.1.2.1) Guidelines or procedure on providing alternative format materials for meeting attendees</li> </ul>

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
3.2 Progressively improve Council websites accessibility and publications posted on the website and on social media	A3.2.1 Undertake an audit of Council websites and intranet against Web Content Accessibility Guidelines 2.0 standards and develop a staged and costed implementation plan to improve web accessibility.		Executive Strategy	2017/18	<ul style="list-style-type: none"> <li>(strategy measure 3.2.1.1) Basic audit of Council website against Web Content Accessibility Guidelines 2.0 completed</li> </ul>
	A3.2.2 Ensure all contact details on Council websites also refer to the National Relay Service and how to access or request alternative format documents.		Executive Strategy	2017/18	<ul style="list-style-type: none"> <li>Contact pages updated</li> </ul>



Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
3.3 Incorporate accessibility and inclusion considerations in procurement decisions and contracts	A3.3.1 Source or develop guidelines for incorporating accessibility and inclusion considerations in procurement contracts		Purchasing and Supply  All Departments	2019/20	<ul style="list-style-type: none"> <li>(strategy measure 3.3.1.1) List of Council contracts that have Inclusion requirements or clauses.</li> </ul>

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
3.4 Review all Council complaint and feedback processes to ensure they are accessible to people with disability	A3.4.1 Incorporate information from resources from NSW Ombudsman into feedback and complaints information across Council in relation to making these accessible to people with disability		Governance  Community Development	2019	<ul style="list-style-type: none"> <li>(strategy measure 3.4.1.1) Complaints information across Council incorporate NSW Ombudsman resources</li> </ul>

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
3.5 Develop a process to ensure that access and inclusion is systematically incorporated into policy development	A3.5.1 Progressively review and update Council policies (prioritising service delivery focused policies) to ensure access and inclusion are addressed		Human Resources and Governance	2017 and ongoing	<ul style="list-style-type: none"> <li>Prioritised list of policies scheduled for review to address access and inclusion completed</li> </ul>
	A3.5.2 Develop a check list for policy developers to consider impacts on access and inclusion for people with disability		Community Development  Executive Strategy	2019/20	<ul style="list-style-type: none"> <li>(strategy measure 3.5.1.1) Checklist for policy developers to consider impacts on access and inclusion for people with disability completed</li> </ul>

#### Focus Area 4: Employment

**Community Outcome 4:** People with disability have equal and fair access to employment opportunities with Shoalhaven City Council

##### What the Community Told Us

- People with disability would appreciate the opportunity to contribute to Council and the Shoalhaven by being employed with Council.
- People with disability are concerned about how information about their disability status is considered in the recruitment process.
- Data from health and internal consultation shows that mental health and maintaining wellness needs to be a greater priority for attention and support.

##### Links to Council's Community Strategic Plan Key Priorities

People:

Prosperity

Leadership:

Awaiting CSP

Community Outcome 4: People with disability have equal and fair access to employment with Shoalhaven City Council		
Strategies	Outcomes	Strategy Measures
<b>S4.1</b> Review recruitment and employment processes are fair and barrier free to candidates who have a disability	4.1.1 People with disability have access to Equal Employment Opportunity Policy 4.1.2 Links between Council and Disability Employment Services are established 4.1.3 Council has data on diversity as part of recruitment process	4.1.1.1 Equal Employment Opportunity Policy review on disability access and inclusion completed. 4.1.2.1 Record of meetings or contacts with Disability Employment Services 4.1.3.1 Data reports relating to in disability access and inclusion are generated annually

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
4.1 Review recruitment and employment processes to ensure they are barrier free to candidates who have a disability	A4.1.1 Review Equal Employment Opportunity Policy to reflect the organisation's commitment to disability inclusion in the workplace		Human Resources	2017/2018	<ul style="list-style-type: none"> <li>(strategy measure 4.1.1.1) Equal Employment Opportunity Policy review on disability access and inclusion completed.</li> </ul>
	A4.1.2 Establish relationships with local Disability Employment Service organisations		Human Resources	2017/2018 and ongoing	<ul style="list-style-type: none"> <li>(strategy measure 4.1.2.1) Record of meetings or contacts with Disability Employment Services</li> </ul>
	A4.1.3 Collect data in relation to disability access and inclusion are collected as part of on-line recruitment		Human Resources	In place	<ul style="list-style-type: none"> <li>(strategy measure 4.1.3.1) Data reports relating to in disability access and inclusion</li> </ul>

Strategy	Actions	Link to CSP/DP	Lead Team(s)	Timeline	Action Measures
	process				are generated annually

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- i NSW Local Government (2014), NSW Disability Inclusion Action Planning Guidelines, Local Government, p.13.
- ii Australian Government, Department of Social Services (2014) Disability and Carers, 'National Disability Strategy', accessed 21/07/2016, page last updated 7 Nov 2014.
- iii NSW Dept Family and Community Services, ADHC (2014), Disability Inclusion Act 2014, 'Disability Inclusion Legislation', [http://www.adhc.nsw.gov.au/about\\_us/legislation\\_agreements\\_partnerships/nsw\\_disability\\_inclusion\\_act](http://www.adhc.nsw.gov.au/about_us/legislation_agreements_partnerships/nsw_disability_inclusion_act) webpage accessed 21/07/2016, date last updated 29 April 2016
- iv United Nations (2006), Convention on the Rights of Persons with Disabilities, 'The Convention in Brief', <http://www.un.org/disabilities/convention/convention.shtml>, accessed 21/07/2016.
- v Australian Government, Department of Social Services (2014) Disability and Carers, 'National Disability Strategy', accessed 21/07/2016, page last updated 22 December 2015
- vi NSW Department of Family and Community Services, (2015), accessed from <http://www.facs.nsw.gov.au/reforms/developing-the-nsw-disability-inclusion-plan> on 21/07/2016
- vii National Disability Insurance Scheme Act 2013, accessed from <https://www.legislation.gov.au/Details/C2013A00020> on 21/07/2016
- viii NSW Department of Family and Community Services, (2014), 'Disability Inclusion Act', accessed from [http://www.adhc.nsw.gov.au/about\\_us/legislation\\_agreements\\_partnerships/nsw\\_disability\\_inclusion\\_act](http://www.adhc.nsw.gov.au/about_us/legislation_agreements_partnerships/nsw_disability_inclusion_act) on 21/07/2016, page last updated on 29 April 2016.
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- x Australian Bureau of Statistics Estimated Residential Population (2015), Basic Community Profile (Catalogue number 2001.0)
- xi Australian Bureau of Statistics , (2011), Basic Community Profile, Industry, Employed by Industry. (Catalogue number 2001.0)
- xii Australian Bureau of Statistics , (2011), Core Activity Need For Assistance By Age by Sex, Basic Community Profile Table B18, (Catalogue number 2001.0)
- xiii Australian Bureau of Statistics, Census of Population and Housing, 2011, Compiled by Profile .id, accessed from <http://profile.id.com.au/shoalhaven/assistance> on 24 January 2017.
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- xv Ghosh A, McDonald K and Marshall K. (2013), Illawarra-Shoalhaven Medicare Local - Population Health Profile: 2013 . Grand Pacific Health Ltd. trading as Illawarra-Shoalhaven Medicare Local , p.26.
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- xvii Australian Bureau of Statistics, (2015), Survey of Disability, Ageing and Carers, Summary of Findings, (Catalogue 4430.0), accessed from <http://www.abs.gov.au/ausstats/abs@.nsf/mf/4430.0> on 24 January, 2017

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<sup>xix</sup> Ghosh A, McDonald K and Marshall K. (2013), Illawarra-Shoalhaven Medicare Local - Population Health Profile: 2013 . Grand Pacific Health Ltd. trading as Illawarra-Shoalhaven Medicare Local

<sup>xx</sup> Ghosh A, McDonald K and Marshall K. (2013), Illawarra-Shoalhaven Medicare Local - Population Health Profile: 2013 . Grand Pacific Health Ltd. trading as Illawarra-Shoalhaven Medicare Local

<sup>xxi</sup> Ghosh A, McDonald K and Marshall K. (2013), Illawarra-Shoalhaven Medicare Local - Population Health Profile: 2013 . Grand Pacific Health Ltd. trading as Illawarra-Shoalhaven Medicare Local , p.39.

<sup>xxii</sup> Australian Bureau of Statistics , (2011), Census of Population and Housing, Age Profile, (Catalogue number 2001.0), accessed from <http://profile.id.com.au/shoalhaven/five-year-age-groups> on 24 January 2017; see also Resource for Ageing Population Planning (RAPP 2.0), developed from Census data by Local Government NSW and NSW Department of Family and Community Services, accessed from <http://www.lgnsw.org.au/policy/ageing>, January 2014.

<sup>xxiii</sup> Australian Bureau of Statistics , (2011), Basic Community Profile (Catalogue number 2001.0)

<sup>xxiv</sup> Australian Institute of Health and Welfare 2009. The geography of disability and economic disadvantage in Australian capital cities. Cat. no. DIS 54. Canberra: AIHW

<sup>xxv</sup> Australian Bureau of Statistics Estimated Residential Population (2015), Basic Community Profile Aboriginal and Torres Strait Islander households – dwelling characteristics. (Catalogue number 2001.0)

<sup>xxvi</sup> Australian Bureau of Statistics Estimated Residential Population (2015), Basic Community Profile Aboriginal and Torres Strait Islander households – dwelling characteristics. (Catalogue number 2001.0), and Australian Bureau of Statistics Estimated Residential Population (2015), Basic Community Profile Families – weekly (Catalogue number 2001.0)

Council Reference: 28873E (D17/179456)

Planning for Bush Fire Protection Review  
C/O Manager Development Planning & Policy  
NSW RFS Headquarters  
Locked Mail Bag 17  
**GRANVILLE NSW 2142**

**By Email: [PBPDraft@rfs.nsw.gov.au](mailto:PBPDraft@rfs.nsw.gov.au)**

Dear Sir/ Madam

**Submission - Planning for Bush Fire Protection Review**

Please find attached Council's submission for the revised draft Planning Bush Fire Protection Review.

If you need further information about this matter, please contact Kelie Clarke, Planning Environment & Development Group on (02) 4429 3501. Please quote Council's reference 28873E (D17/179456).

Yours faithfully

**Warwick Papworth**  
**Acting Director**  
**Planning, Environment and Development Group**



**Draft submission – Draft Planning for Bush Fire Protection 2017**

Page	Issue	Comment
	1.2 1 <sup>st</sup> dot point	Insert 'and its location' after 'permissible'.
9	1.3.2 – last paragraph indicating that in some instances the fuel loads will be higher	It is suggested that a sentence be added that should the assessing officer identify higher fuel loads, then they should consult with the RFS or a recognised bushfire consultant to address the issue.
9	1.3.3 – Existing developments needs direction for what can be done	It is suggested that a sentence be added to alerting assessing officers to consider ways in which to improve the performance of existing buildings such as basic ember protection and appropriate landscaping. There could also be recognition of clause 93 and 94 of the Environmental Planning and Assessment Regulations to have them upgraded.  Great opportunity here.
9	1.3.5 – last paragraph – typo	Delete "in" after found. It should read "...can be found on the NSW ...."
11	1.4.5 – last paragraph – typo	Add the words "must be". It should read "...in Chapter 3 and must be supported ..."
11	1.4.6 - "Fact sheets" should not be read to override the requirements of BPB.	Like the NCC does for "explanatory notes", the fact sheets should not be used as a means to override the requirements of BPB. They can be used to set up a means to amend the document in future years or be used by consultants to support performance based solutions.
16	2.1 – last paragraph - Development Assessment. So any development not specifically addressed in this document, the RFS will determine what applies?	This needs to be tightened up. Perhaps an additional clause is needed to say what this document covers.  Alternatively, it could be re-worded that if the consent authority is concerned for a particular development and it is not mentioned specifically in this document, then the consent authority can liaise with the RFS.

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Page	Issue	Comment
20	2.6.5 – Does the 10/50 rule on the RFS website actually work? If not, then it would be best to refer to the legislation	Need to qualify that there are exceptions, e.g. <ul style="list-style-type: none"> <li>• 2nd para: The scheme generally...</li> <li>• Add a disclaimer or summary of exceptions (e.g. consent conditions or restrictions as to user)</li> </ul>
20	After 2.7 – new section required concerning maintenance	I think you really need to address the on-going maintenance of properties. Perhaps it comes in as part of the framework by saying the on-going maintenance of buildings and the associated landscaping and removal of stored combustible materials near or around the building is vital to its survival.  By putting something in there, it will alert Assessing Officers to the need for a condition on development consents.
24	3.1 (introduction) – 2nd last paragraph	In a strategic context, more emphasis should be placed on considering bushfire risk in terms of the broader landscape. Access can be as important, if not more so than the provision of an APZ.
24	3.1.1 – Top paragraph on 2 <sup>nd</sup> column	I would have thought the starting point is understanding the impacting vegetation and the resultant bushfire behaviour. I do not think .... "The starting point is the provision of an asset protection zone (APZ)." This needs to be fixed.
24	3.2 (asset protection zones) – 5th para, 1st sentence	Reword to say "For many SFPPs, larger APZs are required..."
24	3.2 – 5 <sup>th</sup> paragraph – typo	There needs to be a space between "of" and "the" on the second line.
24	3.2 – 6 <sup>th</sup> paragraph. Should be "any point of the building wall or façade" not "any point of the building."	It is important to marry in the same measurement distance as is used in AS3959. The measure is to the wall of the building. To say any point of the building could be misconstrued to eaves gutter projection overhangs and this is not what is meant.  This is a common question asked at training sessions and it has also been addressed in the proposed changes to AS3959 which will soon be released for public comment.
28	3.6 – 1 <sup>st</sup> paragraph. The wording does not adequately describe the SFPP	The wording needs to be widened to include the ability of occupants to evacuate. Consider schools for instance.

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	developments	It may well be the case to simply list them out here. The list is good and everyone will quickly identify with the vulnerability
29	3.7 – Landscaping - not enough information provided here and you need to go further	I think you need to go further to highlight the importance of appropriate landscaping for building survivability. You should actually say that the ignition of landscaping close to the building can bring direct flame contact to the building elements. Many elements such as glass and combustible decks will not perform well under these conditions..  You can call up case studies, include photographs, etc. Great opportunity here.
	4.1(strategic principles) 1st para, last sentence	<ul style="list-style-type: none"> <li>Expand to say "Strategic planning identifies future growth areas and... Principles should be include 'analysing bushfire issues in the broader landscape' and 'minimising or avoiding reliance on alternative solutions'.</li> </ul>
	Section 4.4 (local environmental plans)	<ul style="list-style-type: none"> <li>1st sentence: LEPs are legal planning documents that inform planning decisions...</li> <li>2nd para: As it is currently written, this paragraph implies that the PP does not go through the gateway process if Council has delegation. Regardless of whether or not Council has delegation, the PP still goes through the gateway process.</li> </ul>
33	4.4.1 – Typo	3 <sup>rd</sup> last paragraph on second column. Should be "APZ's"
33	4.4.1 – typo	2 <sup>nd</sup> last paragraph on second column. Need a space between "...industries.Through..."
34	4.5 – typo	2 <sup>nd</sup> paragraph last line. Need a space between "...occupancyand..."
38	5.1.1 – Bush fire design brief. This term needs a definition at page 131	I think you need to add this to the definitions. We need this to be by an accredited person and not just some consultant who think they have an ability to do.
38	5.1.1 – Subdivision design section. Needs some rewording to place it in positive language.	Should read: The objective of perimeter roads is to provide a fuel free area adjacent to the hazard and permit unrestricted access for firefighting and fire management operations.
38	5.1.1 – are you hinting that we will accept BAL-40 and BAL-FZ outcomes for	Under the heading of "Larger APZ's outside of the range..." The wording would lead you to believe that in isolated subdivisions consideration could be given to

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	isolated subdivisions?	<p>higher BAL's. The opposite is actually the desired outcome. For these type of developments you should be aiming for more clearing to achieve a lower BAL. For example perhaps you want the clearance for worst building to be BAL-12.5 or BAL-19 just in case the occupants are stuck there and then increase the BAL as part of a condition.</p> <p>More work needs to be done on this clause to make it clearer to the reader.</p> <p>Perhaps with a lead in to the sentence starting "Where an increased ..." you could say, "The consent authority may require an increased BAL level be provided to address the site specific conditions etc"</p>
39	5.1.3 – typo	Should read "...can be found on the NSW RFS website ...." Delete "in"
39	5.2 – Maximum exposure of 29kW/m2 (this is going to hurt!)	I know this would be a political nightmare for you, but should we align NSW with Victoria and Tasmania and push for BAL-19. It had to be said.
41	Table 5.3c – second dot point in table - perimeter roads are required for residential subdivisions of 3 or more allotments	This is going to hurt. I suspect you needed to draw the line somewhere but this will have a massive implication on development. No doubt there will be a lot of alternative solutions to this requirement.
42	Table 5.3c – "firefighting vehicles can access the dwelling and exit safely". Should we be provided turn points for the fire fighting vehicles?	<p>It has long been an issue on rural developments when fire fighters enter the property but have to drive too far before they can turn out. In a life threatening situation, this may mean backing the vehicle up and this is unacceptable.</p> <p>Should we add to the passing bay discussion a requirement to also turn the vehicle at these points. We may only need a little more space but from a safety perspective, it would be awesome.</p>
43	Table 5.3c – typo -	The note in the last dot point should not be a dot point. This is a drafting issue. The note should appear separate (maybe under the table).
44	Table 5.3d – need to add to performance criteria "or where adequate pressure to a reticulated water supply is not available."	<p>We need to capture the areas of poor pressure in the reticulated systems. Quite often the reticulation is there but the poor pressure in the lines is making it inadequate.</p> <p>I think we need to have a minimum residue pressure figure in the table (i.e. a minimum of ??kPA). Anything below this, will require static water.</p>
45	Table 5.3d – Electricity lines to be	Even if the poles are provided above ground, it is important that the distance

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	underground from the last pole to the dwelling.	from the last pole to the dwelling is underground. This is because if the pole falls, we do not want it to rip out the fascia and expose the building.
49	6.2 – 2 <sup>nd</sup> paragraph – the comment on “...and less reliance on construction standards.” Is sending the wrong message	This comment should be deleted because it sends the wrong message. I agree there is more reliance on separation distances but the latter comment indicates we don't really care about the construction. I know that is not your intention. The comment is unhelpful and should be removed.
50	6.3.1 – specific tourism uses – a need for emergency evacuation plans to be submitted for all of these proposed uses.	These uses are vulnerable and we need to have emergency evacuation plans for each one. If nothing else, it will alert owners and land managers of the risk (particularly Air B&B) and that the accommodation could be shut down.  I think you need to make it a mandatory requirement.
50	6.3.1 – Camping issues	You probably need to highlight that even with good separation distances, the ember attack on tents is likely to lead to their destruction. It would be good practice to pack up the tent and move to an area on site that is considered a place of last resort (Refuge building).
50	6.3.1 – Bed and breakfast and farm stay	I really do not think you can assume people will be on site in bed and breakfast accommodation. With Air-B&B these days, you rent the whole house. In a tourist area such as the Shoalhaven, it is a rare event to have an owner or manager stay at the premises.  I would be inclined to separate out “Bed and Breakfast” from the Farm stay and include B&B with the Short-term rental accommodation.  People coming in from other areas and renting premises is a real problem for Local Government and the RFS. More work is needed in this space particularly as they are often considered exempt development in LEP's. Guys, we have a problem.
50	6.3.2 – existing housing stock	I am unsure what you are trying to say here. Are you talking about “herd immunity” and therefore we need to upsize the construction requirements of the SFPP?  It goes nowhere. Clarification is needed here. Perhaps you just need a sentence to say what you want as a minimum.

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51	Table 6.4a – drafting issue - combine the variations for Bed & Breakfast, Short term rental accommodation, home based child care, manufactured home estates	As the acceptable solutions for all of these uses are the same, can they be combined on the performance criteria. It tidies it up.
52	Table 6.4a – construction Tab - Do you want a minimum or maximum construction level of BAL-12.5?	<p>Reading this, I would assume that all buildings on a SFPP require a minimum of BAL-12.5. There are 2 issues with this wording.</p> <ol style="list-style-type: none"> <li>1. Buildings that may be 250 metres from the edge of the impacting vegetation need to be BAL-12.5 (I am happy to support this by the way).</li> <li>2. There is an inference that you will permit buildings to be closer than the separation distance and thus can be upsized to BAL-19 + (maybe even Flame Zone).</li> </ol> <p>Better wording maybe to say, the worst impacted building will be BAL-12.5. If you want to go there you can add, "...and all other buildings on the site irrespective of the distance from the impacting vegetation are to achieve a BAL-12.5." It will not add a great deal of cost to standard construction.</p>
52	Table 6.4a – drafting issue - tidy up the like uses in the variations as before.	Can this be tidied up by combining B&B, Short term rental accommodation, home based child care and manufacturer home estates into one.
52	Table 6.4a –the Ecotourism variation throws the desired requirements for all buildings into doubt.	I am concerned with the variation for Ecotourism. I think you are trying to say that irrespective of the location of the Ecotourim refuge building, it needs to be BAL-12.5. This should therefore be stated later in the section "For ecotourism only" on page 53 of Table 6.4a.
53	Table 6.4b – drafting issue - same comment to tidy up of the like requirements in the "variations" portion of the table	Link like requirements
57	Table 6.4d – drafting issue - Same comment to tidy up of the like requirements in the "variations" portion of the table.	Link like requirements
60	6.5 – 4 <sup>th</sup> paragraph - a little confusing on the assembly point needing to be a building	The wording needs to be tidied up here. Assembly points are not always buildings. Unless of course you are really talking about a "refuge building".
60	6.5 – first paragraph on second column -	I think there is an error here. The words would indicate that existing structures

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	need to clarify whether or not the new building will be refused if there is an existing building within its proposed APZ	cannot be located within the APZ of a proposed building. Surely this will be contested.  I think you are trying to say that the existing buildings in these situations will be problematic for the new development and this will need to be considered. Options could include upgrading the existing buildings, higher BAL's for the new building or any other of the combinations. Perhaps if you lead them to an alternative solution approach it would be a good result.
60	6.5 – second column, second paragraph – typo	You need to marry AS with the number so it does not appear in the next line. Should read as AS 3745.2010 on the same line.
60	6.5 – second column, first dot point – typo	The first sentence should read “provide an appropriate defensible space by siting the building ....”
61	6.5.1 – the second point under “Minor non-structural building alterations” needs clarification	If you are changing the window, it will need to comply with the requirements of AS3959. This needs to be added to the dot point.  This may also apply to cladding, repair or replacement of a non-structural wall (say with timber), the installation of a security screen (if they use fibre-glass mesh), the replacement of a barrier (not balustrade any more) if it is situated close to a window and it is combustible, re-stumping of a structure (if the underside of the floor is open and they use treated pine).  Maybe a blanket requirement calling up compliance with AS3959 is needed here.
64	7.1 – last paragraph – clause structure issue	In the last paragraph can it be flipped to deal with Chapter 8 before Chapter 9. It just flows better.
66	Table 7.3a – add a requirement for additional water where the pressure in the reticulated system is poor.	On the second dot point for water supply can you add “...where no reticulated water is available or where the pressure in the reticulated system is insufficient.”
67	Table 7.3a – Construction standard TAB – determination of BAL's moving away from AS3959 but the new Rangelands may be something the RFS is interested in.	Having read the document I can understand the rationale behind moving away from AS3959 and making it more NSW specific. My discussion on Tables A1.11.2 to A1.11.16 is given later.  AS3959 will soon be out for public comment. There is a shift with the inclusion of “Rangelands” and it will have an impact on NSW western areas. It would be

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		a shame not to benefit from this concession. I would suggest that the RFS have a look at this work when AS3959 is released for public comment (shortly – I hope)
67	Table 7.3a – reference to section 7.9 fencing	In section 7.9 it indicates that fencing should be hardwood. This will have little relevance once the timber has weathered. Best to outlaw timber fencing within a 6.0 metre distance from the building. All fencing should be non-combustible (I have carried this discussion onto Section 7.9 for consistency)
67	Table 7.3a – reference to class 10a (or should it be class 10b?)	<p>The performance requirement and the acceptable solution do not match. The performance requirement relates to a Class 10a building and the acceptable solution relates to a class 10b building. Firstly, a class 10b is not considered a building in the NCC. It is referred to as a “structure”.</p> <p>Class 10b structures are not called up in the NCC as needing requirements. I think you are trying to call it up to include anything within 6 metres of the building. This will pick up pergolas, fences, retaining walls and the like.</p> <p>If you are trying to do that, then the performance require was wrong (i.e. it should be 10b and not 10a). The acceptable solution should therefore change to read “Class 10b structures ...”</p> <p>I would also support regulating class 10b structures within 6.0 metres of the building. You could link this to non-combustible materials or bush fire resistant timbers up to BAL-29 and non-combustible materials otherwise (i.e. BAL-40 and BAL-FZ). Essentially, you are making it the same requirement as for decks (which are also Class 10b structures). Makes a lot of sense to me.</p>
68	Table 7.3b – reference to sarking	Sarking is actually mentioned in 3.10 of AS3959. In Table 7.3b you have indicated N/A in the second column. This should be changed to 3.10.
69	Table 7.3b – consider removing the 400 mm requirement altogether and align it with the decking requirements.	<p>The proposal does not deal with bearers, joists and flooring <u>greater than 400 mm above the ground</u>. These can essentially be built out of pine and I do not think that is what you are aiming for. <b><u>You will need to support this move by research.</u></b></p> <p>If you were to remove the words “...less than 400 mm above finished ground level...” then all unenclosed subfloors would require non-combustible materials</p>



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		or bush fire resistant timber. You will also need to change the requirements for 7.3.2.
70	Table 7.3b – Timber supports, posts and beams	<p>I am a little confused as to where this applies. Do you mean veranda timber supports, posts and beams?</p> <p>There is no reference to the standard clause so I cannot assist you with this requirement. I think people will ask what you are talking about and it needs to be clarified.</p>
71	Table 7.3b – Fascia and bargeboards	<p>I am not sure if this relates to fascia and bargeboards on verandas. It needs to be clarified.</p> <p>Also, 8.4 of AS3959 relates to walls and not roofs. There is something seriously missing here.</p>
71	7.6 – Flaming – should the heading be changed?	<p>Should the heading be changed to “Materials that permit flaming”. I do not think “Flaming” on its own adequately addresses the issue you are trying to make.</p> <p>The discussion needs to be reviewed. I like the first bit where it identifies the issue but it loses the point the further it goes.</p> <p>If you want to outlaw materials that could flame in BAL-40 and BAL-FZ, then stronger words are needed.</p>
72	7.7 – paragraph 3 – this does not seem to fit in with the discussion.	<p>It would appear that paragraph 3 is not about alterations and additions to existing buildings. It is a discussion about non-compliance with the acceptable solutions.</p> <p>To me this discussion needs a separate heading and perhaps should go at the front of the section. It is in the wrong place.</p>
73	7.8 – discussion does not seem to fit in this section	The discussion should be relocated to another area. I would suggest it correctly sits in Appendix 1 which deals with the determination of BAL's.
73	Table 7.8a – why is it here?	Why is this table here? Should it be lifted to Appendix 1? I cannot even find where it is referenced in the document. You need to do some work here.
73	7.9 – fences and gates need to be more forceful	Suggest that where the fence or gate is within 6.0 metres of the building, then it needs to be non-combustible. This would apply to all BAL's. There is evidence

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		that timber fences between buildings have ignited and we need to prevent this from happening.
	8 - Other Development	It is suggested that this section cover non-residential development and that residential forms of development be covered in the relevant residential-related sections.
76	8.2.1 – 3 <sup>rd</sup> paragraph	If these developments need to comply with section 5, are they also required to have a bushfire safety authority? If not, then you need to clarify this matter to avoid the confusion.
76	8.2.1 – last paragraph	Can they use the SEPP if it needs a bush fire safety authority? You need to clarify this matter. Perhaps just an additional sentence.
77	8.2.2 – 2 <sup>nd</sup> paragraph	Please provide some evidence for this discussion on convective heat and why these balconies are more vulnerable. If you do not have the evidence, then I think it should be removed from the document.
77	8.2.2 – fix the wording	There is a lot of waffle in this section. If the aim is to have a Bush Fire Design Brief, then cut the waffle, say you want it and a referral is made.
77	8.2.3 – add the need for referral to the RFS	If you want a BFDB then you should also be asking that it be referred to the RFS for comment. Add the sentence for a referral to the RFS.
78	8.3.1 – 3 <sup>rd</sup> paragraph	The lead in “Whilst bush fire ....buildings” is repeated and can be deleted. It should simply start with “The following objectives will be ....”
78	8.3.2 – Class 10a and 10b structures - confusion as to the construction requirements of class 10 buildings	<p>Firstly, the heading should be changed to “Class 10a buildings and Class 10b structures”</p> <p>If a pergola or retaining wall is constructed from treated pine timber and they are 5 metres away from the dwelling, then there are no bushfire requirements for them. The NCC only considers class 10a buildings and decks (a deck is a 10b).</p> <p>Whilst the Class 10a’s are captured, you actually need to say what should happen to Class 10b structures within 6 metres. Consider retaining walls, pergolas and whether or not you want them to be made from non-combustible materials. Do not assume the NCC will help you here.</p>
78	8.3.3 – Private bush fire shelters - Do you want private bushfire shelters referred to the RFS?	As the requirements for private bushfire shelters rely solely on a performance document, do you want a referral to the RFS?

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		If not, I think you need to say that the assessment and approval of these structures are at the discretion of the consent authority.
79	8.3.5 – Wind farms - referral to RFS needed or a suite of conditions to cover these structures	Given the potential danger that these structures pose, the consent authority really ought to refer these applications to the RFS for comment. If not, then the consent authority will need suite of conditions to deal with these structures.
80	8.3.6 – Mining and petroleum production - referral to RFS needed or a suite of conditions to cover use	Given the potential danger that these uses, the consent authority really ought to refer these applications to the RFS for comment. If not, then the consent authority will need suite of conditions to deal with these structures.
81	8.3.8 – Outdoor events in bush fire prone areas - should we cancel these events on declared severe and catastrophic days	I really think you need to put something in there that the event is to be cancelled on severe and catastrophic days. This gives the consent authority an ability to condition the consent.
82	8.3.9 – Tertiary institutions and education establishments - would you like these applications referred?	It seems perfectly reasonable to me that these applications are referred to the RFS for comment.
82	8.3.10 – Hazardous industries - are you asking for these to be prohibited?	If the zoning permits the industry/use, then applications can be submitted for consideration. I would think a better way to deal with this is a referral to the RFS. With your support, we would be in a position to recommend refusal if necessary  I suggest you add a comment that these applications be referred to the RFS for comment.
82	8.3.11 – Places of public worship - would you like a referral for these applications?	It seems perfectly reasonable to me that these applications are referred to the RFS for comment.
	9 - Grassland	Further information should be provided on the definition of grassland in respect of grazing. Should this section be integrated with the other relevant sections and Appendix 1?
86/87	9.1.1 – Grassland fire behaviour - show the calculations	This is a significant departure from AS3959 and it will have an impact. I am not saying it is wrong, but you need to show how you came up with these figures. I am particularly interested in the fact they are “regardless of slope”. This seems extraordinary to me.  Where are the published documents and have they been peer reviewed.
	<b>Appendices</b>	
	Appendix 1 – Site Assessment	Appendix 1 uses a more detailed vegetation classification system based on

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	Methodology	<p>formations in Keith (2004). While this appears to have a good scientific basis in terms of relationship to fuel loads, the description of each vegetation formation needs to be more thoroughly explained to avoid incorrect classification. Suggestions include:</p> <ul style="list-style-type: none"> <li>• The description of each formation should include the quantitative and qualitative measures provided in Keith (2004) including vegetation height, elevation and rainfall.</li> <li>• The introduction should include a requirement that vegetation is to be classified based on its inherent (unmanaged) characteristics, unless it can be demonstrated that fuel loads will be managed/reduced in perpetuity (e.g. via a section 88(b) restriction-as-to-user)</li> <li>• Classification should be consistent with / have regard to the regional vegetation formation mapping provided in Keith (2004). Vegetation mapping for each region/LGA may already/should be available.</li> </ul>
90	A1.1 need to identify that AS3959 is not used for the site assessment methodology	<p>I think you need to make it perfectly clear that the requirements of Section 2 in AS3959 is not used at all in NSW.</p> <p>Perhaps, you need to make it clear at the front of the document that AS3959 and the NASH standard are only partly used in the BAL construction requirements and even then they are amended.</p>
90	A1.1 – Identify asset protection zones and identify construction requirements	I think a flowchart would assist in understanding the process here.
91	A1.2 – Determine vegetation formation - The abbreviations need to be explained	<p>It took me a while to work out WSF relates to Wet sclerophyll forest and DSF related to Dry sclerophyll forest. Unlike elsewhere in the document where you put in the abbreviation straight after it, Appendix 1 does not carry it through.</p> <p>I also went to the abbreviations table on page 130 and it is not there either. This will be very confusing for people if not addressed. This is a simple fix.</p>
94	Figure A1.3 – needs an arrow to indicate the effective slope	The figure needs an arrow on it to show the effective slope is the slope of the land where the hazard is located. I think it would be better to have the discussion in A1.4 before Figure A1.3 because it is confusing the way it is currently presented.
95	A1.5 – Determine appropriate fire	Firstly, remove brackets to “weather” in the heading.

Page 14 of 16

	(weather) areas.	In the last paragraph, I would have thought it best to include the table of FDI in this document. Making people refer to another document is cumbersome. A couple more pages will not make a lot of difference.
96	A1.6 – determine the bush fire attack level - first paragraph	I would have thought this appendix actually replaces AS3959. Rather than use the words "This section replicates the assessment methodology of AS3959 ...." it would simply be best to say it "replaces it". The term replicates gives the reader an understanding it is fine to use AS3959 where that is clearly not the case. You need to clear up this confusion.
96	A1.6 – last comment before the table – typo (I think)	I think the last comment "Some Class 10 buildings may also be referred under these provisions" is a misprint and needs to be deleted. It has no relevance to determining the bushfire attack level.
98	Table A1.8 is in the wrong place	The requirements of A1.8 should be presented before Table A1.8. Simply reshuffle the page.
98	A1.8 – paragraph 4 – typo	The last sentence of this paragraph should read "...contribute to the intensity of bush fires ...." The word "of" is missing.
98	A1.8 – paragraph 5 – typo	Should read "...fuel loads by 15t/Ha." Need a space between "by" and "15" and need to remove the space between "15" and "t".
98	A1.8 – first paragraph on second column – typo	There is no Table A1.2. I think you mean Table A1.8.
98	A1.8 – last paragraph – word change needed – typo	It should read "For other exotic vegetation types not identified in Table A1.8, an assessment ...." Delete "above" and remove Table A1.8 from brackets.  Also remove the brackets for A1.11.22. It is actually called "Table A1.11.22"
99	A1.9 – change wording	If your intention is to cut out Section 2 of AS3959, then you just need to state what you want. Remove the reference to AS3959 because it is no longer relevant.
99	A1.10 – Why does "fully developed bush fires" have the abbreviation (FDF)?	This does not make sense and it should be removed. It is not helpful to the discussion.
119	A2.5 – Bush Fire Design Brief	This needs to be included in the abbreviation section on page 130. In that section they need to refer to A2.5 to close off the loop.

**Other general comments**

Things I really like.

- 1) It is a good read. The language is clear and concise. The setout is great and the use of colour draws the readers attention to the requirements.
- 2) The flow of the sections is rational.
- 3) I like the fact that each section starts out with the full title of a document and then abbreviates it. We use a lot of abbreviations and this assists in the reading of the document.
- 4) The requirements for SFPP stand alone and you do not need to flip to the previous section. This also applies to Infill development. Good work.
- 5) Interestingly, I do like what you have done in Appendix 1 yet I find it difficult to accept the move away from Section 2 of AS3959. Appendix 1 is very informative and it flows well. I get why you are going down this path because the use of Keith, the addendum and everything else was very clunky. This puts it all in one place.
- 6) The requirements for landscaping in Table 7.3a is a huge move forward. This will save buildings. I would like to go as far to say a pathway all around the building. I also like the non-combustible fencing and retaining walls but this needs a change to section 7.9.

Things that could be done a little better.

- 1) More photographs would have been good to highlight what you are trying to achieve.
- 2) I would like more emphasis on the importance of landscaping.

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- 3) We need to introduce the “herd immunity” concept. Dwellings in new subdivisions are fine because each one is inoculated and protects the neighbour. The same is not achieved with infill development and the neighbour could be the greatest threat.
- 4) If you are going to push the grassland position for NSW and this is a significant departure from AS3959, you will need to support this with peer reviewed literature. I am not saying it is wrong. You just need to justify your position.
- 5) The new work on Rangelands for AS3959 is worth a look. There could be some wins here for the RFS.
- 6) I really think the RFS need to be consulted more on some of the tricky developments. I know this is about repeating yourself but the consent authority needs your input.



Planning &  
Environment

**TRANSPORT CORRIDOR OUTDOOR  
ADVERTISING AND SIGNAGE GUIDELINES**  
ASSESSING DEVELOPMENT APPLICATIONS  
UNDER SEPP 64

**CONSULTATION DRAFT – NOT GOVERNMENT POLICY**

November 2015



CL17.182 - Attachment 2



**FURTHER INFORMATION**

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ASSESSING DEVELOPMENT APPLICATIONS UNDER SEPP 64  
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## 1. Introduction

The *Transport Corridor Outdoor Advertising and Signage Guidelines* outline best practice for the planning and design of outdoor advertisements in transport corridors such as along or adjacent to classified roads, freeways, tollways, transitways, railway corridors or on bridges or road and rail overpasses.

The Guidelines complement the provisions of *State Environmental Planning Policy No. 64 – Advertising and Signage* (SEPP 64) under the *Environmental Planning and Assessment Act 1979* (the Act).

SEPP 64 sets out certain rules in relation to outdoor advertising and signage including:

- (a) advertising which is prohibited in certain locations
- (b) advertising which requires consent under Part 4 of the Act and lodgement of a development application
- (c) advertising which is exempt development.

Note: There are also additional types of advertising that are exempt development in other environmental planning instruments (e.g. real estate signs).

This document outlines detailed information in relation to SEPP 64 advertising within transport corridors, including design criteria and road safety considerations.

In the event of any inconsistency between SEPP 64 and this document, SEPP 64 prevails to the extent of the inconsistency.

### Summary of information in the Guidelines

**Section 1** outlines the main provisions of SEPP 64 and how they relate to these Guidelines.

**Section 2** outlines:

- (a) General assessment criteria for all advertisement proposals under SEPP 64, and
- (b) Specific design criteria for advertising structures within transport corridors.

**Section 3** outlines Roads and Maritime Services' (RMS) road safety guidelines in relation to all signage within road corridors.

**Section 4** outlines Public Benefit Test requirements for advertisements within transport corridors.

**Section 5** outlines the various roles of RMS in approving or giving concurrence to certain types of advertising structures.

## 1.1 OUTDOOR ADVERTISING AND SIGNAGE

Outdoor advertising and signage covered by these Guidelines relates to the promotion of a product, service, event or any other activity for a charity or business that would derive a benefit from the display of the advertising. It may be composed of various forms which includes the following characteristics:

### 1.1.1 Format:

- (i) **printed signs** – advertising signs with messages that incorporate words, symbols or pictorial displays that are printed on paper or alternative materials such as computer generated woven polyester panels or ‘skins’. The messages may be illuminated through external power sources.
- (ii) **moving signs** – allow the presentation of two or more static messages that are rotated mechanically (i.e. by a motor) through a pre-determined sequence at regular intervals, while the supporting structure remains stationary. There are motionless periods in between the presentation of different messages and the number of messages that can be displayed is restricted. This type of advertising format includes:
  - Trivision: messages are printed onto a series of adjacent vertical prisms (usually 3 sided) which when aligned display a single advertising image. The prisms are rotated in unison, typically every 4 to 10 seconds to show one of three messages.
  - Multi-advertising scrolling: these devices have multiple advertisements printed onto a looped canvas or connected to form a single scroll. These are often smaller signs installed at street level or incorporated into public transport infrastructure such as bus stops. They also often illuminated or backlit.

- (iii) **digital signs** – these devices use digital technology to display bright, high quality electronic images which are uploaded and changed using a computer and modem via a secure network. A central feature of these devices is the use Light Emitting Diode (LED) technology allowing luminance to be controlled and adjusted automatically. They can utilise:

- **Static electronic displays** – these display static images only, which are presented successively at set intervals. They do not contain or imply motion such as vertical or horizontal scrolling, fade, dissolve or animation within the message itself; and do not have any movement of any part of the advertising structure or surrounds. These signs are also known as Electronic Static Displays or ESDs.

Display dwell times, transition times and luminance can all be controlled and changed electronically. Digital signs can be installed on a range of permanent and portable structures similar to those for printed formats.

Variable message signs (VMS) that are used for advertising purposes are included in this definition. They usually display electronic text messages but have the capacity for graphical displays and can be used in permanent or portable structures.

- VMS are increasingly being utilised for advertising purposes in a broader range of environments including commercial, community and schools.

VMS that are erected by RMS for road safety or traffic management purposes are excluded.

Reference to digital signs in the remainder of the Guidelines includes ESDs, VMSs or both as the context permits or requires.

- **Non-static (dynamic) electronic displays** – these display animations, videos, flashing, and have active display changes. These signs either permanent or portable, including any signs which contain any portion of video and/or animated content, that face the road reserve and are visible to road users are prohibited.

**1.1.2 Size:** While there are accepted industry standards for common forms of advertising formats the following size parameters reflect the principal consent and regulatory responsibilities for advertising that are within 250 metres of and visible from a classified road. The relevant Local Council is the consent authority except for cases as defined in Section 1.3.3 of the Guidelines:

- (iv) signs less than 20 square metres – local councils assess and regulate these development applications (DAs) using Development Control Plans (DCPs), the provisions in these Guidelines and the RMS Risk Assessment Matrix.
- (v) signs greater than or equal to 20 square metres; or higher than 8 metres above the ground - local councils must obtain concurrence from RMS prior to issuing consent. The referral process for DAs requiring concurrence is outlined in Section 5 of these Guidelines.

RMS following receipt of the application from the consent authority will within 21 days grant or decline its concurrence. If RMS has not informed the consent authority within 21 days it is taken to have granted its concurrence.

**1.1.3 Mode** is defined as:

- (i) Fixed displays including structures mounted on the ground, affixed to a building, bridges, street furniture, bus shelters, displays mounted on any registered vehicle that is parked eg trailer.
- (ii) Mobile displays are any advertisements that are displayed on moving vehicles including a vehicle that is stationary but not parked.

## **1.2 COMMON TYPES OF OUTDOOR ADVERTISING**

Common types of outdoor advertising include:

### **1.2.1 Freestanding and wall advertisements**

Freestanding advertisements are mainly displayed on structures mounted on the ground by supports (e.g. pole, gantry, frame) while wall advertisements are generally fixed to a wall by a frame structure. Billboards and posters are the most commonly used format that includes a range of sizes:

- Spectacular (18.99m x 4.5m) – frame, gantry or pole mounted
- Supersite (12.33 x 3.35m) – most common large format sign and often sold in 'packs'.
- Super6 (6x3m) – commonly known as poster sites and seen in local areas attached to buildings, poles or frame mounted.
- Super8 (8.3m x 2.2m) – same proportion as Supersites to enable consistency of content for advertisers
- Billboard – 24 Sheet Poster: Measure 6 x 3 metres in size and tend to be located mainly on building walls in commercial and industrial areas, along roads and in railway corridors.
- Small format – 6 Sheet Poster: Posters 3 metres x 1.5 metre in size with the same proportions as a 24 sheet poster. Mounted mainly on walls and often located in suburban areas.
- Landmark – dimensions are unique to each site and are not a specific size.
- Portrait – portrait signs are large format signs and not specific in size. Often large format portrait signs are attached to the side of multi storey buildings.
- Portrait 50s (3m x 4.5m) – have a magazine cover look

### 1.2.2 Roof or sky advertisements

Roof or sky advertisements are advertisements that are displayed on, or erected on or above the parapet or eaves of a building. They may be freestanding structures or wall advertisements and range from billboard size up to spectacular size (over 50 square metres). In addition to the requirements for freestanding and wall advertisements, special rules under SEPP 64 apply if the advertisements are considered to be roof or sky advertisements.

### 1.2.3 Building wrap and hoarding advertisements

Building wraps are materials such as vinyl mesh used to cover or wrap buildings or land that may be under construction, renovation or demolition. *Hoardings* are a type of building wrap generally made of wood that are often placed as temporary walls around construction sites. Building wrap advertisements use the wrap material (e.g. mesh or wood) as the mounting surface for the advertisements. Under SEPP 64, these types of advertisements are not considered to be wall advertisements and special rules apply to the use of the advertisements.

### 1.2.4 Special promotional advertisements

A special promotional advertisement is an advertisement for an activity or event of a civic or community nature (e.g. public exhibitions and festivals, sports or charity events etc). Events may be advertised on different media including walls, building wraps or bridges, and may vary in size from small posters to spectacular size. As with building wraps, specific rules apply to special promotional advertisements, including limits on how long the advertisements can be displayed for and also controls on signage content.

### 1.2.5 Advertisements on bridges

Advertising structures may be permitted on railway, road and pedestrian bridges or overpass structures where they meet the criteria in these Guidelines. Special rules apply to the type of advertisements allowed on bridges and overpasses to ensure that the architectural qualities of the bridge and safety along the transport corridor are not compromised. RMS requires that signs developed above roads or upgraded since 2011 include a 'fall arrest' system from the sign to the bridge/overpass to prevent the sign structure falling on traffic should it be impacted by high vehicles.

### 1.2.6 Advertisements on bus shelters or street furniture

Bus shelter poster displays are often positioned as an integral part of a freestanding covered structure at a bus stop. Often the poster displays are internally illuminated.

Street furniture displays commonly are 1.8 metres x 1.2 metres or 1.5 metres x 1 metre in size and are often backlit. They are generally located within urban centres, entertainment areas and railway platforms.

### 1.2.7 Advertisements within navigable waters

Under SEPP 64, advertising is prohibited within navigable waters (waters capable of navigation and open to or used by the public for navigation) unless it is ancillary to the dominant purpose of the vessel.

### 1.2.8 Static electronic displays

These display static images only, which are presented successively at set intervals. They do not contain or imply motion such as vertical or horizontal scrolling, fade, dissolve or animation within the message itself; and do not have any movement of any part of the advertising structure or surrounds. These signs are also known as Electronic Static Displays or ESDs.

Display dwell times, transition times and luminance can all be controlled and changed electronically. Digital signs can be installed on a range of permanent and portable structures similar to those for printed formats.

VMS that are used for advertising purposes are included in this definition. They usually display electronic text messages but have the capacity for graphical displays and can be used in permanent or portable structures.

VMS are increasingly being utilised for advertising purposes in a broader range of environments including commercial, community and schools.

VMS that are erected by RMS for road safety or traffic management purposes are excluded.

Reference to digital signs in the remainder of the Guidelines includes ESDs, VMSs or both as the context permits or requires.

### 1.2.9 Projection on to buildings

This involves the projection of both still and video images directly on to buildings. It is usually used for special events e.g. the Vivid Festival and New Year Eve celebrations. However there is increasing interest in using this technique more broadly in advertising because of the reduced infrastructure and installation costs.

### 1.3 PROVISIONS UNDER SEPP 64

The aims of SEPP 64 are:

- (a) to ensure that signage (including advertising):
  - (i) is compatible with the desired amenity and visual character of an area
  - (ii) provides effective communication in suitable locations
  - (iii) is of high quality design and finish
- (b) to regulate signage (but not content) under Part 4 of the Act
- (c) to provide time-limited consents for the display of certain advertisements
- (d) to regulate the display of advertisements in transport corridors
- (e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.

SEPP 64 applies to all signage that can be seen from a public place or public reserve except signage that is exempt development. As a general rule, the consent authority must not grant development consent for an advertising structure that the consent authority does not consider is compatible with the desired amenity and visual character of the area, addresses public safety considerations, provides acceptable communication in suitable locations and is of a high quality design and finish. The consent authority also must be satisfied that all the relevant requirements of SEPP 64 are met.

#### 1.3.1 Prohibited development

The display of advertisements other than business or building identification signs is prohibited under SEPP 64 in the following land use zones or descriptions (with the exception of the Mount Panorama Precinct):

- environmentally sensitive area
- heritage item (except railway stations)
- Environmental Zones E1 – E4
- Recreation Zones – RE1 and RE2 (except sponsorship advertising at sporting facilities)
- residential (but not a mixed residential and business zone, or similar zones).
- Waterway W1 – W3
- scenic protection area
- heritage conservation area

#### 1.3.2 Sponsorship advertising in open space zones

Under SEPP 64, the display of an advertisement is prohibited on land zoned "open space" unless the signage is exempt development, a business identification sign, a building identification sign or signage on a vehicle. This prohibition does not apply however to sponsorship advertising at public sporting facilities in public recreation zones.

Sponsorship advertising is an advertisement that provides information about the sponsors of the teams or organisations using the public sporting facility or about the products of those sponsors.

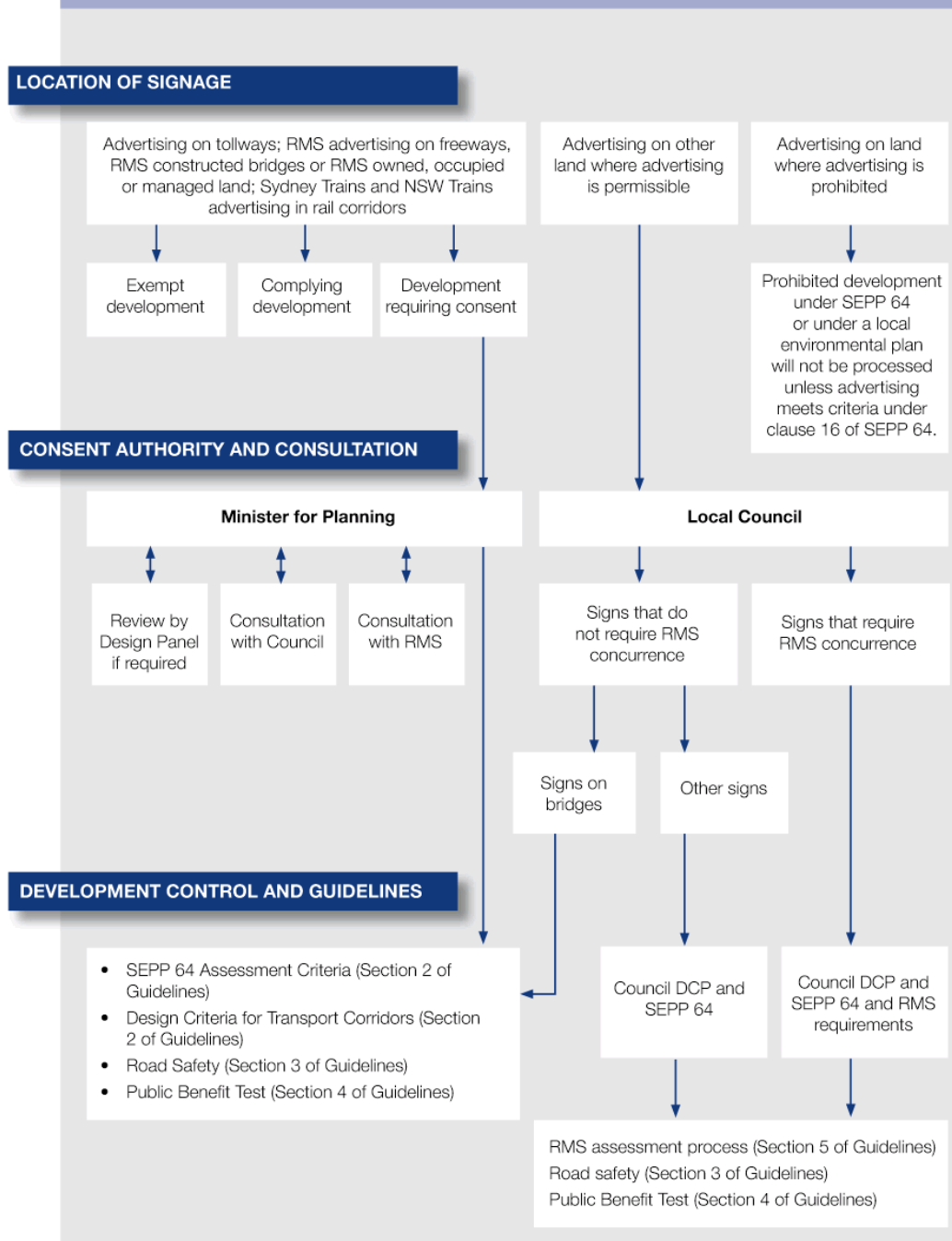
The permissibility and development controls for such sponsorship advertising are generally outlined under the relevant environmental planning instrument (LEP or DCP). The council may decide whether or not such advertising is prohibited or permissible and whether or not consent is required for the signage. If consent is required, a development application must be submitted to the council for the signage.

For local government areas where there are no development controls in place (e.g. in an LEP or DCP) for sponsorship advertising, the following interim guidelines are provided to regulate sponsorship advertising in public recreation zones:

- Advertisements must be consistent with all relevant provisions of SEPP 64 including those relating to roof, wall and free-standing advertisements.
- Sponsorship advertising requires consent, unless it is identified as exempt development under a relevant environmental planning instrument.
- Third party advertising (other than the sponsor's advertisement) is not permitted on a sponsorship advertising structure. Signage content is restricted to information about the sponsors of the teams or organisations using the sporting facility or about the products of those sponsors.
- Signage must be viewed primarily from the sporting facility and should not face outward from the facility.



**FIGURE 1: OUTDOOR ADVERTISING AND SIGNAGE APPLICATIONS UNDER SEPP 64**



### 1.3.3 Part 4 development applications – consent required

Consent is required to display an advertisement unless the advertisement is exempt development under an Environmental Planning Instrument such as a relevant LEP or SEPP.

The relevant local council is the consent authority except in the following cases:

- (a) Roads and Maritime Services in the case of an advertisement displayed on a vessel, or
- (b) the Minister for Planning in the case of an application to display an advertisement on railway corridor land made by or on behalf of Sydney Trains and NSW Trains, or
- (c) the Minister for Planning in the case of an application to display an advertisement made by or on behalf of RMS:
  - (i) on a freeway or tollway or associated road use land adjacent to such a road, or
  - (ii) on bridges constructed by or on behalf of RMS in any road corridor, or
  - (iii) on RMS owned, occupied or managed land.
- (d) the Minister for Planning in the case of an application to display an advertisement on transport corridor land comprising a road known as the Sydney Harbour Tunnel, the Eastern Distributor, the M2 Motorway, the M5 Motorway, the M7 Motorway, the Cross City Tunnel or the Lane Cove Tunnel or associated road use land adjacent to the road.

**Figure 1** illustrates the relationship between the location of signage, the consent authority and the process for assessing SEPP 64 development applications. As shown in the diagram, most proposed advertisements in transport corridors are assessed in accordance with these Guidelines. In particular, advertisements on bridges and tollways, as well as advertisements by Sydney Trains and NSW Trains and RMS in railway corridors and along freeways, must be consistent with the design, road safety and public benefit requirements of the Guidelines.

### 1.4 MATTERS FOR CONSIDERATION IN DETERMINING A SEPP 64 DEVELOPMENT APPLICATION

In determining whether to grant consent to a development application under SEPP 64 the consent authority must address:

- The aims and objectives of SEPP 64 as listed above in **Section 1.3** of the Guidelines.
- General assessment criteria as per SEPP 64 Schedule 1 contained in **Section 2** of the Guidelines.
- Specific design criteria as set out in **Section 2** of the Guidelines
- Road safety assessment criteria as set out in **Section 3** of the Guidelines.
- Public Benefit Test requirements for certain proposals as set out in **Section 4** of the Guidelines.
- Any RMS assessment or concurrence provisions as set out in **Section 5** of the Guidelines.
- All other relevant requirements of SEPP 64 and these Guidelines.

If the Minister for Planning is the consent authority, all relevant design and road safety matters in these Guidelines must be addressed, in addition to public benefit testing and the objectives and requirements of SEPP 64.

#### 1.4.1 Duration of consents

A consent for a SEPP 64 advertisement is limited to a maximum of 15 years. This is to be specified in the conditions of consent. The consent authority may specify a period of less than 15 years only if:

- (a) before the commencement of SEPP 64, the consent authority had adopted a policy of granting consents in relation to applications to display advertisements for a lesser period and the duration of the consent specified by the consent authority is consistent with that policy, or
- (b) the area in which the advertisement is to be displayed is undergoing change in accordance with an environmental planning instrument that aims to change the nature and character of development and, in the opinion of the consent authority, the proposed advertisement would be inconsistent with that change, or

- (c) the specification of a lesser period is required by another provision of SEPP 64.

**Note:** For roof or sky advertisements the duration of consent is a maximum of 10 years. For building wrap advertisements, the period of display is limited to a maximum of 12 months. For special promotional advertisements the period of display is limited to a maximum of 3 months in any 12 month period.

#### 1.4.2 Exempt development

Under SEPP 64 the following development on transport corridor land is exempt development when carried out by or on behalf of RMS or Sydney Trains and NSW Trains:

- (a) display of an advertisement in an underground railway station or railway tunnel,
- (b) display of an advertisement at a railway station or bus station if the advertisement is visible primarily from within the railway corridor or bus station,
- (c) removal of existing signage,
- (d) modifications to existing signage to meet occupational health and safety requirements and that do not increase the advertising display area of the signage.

**Note:** Modifications for WH&S compliance may include removal and replacement of signs in the same format, as well as minor modification to existing signs. In both cases, the surface area of the advertising display area must not be increased.

Under SEPP 64, the display of a poster depicting electoral matter is also exempt development, if such a poster is:

- (a) no larger than 8,000 square centimetres, and
- (b) displayed by or on behalf of a candidate at the election or the party (if any) of any such candidate, and
- (c) displayed in accordance with any requirements of the Act under which the election is held, and
- (d) displayed only during the period from five weeks immediately preceding the day on which the election is held, up to the election day and then up to one week immediately following the election day.

**Note:** The above provision applies to election posters relating only to elections in NSW held under the *Commonwealth Electoral Act 1918* of the Commonwealth, the *Parliamentary Electorates and Elections Act 1912* and the *Local Government Act 1993*.

#### 1.5 PERMISSIBLE DEVELOPMENT IN TRANSPORT CORRIDORS

Under Clause 16 of SEPP 64, the display of an advertisement on transport corridor land is permissible with development consent in the following cases:

- (a) the display of an advertisement by or on behalf of Sydney Trains and NSW Trains on a railway corridor,
- (b) the display of an advertisement by or on behalf of RMS on:
  - (i) a road that is a transitway, freeway or tollway (under the *Roads Act 1993*) or associated road use land that is adjacent to such a road, or
  - (ii) a bridge constructed by or on behalf of RMS on any road corridor, or
  - (iii) land that is owned, occupied or managed by RMS,
- (c) the display of an advertisement on transport corridor land comprising a road known as the Sydney Harbour Tunnel, the Eastern Distributor, the M2 Motorway, the M4 Motorway, the M5 Motorway, the M7 Motorway, the Cross City Tunnel or the Lane Cove Tunnel, or associated road use land that is adjacent to such a road.

The Minister may not accept a development application if he/she determines that the display of the advertisement is not compatible with surrounding land use, taking into consideration the relevant provisions of these Guidelines.

The land use compatibility criteria in Table 1 will assist in determining whether proposed advertisements are incompatible with surrounding land use.

## **1.6 SEPP 64 DEVELOPMENT APPLICATIONS IN TRANSPORT CORRIDORS**

### **1.6.1 RMS, Sydney Trains and NSW Trains and Tollway proposals**

SEPP 64 development applications (DAs) for the following advertising proposals are to be lodged with the Department of Planning and Environment to be determined by the Minister for Planning:

- advertisements by or on behalf of Sydney Trains and NSW Trains in railway corridors,
- advertisements by or on behalf of RMS on:
  - (a) transitways, freeways or tollways (or associated road use land adjacent to such a road), or
  - (b) bridges constructed by or on behalf of RMS on any road corridor, or
  - (c) land that is owned, occupied or managed by RMS.
- advertisements displayed along tollways including the Sydney Harbour Tunnel, the Eastern Distributor, M2 Motorway, M5 Motorway, M7 Motorway, Cross City Tunnel or the Lane Cove Tunnel.

Please contact the Department of Planning and Environment to obtain a DA form or visit the website: [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au).

The DA must be referred to the relevant local council for comment, and the Minister for Planning must consider any comments received within 28 days from the council when making a determination.

For applications to display advertisements along tollways, the Minister for Planning must also consult with RMS and consider any comments received within 28 days from RMS when making a determination.

The Minister may also appoint a design review panel to provide advice concerning the design quality of any proposed advertisements along transport corridors. The panel may include representatives from the local community, the outdoor advertising industry, and independent consultants with expertise in urban design and/or road safety.

### **1.6.2 Other SEPP 64 development applications**

For other advertising proposals, consent is required from local councils. Please contact the relevant local council to find out how to lodge a DA.

Public benefits may need to be provided in connection with some DAs (see Section 4 for details).

Where an advertising structure is within 250 metres of, and visible from, a classified road and is greater than 20 square metres or higher than 8 metres above the ground, the local council must obtain concurrence from RMS prior to issuing consent. The referral process for DAs requiring concurrence is outlined in Section 5 of these Guidelines.

**TABLE 1: LAND USE COMPATIBILITY CRITERIA – TRANSPORT CORRIDOR ADVERTISING**

- (i) The use of outdoor advertising in a given locality should not be inconsistent with the land use objectives for the area outlined in the relevant local environmental plan.
- (ii) Advertisements must not be placed on land where the signage is visible from the following areas if it is likely to significantly impact on the amenity of those areas:
  - environmentally sensitive area
  - heritage area (excluding railway stations)
  - natural or other conservation area
  - open space (excluding sponsorship advertising at sporting facilities in public recreation zones)
  - waterway
  - residential (but not including a mixed residential and business zone, or similar zones)
  - scenic protection area
  - national park or nature reserve.
- (iii) Advertising structures should not be located so as to dominate or protrude significantly above the skyline or to obscure or compromise significant scenic views or views that add to the character of the area.
- (iv) Advertising structures should not be located so as to diminish the heritage values of items or areas of local, regional or state heritage significance.
- (v) Where possible, advertising structures should be placed within the context of other built structures in preference to non-built areas. Where possible, signage should be used to enhance the visual landscape. For example, signs may be positioned adjacent to or screening unsightly aspects of a landscape, industrial sites or infrastructure such as railway lines or power lines.

### 1.6.3 Information to be included in SEPP 64 DAs

When submitting a SEPP 64 DA, the following information and requirements must be provided:

- completed Development Application Form from Council or Department of Planning and Environment
- *Statement of Environmental Effects* detailing the proposal and its impacts
- fees – DA fee
- land owners consent if the applicant is not the land owner.

The **Statement of Environmental Effects** (SEE) should provide the consent authority with adequate detailed information to determine whether consent should be granted, including:

- *Summary Statement* – an overview of the outdoor advertising proposal.
- *Details of proposed sign location* – Local Government Area (LGA); zone in the relevant Local Environmental Plan (LEP); permissibility and planning controls related to the specific site; location of existing buildings, structures and vegetation in proximity to the sign; surrounding land use including any trends in changing land uses.

- *Description of the proposed sign* – information on the size of the sign, whether it is static, illuminated or non-illuminated, a variable message sign, contains moving parts or other details including:

- (a) *Site details* – plans showing: site location; setbacks from affected boundaries; proximity to easements, powerlines or mains; proposed modifications to existing structures, buildings or vegetation. (note: Detailed drawings and surveys, with elevations showing height above ground level, will be required before obtaining a construction certificate.)

- (b) *Colour photographs and photo-montages* – current panoramic colour photographs of the location of the proposed site are required including when viewed from ground level within a visual catchment of 1 kilometre of the site and all critical viewpoints. Photographs should show any traffic control devices located within 100m of approaches to the proposed site, and any traffic control devices that would be visible **beyond** the proposed site. Accurate perspective photo-montages of the proposed sign, at human eye level from the driver's perspective, taken from critical viewing points in advance of the sign in each approach direction are required. Where view corridors or vistas are impacted by the proposed sign a photo-montage should be included clearly demonstrating the sign's impact.

- (c) *Proposed management and maintenance regime* – including regime for ongoing access to the sign to change the display, graffiti management and landscape management. Where landscaping is proposed, a *landscape management plan* should include plant species selection including finished height relative to the sign, any proposed lopping or removal of existing trees, ongoing vegetation maintenance and any other landscaping components

- *Assessment of the advertising proposal in or adjacent to a transport corridor when the Minister for Planning is the consent authority.*

The SEE must outline how the proposal meets the following:

- (a) any relevant provisions in SEPP 64
- (b) general land-use compatibility (Section 1.5)
- (c) design criteria for transport corridors outlined in the Guidelines including an assessment of the context of advertising with in the site identifying the character, quality and features of an area (Section 2)
- (d) road safety considerations in the Guidelines (Section 3)
- (e) a Public Benefit Test for advertising in the Guidelines (Section 4)

- *Assessment of other advertising proposals in or adjacent to a transport corridor when the local council is the consent authority.*

The SEE must outline how the proposal meets the following:

- (a) any relevant provisions in SEPP 64
  - (b) any relevant development control plan that has been prepared in accordance with SEPP 64
  - (c) road safety considerations in the Guidelines (Section 3)
  - (d) a Public Benefit Test, if it is a proposal for an advertisement on a bridge or along a tollway.
  - (e) Where an advertising structure is within 250 metres of, and visible from, a classified road and is greater than 20 square metres or higher than 8 metres above the ground, the local council must obtain concurrence from RMS prior to issuing consent. The referral process for DAs requiring concurrence is outlined in Section 5 of these Guidelines.
- *Justification of the proposal* – the SEE must provide a justification for erecting the advertisement in the proposed location. The justification must take into consideration the assessment criteria in Schedule 1 of the SEPP and any mitigation or management measures to be employed by the proponent in minimising the potential impacts of the proposed advertisement. When the Minister for Planning is the consent authority or for signs on bridges, the justification of the proposal should also consider public benefits.



## 2. Design issues

This section of the Guidelines provides information in relation to design and assessment criteria for development applications for outdoor advertising in transport corridors.

### 2.1 GENERAL ASSESSMENT CRITERIA UNDER SEPP 64

SEPP 64 sets out matters for consideration that must be addressed before a consent authority can approve any development application under SEPP 64. These matters include criteria in Schedule 1 of SEPP 64, and listed in Table 2 of these Guidelines.

### 2.2 SPECIFIC DESIGN CRITERIA FOR TRANSPORT CORRIDORS

The design of a sign and where it is placed affects the character of the environment. Advertising that is well designed, appropriate in scale and suitably located can add interest, character and vitality to the built environment. Poorly designed or placed advertisements or too many signs in one location can degrade streetscapes and rural environments, and detract from heritage buildings. The desired character of an area is a key criterion for the assessment of the appropriateness of an advertising sign.

This section of the Guidelines expands on the design criteria in Schedule 1 of SEPP 64 (Table 2) as they relate to advertising in transport corridors. Section 3 expands upon assessment criteria related to road safety issues while Section 4 expands on the public benefit test criteria.

There are three levels of design assessment criteria for advertising in transport corridors:

- (1) Macro-scale planning principles
- (2) Sign clutter controls
- (3) Site-specific and structural criteria.

#### WHO SHOULD APPLY THESE DESIGN CRITERIA?

These Guidelines apply to all outdoor advertising and signage in transport corridors except signage that is exempt development.

Under SEPP 64, any development application to be approved by the Minister for Planning, or any proposal to display an advertisement on a bridge, must be consistent with the relevant design criteria in this section of the Guidelines, as well as the road safety criteria (Section 3) and public benefit test criteria (Section 4).

Where an advertising structure is within 250 metres of, and visible from, a classified road and is greater than 20 square metres or higher than 8 metres above the ground, the local council must obtain concurrence from RMS prior to issuing consent. The referral process for DAs requiring concurrence is outlined in Section 5 of these Guidelines.

All other advertisements requiring consent from councils must still demonstrate consistency with the design requirements of the Guidelines and the relevant development control plan for the local area.

**TABLE 2: DESIGN ASSESSMENT CRITERIA – SCHEDULE 1 SEPP 64**

**(1) Character of the area**

- Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?
- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?

**(2) Special areas**

- Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?

**(3) Views and vistas**

- Does the proposal obscure or compromise important views?
- Does the proposal dominate the skyline and reduce the quality of vistas?
- Does the proposal respect the viewing rights of other advertisers?

**(4) Streetscape, setting or landscape**

- Is the scale, proportion and form appropriate for the streetscape, setting or landscape?
- Does the proposal contribute to the visual interest of the streetscape, setting or landscape?
- Does the proposal reduce clutter by rationalising and simplifying existing advertising?
- Does the proposal screen unsightliness?
- Does the proposal protrude above buildings, structures or tree canopies in the area or locality?
- Does the proposal require ongoing vegetation management?

**(5) Site and building**

- Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?
- Does the proposal respect important features of the site or building, or both?
- Does the proposal show innovation and imagination in its relationship to the site or building?

**(6) Associated devices and logos with advertisements and advertising structures**

- Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?

**(7) Illumination**

- Would illumination result in unacceptable glare?
- Would illumination affect safety for pedestrians, vehicles or aircraft?
- Would illumination detract from the amenity of any residence or other form of accommodation?
- Can the intensity of the illumination be adjusted, if necessary?
- Is the illumination subject to a curfew?

**(8) Road Safety**

- Does the proposal meet criteria relating to road safety under sections 2 and 3?

**Note:** Safety criteria under Schedule 1 – SEPP 64 are listed in Table 4.

**2.3 MACRO-SCALE PLANNING PRINCIPLES**

Macro-scale planning principles take into consideration the regional or district context. Transport corridors by their very nature have a clearly defined regional purpose. However, they may traverse all types of land uses zones with varying planning objectives and distinct local and scenic qualities. The installation of advertisements within these corridors must be

strategically planned so that their placement is not unsympathetic to the character and land uses of the area.

Consideration must be given to the nature and quality of the landscape, streetscape or corridor including immediate views, vistas, adjacent infrastructure, buildings and whether surrounding land-use is compatible with the type (e.g. its form, scale etc) of advertising being proposed.



### 2.3.1 Sign placement in non-urban areas

Proposals to display advertisements within a rural or non-urban zone must be consistent with the general assessment criteria in Table 2 as well as any relevant requirements of SEPP 64, including Clause 15.

**Where council is the consent authority**, any proposed sign in a non-urban area must:

- (a) be consistent with a DCP (prepared by the council following an advertising design analysis for the relevant area or precinct in consultation with representatives of local businesses and the advertising industry and in consultation with RMS if within 250 metres of a classified road); or
- b) if no such DCP is in place, relate to the land on which the advertisement is to be displayed, or to premises situated on that land or adjacent land, and specifies one or more of the following particulars:
  - (i) the purpose for which the land or premises is or are used
  - (ii) the identification of a person residing or carrying on an occupation or business on the land or premises

- (iii) a description of an occupation or business referred to in sub-subparagraph (ii)
- (iv) particulars of the goods or services dealt with or provided on the land or premises
- (v) a notice directing the travelling public to tourist facilities or activities or to places of scientific historical or scenic interest.

**Where the Minister is the consent authority**, any proposed sign in a non-urban area must:

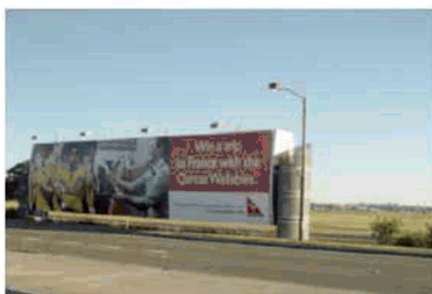
- (a) not be inconsistent with local planning objectives and
- (b) only be considered in the following locations:
  - (i) within 5km of a freeway exit, or
  - (ii) within 5km of a town or urban centre or within a greater distance (from a town) if nominated in the council's LEP, DCP or a relevant council policy or strategy, or
  - (iii) along enterprise corridors or within or adjacent to an industrial zone leading into a town or regional centre.



☒ IF IN RURAL AREA, MAY BE ACCEPTABLE NEAR FREEWAY EXITS TO TOWNSHIPS; IF METROPOLITAN AREA, MUST BE IN STRATEGIC CORRIDORS



☒ DOES NOT DETRACT FROM THE RURAL LANDSCAPE OR VISTA. LOCATED ADJACENT TO, AND SCREENS, BUILT ENVIRONMENT (E.G. FACTORY)



☒ SIGNS SHOULD NOT BE PLACED IN LOCATIONS THAT BLOCK SCENIC VIEWS



☒ SIGNS IN RURAL AREAS SHOULD NOT BE TOO PROMINENT OR DETRACT FROM RURAL VIEWS

### 2.3.2 Sign placement in transport corridors in urban areas

Advertising structures within urban areas must be consistent with the general assessment criteria in Table 2 as well as any relevant requirements of SEPP 64. In particular, consideration must be given to the compatibility of the advertising proposal with the character of the urban area. As a guideline, advertising in urban areas should be restricted to rail corridors, freeways, tollways or classified roads:

- (a) within or adjacent to strategic transport corridors passing through enterprise zones, business development zones, commercial core zones, mixed use zones or industrial zones, or
- (b) within or adjacent to strategic transport corridors passing through entertainment districts or other urban locations identified by the local council in a relevant strategy as being appropriate for such advertising.



IN KEEPING WITH ENTERPRISE CORRIDOR OR INDUSTRIAL ZONE; WHOLLY WITHIN BUILDING STRUCTURE



IN KEEPING WITH ENTERPRISE CORRIDOR AREA; WHOLLY WITHIN BUILDING STRUCTURE

Consideration must be given to the compatibility of advertising development with surrounding land uses and whether such advertising will impact on sensitive locations. For instance, placement of advertising along transport corridors should not result in increased visibility of signage in adjacent or surrounding residential areas.

### 2.4 SIGN CLUTTER CONTROLS

Advertising structures should not be placed in a location that will result in visual clutter. Clutter can be a distraction to drivers particularly where other signage such as directional or road safety signs are located. Clutter can make a streetscape or landscape visually unattractive. The viewing rights of adjacent advertisers must also be considered when placing advertisements near existing signage.

What constitutes "clutter" will differ depending on the location. For instance, in urban enterprise corridors and within entertainment districts, it is not uncommon to have multiple signs visible along a given sightline. When strategically placed, these signs can contribute to the urban fabric and promote city life in key areas. Clutter in this context may result however if there are too many signs or multiple messages placed on a single advertising site or location.

Multiple advertisement signs in rural or natural areas or along freeways or tollways adversely impacts on visual amenity and road safety. The overall number of signs placed along a transport corridor should be minimised preferably with only one advertising sign visible in a given view.

In assessing advertising proposals, the consent authority is to have regard to clutter:

- (a) Multiple advertisements on a single block of land, structure or building should be discouraged as they contribute to visual clutter.
- (b) Where there is advertising clutter, consideration should be given to reducing the overall number of individual advertisements on a site. Replacement of many small signs with a larger single sign is encouraged if the overall advertising display area is not increased.
- (c) In rural areas, and along freeways and tollways, no more than one advertising structure should be visible along a given sightline.



TOO MANY BILLBOARDS ON A SINGLE SITE. OPTION TO CONSOLIDATE SIGNS INTO SINGLE SUPERSITE



CLUTTER – TOO MANY SIGNS IN A VISIBLE SEQUENCE ALONG A ROAD



CLUTTER – TOO MANY SIGNS IN A VISIBLE SEQUENCE ALONG A ROAD



IN RURAL AREAS NO MORE THAN ONE ADVERTISING STRUCTURE SHOULD BE VISIBLE ALONG A GIVEN SIGHTLINE



EXAMPLE OF ADVERTISING CLUTTER SEEN OVERSEAS



## 2.5 SITE-SPECIFIC AND STRUCTURAL CRITERIA

The broad macro-scale criteria and clutter controls outlined in Section 2.3 and 2.4 dictate where advertising may or may not be appropriate at the local and regional scale. The site-specific and structural criteria below guide the design and location of advertisement on specific sites to reduce unintended impacts from the signage.

In all circumstances, design innovation and excellence is to be encouraged. Advertising structures as well as their placement within the landscape context can contribute positively or adversely to the visual amenity of the area.

The general criteria as well as site specific criteria related to the particular type of site should be considered so that the sign will positively contribute to the qualities of associated buildings, bridges and other structures. Factors to consider include form (shape and size) of signs, lighting, as well as structural and placement considerations.

### 2.5.1 General criteria

Advertising structures should meet the following site-specific criteria:

- (a) The advertising structure should demonstrate design excellence and show innovation in its relationship to the site, building or bridge structure.
- (b) The advertising structure should be compatible with the scale, proportion and other characteristics of the site, building or structure on which the proposed signage is to be located.
- (c) The advertising structure should be in keeping with important features of the site, building or bridge structure.
- (d) The placement of the advertising structure should not require the removal of significant trees or other native vegetation.
- (e) The advertisement proposal should incorporate landscaping that complements the advertising structure and is in keeping with the landscape and character of the transport corridor.
  - The development of a landscape management plan may be required as a condition of consent.
  - Landscaping outlined within the plan should require minimal maintenance.
- (f) Any safety devices, platforms, lighting devices or logos should be designed as an integral part of the signage or structure on which it is to be displayed.
- (g) Illumination of advertisements must comply with the requirements in Section 2.5.8 and 2.5.9 for digital and moving signs and the road safety criteria in Section 3.2 for other advertising and signage.
- (h) Illumination of advertisements must not cause light spillage into nearby residential properties, national parks or nature reserves.

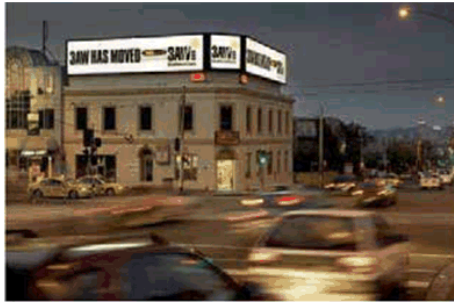
### 2.5.2 Wall advertisements criteria

- (a) When the consent authority is the local council, consent must not be granted for a wall advertisement unless:
  - (i) the proposal meets all relevant criteria of Clause 22 in SEPP 64
  - (ii) for a wall advertisement greater than 45 square metres, a development control plan must be in force that has been prepared on the basis of an advertising design analysis for the relevant area or precinct (SEPP 64 Clause 19).
- (b) When the consent authority is the Minister for Planning, consent must not be granted for a wall advertisement unless the following criteria are met:
  - (i) Only one wall advertisement may be displayed per building elevation.
  - (ii) The architectural design quality of the building must not be diminished.
  - (iii) The advertising structure must be contained completely within the solid boundaries of the building walls (i.e. the sign must not be wider or higher than the building itself).
  - (iv) The advertising structure must not extend outward more than 300 millimetres from the building wall unless occupational health and safety standards require greater protrusion.
  - (v) The advertisement must not extend over or block windows or other openings in the building.
  - (vi) The advertisement must not be placed on heritage buildings or other heritage items, excluding railway stations.



INTEGRATION WITH BUILDING; WITHIN THE BOUNDARIES OF THE BUILDING

**Note:** Proposals for advertising in transport corridors near railway buildings or other structures of heritage value must address Sydney Trains and NSW Trains' heritage requirements and be prepared in accordance with Sydney Trains and NSW Trains' heritage guidelines and plans.



APPROVAL DEPENDENT ON SPECIFIC LOCATION DETAILS. SITE HERITAGE VALUES AND WHETHER IT IS IN KEEPING WITH LOCAL DEVELOPMENT CONTROL RULES



NOT LIKELY TO BE APPROVED UNLESS REPLACING AN EXISTING SIGN – DOMINATES SKYLINE; NOT IN KEEPING WITH DESIGN OR HERITAGE VALUES OF THE BUILDING

### 2.5.3 Roof or sky advertisements

Roof or sky advertisements must comply with the requirements of SEPP 64 Clause 21 including:

- (a) The consent authority must be satisfied that:
  - (i) the advertisement replaces one or more existing roof or sky advertisements and that the advertisement improves the visual amenity of the locality in which it is displayed, or
  - (ii) that the advertisement improves the finish and appearance of the building and the streetscape, and
- (b) The advertisement must be:
  - (i) no higher than the highest point of any part of the building that is above the building parapet (including that part of the building (if any) that houses any plant but excluding flag poles, aerials, masts and the like), and
  - (ii) no wider than any such part, and
- (c) A development control plan must be in force that has been prepared on the basis of an advertising design analysis for the relevant area or precinct and the display of the advertisement must be consistent with the development control plan.

Consent for a roof or sky advertisement is limited to a maximum of 10 years.

### 2.5.4 Freestanding advertisements criteria

Freestanding advertisements must comply with the requirements of SEPP 64 Clause 23 and Clause 19 including:

- (a) The advertising structure must not protrude above the dominant skyline, including any buildings, infrastructure or tree canopies, when viewed from ground level within a visual catchment of one kilometre. Note: This impact should be measured from the vehicle approach location and any other critical viewpoints.
- (b) For a freestanding advertisement greater than 45 square metres that requires consent from local council, a development control plan must be in force that has been prepared on the basis of an advertising design analysis for the relevant area or precinct.
- (c) Where the sign is in a transport corridor a landscape management plan may be required as part of the DA approval for a freestanding advertisement. This may include requirements to provide appropriate vegetation behind and adjacent to the advertising structure to minimise unintended visual impacts. Landscaping should include trees, shrubs and ground covers to provide adequate screening, softening, colour, soil stabilisation and weed reduction.



DOES NOT EXTEND ABOVE THE SKYLINE;  
SURROUNDING VEGETATION REDUCES UNINTENDED  
VISUAL IMPACTS



SIGN DOMINATES SKYLINE

### 2.5.5 Bridge signage criteria

Advertisements on bridges must be consistent with the requirements of SEPP 64 Clause 24 and:

- (a) The architecture of the bridge must not be diminished.

**Note:** Consideration should be given to whether the advertising structure is compatible with the form and scale of the bridge and sympathetic to the bridge style and design. Consideration should be given to whether the advertisement significantly detracts from the principle structural qualities of the bridge or any important decorative inclusions.

It is preferable that the sign be directly integrated into the structural design of the bridge. The sign should not compromise the architectural and visual quality of the bridge structure.

- (b) The advertisement must not extend laterally outside the structural boundaries of the bridge.

**Note:** The structural boundaries of the bridge include the solid part of the structure, road deck, handrail and safety guard fencing, but does not include additional devices attached to the structure such as lighting and power poles.

- (c) The advertisement must not extend below the soffit of the superstructure of the bridge to which it is attached, unless the vertical clearance to the base of the advertisement from the roadway is at least 5.8 metres.
- (d) On a road or pedestrian bridge, the advertisement must:
- (i) not protrude above the top of the structural boundaries of the bridge, and
  - (ii) not block significant views for pedestrians or other bridge users (e.g. cyclists), and
  - (iii) not create a tunnel effect, impede passive surveillance, or in any other way reduce safety for drivers, pedestrians or other bridge users.



**Note:** Signs that extend above bridge handrail height (approx. 1 metre above the walking surface level) have the potential to block views, create a tunnel effect or impede passive surveillance by blocking clear sightlines to and from the bridge. These viewing and safety impacts may be avoided by:

- ensuring that signs are below handrail height, or
- for signs more than 1 metre above the walking surface level, ensuring that signs are:
  - not longer than half the length of the bridge, or
  - not longer than 14 metres
  - (whichever length is shorter), or
- only having a sign on one side of the bridge.



DOES NOT DETRACT FROM ARCHITECTURAL ELEMENTS OF BRIDGE; DOES NOT BLOCK VIEWS; ADVERTISING FORM COMPATIBLE WITH BRIDGE FORM



PROTRUDES ABOVE THE TOP OF THE ROAD BRIDGE; NOT IN KEEPING WITH BRIDGE ARCHITECTURE



MEETS CRITERIA FOR RAIL BRIDGES; IN KEEPING WITH BRIDGE ARCHITECTURE



ADVERTISING WITHIN STRUCTURAL BOUNDARIES OF RAIL BRIDGE

(e) Paragraphs (a) to (d) above do not apply to the continuation of the display of any existing advertising on bridges approved prior to the gazettal of State Environmental Planning Policy No 64 (Advertising and Signage) (Amendment No 2) in 2007 for only one additional period under SEPP 64 Clause 14 if there is no increase in the advertising display area of the signage.

(f) A development application to display an advertisement on a bridge must be accompanied by a statement demonstrating how the advertisement will contribute to a public benefit.

Section 4 of these Guidelines outlines the public benefit test requirements.

(g) Any advertising sign proposed for development on a bridge over a classified road requires the construction drawings to be submitted for review and approval by RMS bridge engineers, prior to construction, to ensure all road safety requirements are met.

(h) Any advertising sign proposed for development on a bridge over a road requires provision of a fall arrest system (sign and sign support structure to bridge) to ensure the sign will not detach in case of impact by an over-high vehicle.

### 2.5.6 Building wraps and hoardings criteria

During construction, building wrap advertisements must be consistent with the requirements of SEPP 64 Clause 26 including:

- (a) A person may, with the consent of the consent authority, display a building wrap advertisement on land zoned for business, commercial or industrial purposes.
- (b) The display of any building wrap advertisement is limited in time to a maximum of 12 months.
- (c) A building wrap advertisement may cover the entire facade or hoarding of a building or site if it is consistent with the requirements of SEPP 64.

(d) Proposals for building wrap advertisements will be assessed on their merits, with consideration of:

- (i) The quality of the design and finish of the proposed building wrap advertisement, and
- (ii) The nature of the surrounding area, including the visual character and desired amenity, and
- (iii) The compatibility between the building wrap design and the finish and visual character and desired amenity of the area.



EXAMPLE OF HOARDINGS WITHIN A PUBLIC SPACE UNDER CONSTRUCTION



EXAMPLE OF OUTDOOR HOARDINGS AROUND A BUILDING CONSTRUCTION SITE

### 2.5.7 Special promotional advertisements

Special promotional advertisements must comply with the following requirements of SEPP 64 Clause 25:

- (a) A person may, with the consent of the consent authority, display a special promotional advertisement on land zoned for business, commercial or industrial purposes.
- (b) The consent authority may grant consent only if:
  - (i) a development control plan applies to the land on which the special promotional advertisement is to be displayed that has been made having regard to a public art policy of the consent authority and the display of the advertisement is consistent with the development control plan, and

(ii) the display of the advertisement is limited in time to a total of 3 months in any 12-month period, and

(iii) any product image or corporate branding does not occupy more than 5 per cent of the advertising display area and accords with the public art policy of the consent authority.

(c) A special promotional advertisement may cover the entire facade or hoarding of a building or site, if it meets the above criteria.



### 2.5.8 Digital signs

In addition to meeting the relevant SEPP 64 assessment criteria, design, road safety and any public benefit test requirements under the Guidelines, the consent authority must be satisfied that the digital sign meets the following criteria:

Criteria	Applies to signs less than 20sq metres	Applies to signs greater than or equal to 20sq metres
(a) Each advertisement must be displayed in a completely static manner, without any motion, for the approved dwell time as per criterion (d) below.	✓	✓
(b) Message sequencing designed to make a driver anticipate the next message is prohibited across images presented on a single sign and across a series of signs.	✓	✓
(c) The image must not be capable of being mistaken: <ul style="list-style-type: none"> <li>(i) For a prescribed traffic control device because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a prescribed traffic control device, or</li> <li>(ii) as text providing driving instructions to drivers.</li> </ul>	✓	✓
(d) Dwell times for image display are: <ul style="list-style-type: none"> <li>(i) 10 seconds for areas where the speed limit is below 80km/h.</li> <li>(ii) 25 seconds for areas where the speed limit is 80km/h and over.</li> </ul>	✓	✓
(e) The transition time between messages must be no longer than 0.1 seconds.	✓	✓
(f) Luminance levels must comply with the requirements in Table 3 below.	✓	✓
(g) The images displayed on the sign must not otherwise unreasonably dazzle or distract drivers without limitation to their colouring or contain flickering or flashing content.	✓	✓
(h) The amount of text and information supplied on a sign should be kept to a minimum (for example no more than a driver can read at a short glance). Text should preferably be displayed in the same font and size. Table 6 in Section 3 of these Guidelines provides further guidance.	✓	✓
(i) Any sign that is within 250 metres of a classified road and is visible from a school zone must be switched to a fixed display during school zone hours.	✓	✓
(j) Each sign proposal must be assessed on a case by case basis including replacement of an existing fixed, scrolling or tri-vision sign with a digital sign and in the instance of a sign being visible from each direction, both directions for each location must be assessed on their own merits.	✓	✓

Criteria	Applies to signs less than 20sq metres	Applies to signs greater than or equal to 20sq metres
(k) At any time, including where the speed limit in the area of the sign is changed, if detrimental effect is identified on road safety post installation of a digital sign, RMS reserves the right to re-assess the site which may result in a change to the dwell time or removal of the sign.	✓	✓
(l) Sign spacing should limit drivers view to a single sign at any given time with a distance of no less than 150 metres between signs in any one corridor. Exemptions for low speed, high pedestrian zones or CBD zones will be assessed by RMS as part of their concurrence role.		✓
<p>(m) Signs greater than or equal to 20sq metres must obtain RMS concurrence AND must ensure the following minimum vertical clearances;</p> <ul style="list-style-type: none"> <li>• 2.5m from lowest point of the sign above the road surface if located outside the clear zone.</li> <li>• 5.5m from lowest point of the sign above the road surface if located within the clear zone (including shoulders and traffic lanes) or the deflection zone of a safety barrier if a safety barrier is installed.</li> </ul> <p>If attached to Road Infrastructure (e.g. Overpass), the sign must be located so that no portion of the advertising sign is lower than the minimum vertical clearance under the overpass or supporting structure at the corresponding location.</p>		✓
(n) An electronic log of a signs activity must be maintained by the operator for the duration of the development consent and be available to the consent authority and/or RMS to allow a review of the signs activity in case of a complaint.		✓
(o) A road safety check which focuses on the effects of the placement and operation of all signs over 20sq metres must be carried out in accordance with Part 3 of the RMS Guidelines for Road Safety Audit Practices after a 12 month period of operation but within 18 months of the signs installation. The road safety check must be carried out by an independent RMS accredited road safety auditor. A copy of the report is to be provided to RMS and any safety concerns identified by the auditor relating to the operation or installation of the sign must be rectified by the applicant.		✓

**Table 3: LUMINANCE LEVELS FOR DIGITAL ADVERTISEMENTS**

**LUMINANCE LEVELS – Luminance** means the objective brightness of a surface as measured by a photometer, expressed in candelas per square meter (cd/m<sup>2</sup>). Levels differ as digital signs will appear brighter when light levels in the area are low. Luminance levels should comply with Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting which recommends the following levels:

Lighting Condition	Zone 1	Zones 2 and 3	Zone 4
Full Sun on face of Signage	No limit	Maximum Output	Maximum Output
Day Time Luminance		6000 cd/m <sup>2</sup>	6000 cd/m <sup>2</sup>
Morning and Evening		700 cd/m <sup>2</sup>	500 cd/m <sup>2</sup>
Twilight and Inclement Weather			
Night Time		350 cd/m <sup>2</sup>	
Night Time		350 cd/m <sup>2</sup>	

**Zone 1** covers areas with generally very high off-street ambient lighting e.g. display centres similar to Kings Cross, central city locations

**Zone 2** covers areas with generally high off-street ambient lighting e.g. some major shopping/commercial centres with a significant number of off-street illuminated advertising devices and lights.

**Zone 3** covers areas with generally medium off-street ambient lighting e.g. small to medium shopping/commercial centres.

**Zone 4** covers areas with generally low levels of off-street ambient lighting e.g. most rural areas, many residential areas.

#### 2.5.9 Moving Signs

Moving or mechanical signs display images which change through movement of the sign structure only, for example, scrolling or trivision signs.

In addition to meeting the relevant SEPP 64 assessment criteria, design, road safety and public benefit test requirements under these Guidelines, moving signs that face the road reserve and are visible to drivers will also be required to meet the following criteria:

- (a) The display must be completely static from its first appearance to the commencement of a change to another display;
- (b) Dwell times for image display are to be a total of 10 seconds which includes 3 seconds to scroll.
- (c) The image must not be capable of being mistaken:
  - (i) for a rail or traffic sign or signal because it has, for example, red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a traffic signal, or
  - (ii) as text providing driving instructions to drivers.
- (d) Light levels are to be consistent with Section 3.2.5 and Table 5 of these Guidelines.

#### 2.5.10 Video and animated electronic signs

Video and animated electronic signs containing animated or video/movie style advertising or messages including; live television, satellite, internet or similar broadcast; either permanent or portable; that face the road reserve and are visible to drivers are prohibited.

## 3. Advertisements and road safety

### 3.1 ROAD SAFETY OBJECTIVES

Advertising displays within the visual catchments of roads are designed to attract driver's and passenger's attention. A reduction in driver attention away from the road however has the potential to create a road safety hazard. It is the aim of RMS to minimise these hazards and improve road safety for all drivers where possible.

The purpose of this section is to outline RMS advertisement policy in relation to road safety. The policy is designed to ensure that roadside advertising does not create a road safety hazard or confuse or distract drivers in any road environment, or compromise bicycle and pedestrian safety.

Schedule 1 of SEPP 64 (Table 4) outlines safety considerations that must be addressed for any advertisement proposal under SEPP 64. Advertisements have the potential to create a safety hazard if designed and placed contrary to RMS' *Road Design Guide* and the principles and rules outlined below. The following traffic, bicycle, and pedestrian safety assessment criteria must be applied (as a minimum) in the design and assessment of all advertisement proposals on or within the vicinity of a classified road.

**Table 4: ROAD SAFETY ASSESSMENT  
CRITERIA- SCHEDULE 1 SEPP 64**

**Safety**

- 1) Would the proposal reduce the safety for any public road?
- 2) Would the proposal reduce the safety for pedestrians or bicyclists?
- 3) Would the proposal reduce the safety for pedestrians, by obscuring sightlines from public areas?

### 3.2 ROAD SAFETY ASSESSMENT CRITERIA

#### 3.2.1 Sign location and design

- (a) An advertisement must not obstruct the driver's view of the road particularly of other vehicles, bicycle riders or pedestrians at crossings.
- (b) An advertisement must not obstruct a pedestrian or cyclist's view of the road.
- (c) The placement of a sign should not distract a driver at a critical time. In particular, signs should not obstruct a driver's view:
  - (i) to a road hazard
  - (ii) to an intersection
  - (iii) to a traffic control device (such as traffic signals, stop or give way signs or warning signs)
  - (iv) to an emergency vehicle access point or Type 2 driveways (wider than 6–9 metres) or higher.
- (d) The advertisement must not distract a driver from or reduce the visibility and effectiveness of directional signs, traffic signals, other traffic control devices, regulatory signs or advisory signs or to obscure information about the road alignment.
- (e) The advertisement must not incorporate technology which interacts with in-vehicle electronic devices or mobile devices.
- (f) The advertisement should not be located in a position that has the potential to give incorrect information on the alignment of the road. In this context, the location and arrangement of sign structures should not give visual clues to the driver suggesting that the road alignment is different to the actual alignment. An accurate photo-montage should be used to assess this issue.
- (g) A sign should not be located:
  - (i) less than the safe sight distance from an intersection, merge point, exit ramp, traffic control signal or sharp curves
  - (ii) less than the safe stopping sight distance from a marked foot crossing, pedestrian crossing, pedestrian refuge, cycle crossing, cycleway facility or hazard within the road environment
  - (iii) so that it is visible from the stem of a T-intersection.

**Note:** The minimum sight distance requirements for the design speed of the road must be met for road hazards (stopping sight distance), emergency vehicle access points and driveways (approach sight distance) and intersections (safe intersection sight distance). Refer to RMS *Road Design Guide* for minimum stopping sight distances, minimum approach and safe intersection sight distances.

**Design speed** means a nominal speed fixed to determine the geometric features of a road. In the context of sight distances, the design speed is taken as the higher of the posted speed limit or the 85th percentile speed.

- (h) The advertisement must not interfere with stopping sight distance for the road's design speed or the effectiveness of a traffic control device. For example:
  - (i) Could the advertisement be construed as giving instructions to traffic such as 'Stop' or imitate a traffic control device?
  - (ii) If the sign is in the vicinity of traffic lights, does the advertisement use red, amber or green circles, octagons, crosses or triangles or shapes or patterns that may result in the advertisement being mistaken for a traffic signal.
- (i) The advertisement should not distract a driver's attention away from the road environment for an extended length of time. For example:
  - (i) The sign should not be located in such a way that the driver's head is required to turn away from the road and the components of the traffic stream in order to view its display and/or message. All drivers should still be able to see the road when viewing the sign, as well as the main components of the traffic stream in peripheral view.
  - (ii) The sign should be oriented in a manner that does not create headlight reflections in the driver's line of sight. As a guideline, angling a sign five degrees away from right angles to the driver's line of sight can minimise headlight reflections. On a curved road alignment, this should be checked for the distance measured back from the sign that a car would travel in 2.5 seconds at the design speed.
- (j) The advertisement must not create a physical obstruction or hazard. For example:
  - (i) Does the sign obstruct the movement of pedestrians or bicycle riders? (e.g. telephone kiosks and other street furniture along roads and footpath areas).
  - (ii) Does the sign protrude below a bridge or other structure so it could be hit by trucks or other tall vehicles? Will the clearance between the road surface and the bottom of the sign meet appropriate road standards for that particular road?
  - (iii) Does the sign protrude laterally into the transport corridor so it could be hit by trucks or wide vehicles?

**Note:** Where advertising structures hang over the road, the minimum vertical clearance should be the same as other structures in that road environment. Generally, the sign should have a vertical clearance equal or greater than the overpass, tunnel portal or pedestrian bridge. However, in cases where these structures exceed the minimum vertical clearance specified for the particular type of road, the sign may protrude below the bridge or other structure.

If the minimum vertical clearance for other surrounding structures is not known then a minimum vertical clearance of 5.8 metres is to be used for the sign structure. However, on high performance motorways, the minimum clearance may be more than 5.8 metres.

See also **Section 2.5.5 Bridge signage criteria** for minimum road clearance criteria.

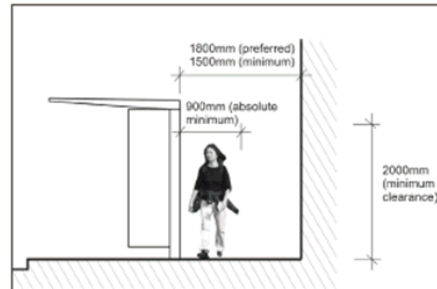
- (k) Where the sign supports are not frangible (breakable), the sign must be placed outside the clear zone as defined in Section 3.7 of RMS' *Road Design Guide* or behind an RMS-approved crash barrier.
- (l) Where a sign is proposed within the clear zone but behind an existing RMS-approved crash barrier, all its structures up to 5.8m in height (relative to the road level) are to comply with lateral clearances as specified by Section 6 of RMS' *Road Design Guide* with respects to dynamic deflection and working width.

**Note: Clear zone** means the total roadside border area, starting at the edge of the travelled way, available for safe use by errant vehicles and the display of traffic control signs. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope and/or a clear run-out area. The minimum clear zone width is dependent upon the speed environment and roadside geometry.

- (m) All signs that are permitted to hang over roads or footpaths should meet wind loading requirements as specified in AS 1170.1 and AS1170.2. All vertical clearances as specified above are regarded as being the height of the sign when under maximum vertical deflection.
- (n) The location of a sign on footpaths or nature strips must meet the following criteria to ensure adequate clearance for pedestrian and wheel chair access:
  - (l) A sign must be positioned so that an absolute minimum envelope of 900 millimetres x 2000 millimetres of unobstructed clear path of travel is maintained for the entire length of the advertising structure (see figure below).

Further advice is also available from RMS in relation to sign posting in certain locations such as hospitals, regional shopping centres and tourist areas.

**Note:** Where applicable, these safety assessment criteria must be applied where signs are proposed along or adjacent to operational rail corridors in consideration of the potential impact on train drivers carrying out their duties.



MINIMUM UNOBSTRUCTED CLEAR PATH OF TRAVEL ON FOOTPATHS AND NATURE STRIPS.



SIGNS WILL BE ASSESSED AGAINST SAFETY CRITERIA TO ENSURE THAT THEY DO NOT OBSCURE OR OTHERWISE ALTER THE EFFECTIVENESS OF ANY ADJACENT TRAFFIC CONTROL DEVICE.



### 3.2.5 Illumination and reflectance for static billboards

An illuminated sign refers to any sign illuminated by an artificial source. Illuminated signs include conventional billboard illuminated by fluorescent and/or incandescent bulbs (Table 5).

In addition to design guidelines in relation to illumination and its effects (Section 2), the following assessment criteria are used to ensure that illumination and reflectance qualities of signs do not cause a road safety hazard.

- (a) Advertisements must comply with the following luminance rules shown below.
- (b) The maximum night-time luminance of the aforementioned signs in this section must be one-quarter of the above prescribed values.
- (c) For night time use, the sign (whether internally illuminated or lit from its exterior) must not cast a shadow on areas that were previously lit and that have a special lighting requirement e.g. pedestrian crossings.

- (d) The light sources for illuminated signs must focus solely on the sign and:

- (i) be shielded so that glare does not extend beyond the sign; and,
- (ii) with the exception of back-lit neon signs, have no light source visible to passing motorists with a light output greater than that of a 65W incandescent bulb.

- (e) The level of reflectance of an advertisement, and its content, is not to exceed the 'Minimum coefficients of Luminous intensity per unit area for Class 2A Material', as set out in Australian Standard AS/NZS 1906.1:2007. Flashing illuminated advertisements will not be approved.

Information in relation to street name signs that are illuminated is also available in RMS document *Management of Illuminated Street Name and Advertising Sign proposals – January 2000* (Ref TM P99/3).

**TABLE 5: MAXIMUM ALLOWABLE DAYTIME LUMINANCE OF ILLUMINATED ADVERTISEMENTS ( NOTE NOT DIGITAL SIGNS)**

<i>Illuminated Area (sq m)</i>	<b>Zone 1</b>	<b>Zone 2 (cd/sq m)</b>	<b>Zone 3 (cd/sq m)</b>	<b>Zone 4 (cd/sq m)</b>	<b>Zone 5</b>
up to 0.5	no limit	2900	2000	1000	no limit
0.5 to 2.0		2300	1600	800	
2.0 to 5.0		2000	1200	600	
5.0 to 10.0		1500	1000	600	
over 10.0		1200	800	400	

**Luminance** means the objective brightness of a surface as measured by a photometer, expressed in candelas per square meter.

**Zone 1** covers areas with generally very high off-street ambient lighting, e.g. display centres similar to Kings Cross, central city locations

**Zone 2** covers areas with generally high off-street ambient lighting eg. some major shopping/commercial centres with a significant number of off-street illuminated advertising devices and lights.

**Zone 3** covers areas with generally medium off-street ambient lighting e.g. small to medium shopping/commercial centres.

**Zone 4** covers areas with generally low levels of off-street ambient lighting e.g. most rural areas, many residential areas.

**Zone 5** covers areas within underground railway stations and areas fully contained within station buildings which are visible only from within the Rail Corridor.

### 3.3 REVIEW OF NEW SIGNS

RMS may review the crash history of any new or modified advertising signs after a three year period to determine whether the sign has had an adverse effect on road safety. If RMS is of the opinion that a sign is a traffic hazard, RMS may direct the owner or occupier of the land on which the sign is situated or the person who erected the sign to screen, modify or remove the sign, regardless of whether or not the sign is the subject of a development consent under the Act or a consent under the *Roads Act 1993*.

**Note: Traffic hazard** is defined under the *Roads Act 1993* to mean a structure or thing that is likely:

- (a) to obscure or limit the view of the driver of a motor vehicle on a public road, or
- (b) to be mistaken for a traffic control device, or
- (c) to cause inconvenience or danger in the use of a public road, or
- (d) to be otherwise hazardous to traffic.

### 3.4 ROAD SAFETY GUIDELINES FOR SIGN CONTENT

SEPP 64 does not regulate the content of advertisements and signs and does not require consent for a change in content. It is recommended that advertisers follow RMS advisory guidelines with respect to sign content of advertisements to be displayed along road corridors. Note: applicants should keep in mind that under Section 104 of the *Roads Act 1993* RMS has the power to direct the owner or occupier of land on which any work or structure is situated, or the person by whom any work or structure was carried out or erected to screen, modify or remove the work or structure if, in the opinion of RMS the work or structure is a traffic hazard.

It is recommended that advertisers have regard to the following advisory guidelines (Table 6) with respect to the content of advertisements to be displayed along road corridors.

**TABLE 6: RMS ROAD SAFETY ADVISORY GUIDELINES FOR SIGN CONTENT**

1. Advertisements must not imitate a traffic control device such as traffic lights
2. Advertisements must not instruct drivers to perform an action such as 'Stop', 'Halt' or 'Give Way'
3. Advertisements must not invite traffic to move contrary to any traffic control device, or turn where there is fast moving traffic
4. Advertisements must not contain reflectors, which at night could be mistaken for a traffic control device
5. The permissible level of reflectance of an advertisement also applies to the content of the sign. That is, the level of reflectance is not to exceed the 'Minimum coefficients of luminous intensity per unit area for Class 2A', as set out in Australian Standard AS/NZS 1906.1:2007
6. Advertisements should not contain messages that are distracting or otherwise inconsistent with road safety
7. Advertisements should be legible. A clear font at least 150 millimetres high is advisable
8. Advertisements should not contain large areas of red display if it is to be illuminated. In wet night-time conditions it may cause confusion with traffic control signals or 'stop' or 'tail lights' of moving vehicles
9. The amount of information supplied on a sign should be minimised so that the time required to read and understand the sign's message is minimised. As a guide, each sign should be restricted to 6 units of information. The summation of units is to be calculated as follows:
  - Words of up to 8 letters, inclusive = 1 unit
  - Numbers up to 4 digits, inclusive = 0.5 unit
  - Numbers of 5-8 digits = 1 unit
  - Symbol, picture, logo or abbreviation = 0.5 unit;
10. The proposed advertising message should not spread the message across more than one adjoining sign.



## 4. Public Benefit Test for advertisement proposals

This section outlines how proposals for certain outdoor advertisements along railway corridors, classified roads and on bridges must meet a public benefit test to ensure that the advertising will result in a positive gain or benefit for the community.

### 4.1 WHAT IS THE PUBLIC BENEFIT TEST?

The public benefit test is an assessment of how the local community will benefit as a result of the display of the advertisement, and must be applied to an advertising proposal if:

- (a) the display of the advertisement is by or on behalf of RMS or Sydney Trains and NSW Trains, or
- (b) the advertisement is to be displayed along a tollway,
- (c) the advertisement is to be displayed on a bridge, or
- (d) the advertisement requires RMS concurrence under SEPP 64

The proponent must outline in the Statement of Environmental Effects (SEE) accompanying the development application what arrangements they will make to provide an appropriate public benefit (see also section 1.6.3).

The consent authority (either the Minister for Planning or the council) will determine whether the applicant has sufficiently demonstrated that the proposed advertisement will contribute an appropriate public benefit. Public benefits, along with other matters identified in the SEPP (Clause 13), must be considered by a consent authority before approval can be given for the advertising development.

### 4.2 WHAT IS AN APPROPRIATE PUBLIC BENEFIT?

The level of public benefit for a given SEPP 64 advertisement is to be negotiated and agreed upon between the consent authority and the applicant. The public benefit can be provided as a monetary contribution or as an 'in-kind' contribution. Both monetary and in-kind contributions must be linked to improvements in local community services and facilities including benefits such as:

- improved traffic safety (road, rail, bicycle and pedestrian)
- improved public transport services
- improved public amenity within or adjacent to the transport corridor

- support school safety infrastructure and programs, or
- other appropriate community benefits.

### 4.2.1 RMS and Sydney Trains and NSW Trains advertising

As proponents of outdoor advertising, RMS and Sydney Trains and NSW Trains must demonstrate that revenue raised from outdoor advertising is directly linked to a public benefit.

RMS and Sydney Trains and NSW Trains must record the total amount of outdoor advertising revenue received each year in their financial accounts and their Annual Reports. The Annual Reports must also outline RMS or Sydney Trains and NSW Trains investments made in the year on transport safety, amenity improvements or other public works listing specific works to which the funds have been or are to be applied.

RMS should give priority to works in areas where the advertising signage is to be positioned. Improvements to traffic safety for drivers, pedestrians and cyclists should be the focus of the expenditure of advertising revenue. This may include works such as installation of flashing lights or other safety infrastructure in school zones, provision of cycle ways, provision of pedestrian refuge areas, or installation of pedestrian bridges to improve safety and traffic flow.

For Sydney Trains and NSW Trains, railway station upgrades (e.g. providing wheelchair access) and rail crossings (e.g. installation of lights or gates) or other rail safety measures may be considered priority works. Amenity improvements along rail corridors including landscaping, litter removal, or vandalism and graffiti management may also be considered appropriate public benefits.

### 4.2.2 Advertising along tollways

Under SEPP 64, proponents of advertising along tollways are required to provide for public benefits in association with any approved signage along tollways. Tollways include the Sydney Harbour Tunnel, the Eastern Distributor, the M2, M4, M5, M7, Cross City Tunnel and Lane Cove Tunnel.

The tollway operator must enter into satisfactory arrangements with RMS to meet the public benefit requirements. The requirements may include payment of an annual or upfront fee negotiated with RMS.

RMS is responsible for the collection, distribution and expenditure of public benefit monies from tollway

operators. Public benefit monies received by RMS must be recorded in their financial accounts and Annual Reports as set out in Section 4.2.1

RMS must consult with the relevant council to identify and prioritise activities to be included in the public benefit works program to be delivered through the program.

#### **4.2.3 Advertising approved by Councils**

In instances where a local council is the consent authority, public benefit contributions may also be required as part of the approval to display an outdoor advertisement. This includes advertising on bridge structures and advertising that requires RMS concurrence (see Section 5.2).

The applicant should liaise with the Council prior to lodging a DA to determine what public benefit requirements are likely to be required.

#### **Fees and Council revenue**

In addition to the standard development application fees, the applicant may be required to provide an upfront fee or an annual fee (payable to the Council) for the duration of consent of the advertisement (generally 15 years). In this instance, no other additional fee is to be charged against the development under the Local Government Act.

The council may not require the proponent to pay a fee if it is satisfied that adequate public benefits will otherwise be provided for (see right 'In-kind contributions').

Council is responsible for the collection, distribution and expenditure of the revenue from the fees. The monies are to fund a public benefit works program developed in partnership with RMS and/or Transport for NSW in relation to public transport matters. Both council and RMS and/or Transport for NSW will identify and prioritise projects in the LGA that require investment in transport safety, public transport or amenity improvements that are in addition to the core activities and services provided by the council.

When the Council is the advertising proponent, an annual fee need not be paid. However, as with RMS and Sydney Trains and NSW Trains, the Council must set aside revenue raised from outdoor advertising to fund a public benefit works program. The Council must record the total amount of outdoor advertising revenue received each year in their financial accounts and their Annual Reports. This includes fees collected from proponents as well as revenue raised directly from signage where Council is the proponent. The Annual Reports must also report on the amount of outdoor advertising revenue invested by the Council in transport safety, amenity improvements or other public works including a list of specific projects.

Improvements to traffic safety for drivers, pedestrians and cyclists are a priority for expenditure of advertising revenue. This may include works such as installation of flashing lights or other safety infrastructure in school

zones, provision of cycle ways, provision of pedestrian refuges or installation of pedestrian bridges to improve safety and traffic flow.

#### **In-kind contributions**

In some instances, the proponent may negotiate with Council to provide in-kind contributions rather than a fee. In-kind contributions may include on-ground works to improve local amenity such as pedestrian bridges, pedestrian refuges, landscaping, graffiti management, safety lighting or other works provided as part of the installation of the advertising structure.

Other types of in-kind contributions may also be negotiated with councils including the use from time to time of the advertising structure for promotion of community programs, events, public safety programs or other appropriate public purposes.

Advertising on pedestrian bridges are a special case and may not require any additional provision of public benefit (financial or in-kind). Public benefits associated with the bridge advertisement are usually linked to the cost of the bridge construction and its ongoing maintenance, particularly if the bridge is available for general public use and the bridge design and placement is considered suitable by both RMS and council.

#### **Dispute resolution**

If the council and the applicant cannot agree to an appropriate upfront or annual fee or in-kind contribution for the provision of public benefits, the matter should be referred by either party to the Secretary. The party who refers the application to the Secretary must notify the other party in writing that the application has been referred.

Following such a referral, the council must provide the Secretary with a copy of the development application, details of its proposed determination of the development application and details of the dispute in relation to public benefits associated with the proposed advertisement.

The Secretary may convene a meeting between the council and the applicant for the purpose of negotiating, as far as possible, an appropriate public benefit as an annual fee or in-kind contribution.

If agreement is reached between the consent authority and the applicant the Secretary must prepare a report of the agreement. If agreement is not reached, the Secretary may determine an appropriate fee or in-kind contribution on behalf of the parties and prepare a report of the agreement.

In either case, the Secretary must give a copy of the report to the consent authority and the applicant. After receiving the Secretary's report, the consent authority must proceed with the assessment and determination of the application and incorporate the Secretary's report recommendations into any conditions of consent relating to the provision of public benefits under SEPP 64.

## 5. RMS assessment of advertisement proposals

RMS has several responsibilities for the control and management of advertisements:

- as the roads authority for freeways and as regulator of classified roads generally under the *Roads Act 1993*;
- as the owner of land on which tollways and freeways are located (Refer sections 52 and 52A respectively of the *Roads Act 1993*);
- in accordance with the administration of the provisions of the *Roads Act 1993*.
- in accordance with RMS' functions relating to traffic management and safety under section 52A of the *Transport Administration Act 1988*.

In a development application for consent for an advertising structure, the applicant must demonstrate that the proposed sign will not result in a road hazard or create traffic safety problems and will not detract from the existing or intended environmental quality or character of the road corridor. The following guidelines issued by RMS should also be considered:

- *Beyond the Pavement: RMS Urban and Regional Design Practice Notes*, 1999 (and any subsequent revisions)
- *RMS Bridge Aesthetics Design Guidelines* (as updated)
- *RMS Road Design Guidelines* (as updated)
- *RMS Road Safety Assessment Matrix*

### 5.1 RMS ROLES UNDER THE *ROADS ACT 1993*

RMS may have an approval role or a concurrence role under section 138 of the *Roads Act 1993*. An approval under section 138 of the *Roads Act* is required from RMS as the appropriate road authority for the erection of any advertising structure in, on or over a freeway. For other roads, where the local council is the appropriate road authority, RMS may need to concur with the council's approval under section 138.

If the applicant for the advertising proposal is a public authority and the application is for the erection of an advertising structure in, on or over a classified road, RMS must consult with the public authority before deciding whether or not to grant concurrence. If however the applicant is Sydney Trains and NSW Trains and the Minister for Planning is the consent authority, consultation only on safety issues is required.

If the advertising applicant is RMS and the relevant roads authority is the local council, the council must consult with RMS before deciding whether or not to grant consent.

Whether or not the erection and display of an advertisement has been approved under the EP&A Act or the *Roads Act 1993*, RMS may direct:

- the owner or occupier of land on which the advertisement is situated; or
- the person who erected the advertisement, to screen, modify or remove the advertisement if, in the opinion of RMS, the advertisement is a traffic hazard.

## 5.2 RMS CONCURRENCE UNDER SEPP 64

Under clause 17 and 18 of SEPP 64, local councils must seek RMS concurrence for development applications for advertising structures that are within 250 metres of a classified road if:

- (a) the display area of the sign is:
  - (i) greater than 20 square metres, or
  - (ii) higher than 8 metres above the ground, and
- (b) any part of the sign is visible from a classified road.

This provision does not apply to signage that is exempt development under a relevant environmental planning instrument or where the Minister for Planning is the consent authority or approval authority under the EP&A Act.

Classified roads are defined in the *Roads Act 1993* as main roads, highways, freeways, controlled access roads, secondary roads, tourist roads, tollway, transitways, and State works. To determine if a particular road is a "classified road", the applicant should consult with the local council or RMS.

In a development application for consent for an advertising structure, the applicant must demonstrate that the proposed sign will not result in a road hazard or create traffic safety problems and will not detract from the existing or intended environmental quality or character of the road corridor.

If the road is a classified road, RMS should be consulted to determine if a corridor plan of management or corridor urban design strategy or equivalent exists for the particular road corridor. Such a plan or strategy (or their equivalent) should be taken into consideration when developing the proposal. In addition, the following guidelines issued by RMS should also be considered:

- *Beyond the Pavement: RMS Urban and Regional Design Practice Notes*, 1999 (and any subsequent revisions)
- *RMS Bridge Aesthetics Design Guidelines* (as updated)
- *RMS Road Design Guidelines* (as updated)
- *RMS Risk Assessment Matrix*

The development application should be lodged with council. The council must forward the development application to RMS to provide concurrence along with a \$250 concurrence fee (payable to RMS).

In deciding whether or not concurrence should be granted under SEPP 64, RMS will take into consideration relevant factors including:

- the impact of the display of the advertisement on road safety (Section 3 of these Guidelines)
- any other relevant provisions of these Guidelines or other relevant RMS guidelines such as *Beyond the Pavement* or RMS road or bridge design guidelines.

Once RMS has considered the development application, it will give written notice to the consent authority of its decision whether to concur. It will be assumed that RMS has given its concurrence if RMS has not advised the consent authority of its decision within 21 days after it receives the development application.

RMS may request additional information if the detail provided in the development application is not adequate. The 21-day concurrence period will be suspended until the applicant has provided sufficient information for RMS to assess the development application.

## 5.3 RMS CONSULTATION FOR LEPS AND DCPS

Under SEPP 64 it is also a requirement that RMS be consulted in the preparation of the following policies and controls:

- LEPS for signage or advertising to which SEPP 64 applies and where the signage or advertisement is within 250 metres of classified roads (SEPP 64, Clause 31); and,
- DCPs for advertising in rural or non-urban zones on land within 250 metres of a classified road (SEPP 64, Clause 15(2)).

## 6. Terms and acronyms

Advertising and signage expressions used in these Guidelines have the same meaning as the definitions in SEPP 64.

The following references, terms and acronyms are used in these Guidelines.

**AS 1170.1** – Australian Standard: Structural Design Actions: Permanent, Imposed & other Actions.

**AS 1170.2** – Australian Standard: Structural Design Actions: Wind Actions.

**AS/NZS 1906.1:2007** – Retroreflective Materials & Devices for Road Traffic Control Purposes.

**associated road use land** in relation to a road, means:

- (a) land on which road infrastructure associated with the road is located, or
- (b) land that is owned, occupied or managed by the roads authority for the road and that is used for road purposes or associated purposes (such as administration, workshop and maintenance facilities, bus interchanges and roadside landscaping).

**classified road** means any of the following: a main road, a highway, a freeway, a controlled access road, a secondary road, a tourist road, a tollway, a transitway or a State work.

**DCP** – Development Control Plan

**EPI** – Environmental Planning Instrument

**enterprise corridor** means an area with generally low amenity along a busy road (>40,000 vehicles per day) in existing built up areas in the Greater Metropolitan Region.

**Guidelines** means this publication titled *Transport Corridor Outdoor Advertising and Signage Guidelines* approved by the Minister for the purposes of SEPP 64, as amended from time to time and published by the Department of Planning and Environment.

**heritage item** – means a building, work, tree, archaeological site, Aboriginal object or place (which may or may not be situated on or within land that is a heritage conservation area) described as a heritage item in another environmental planning instrument.

**LEP** – Local Environmental Plan

**the Act** – *Environmental Planning and Assessment Act 1979*

**the Secretary** – the Secretary of the NSW Department of Planning and Environment

**the Minister** – the NSW Minister for Planning (unless otherwise stated)

**railway corridor** means the following land:

- (a) land on which railway track and associated railway infrastructure is located (including stations and platforms),
- (b) land that is adjacent to land referred to in paragraph (a) and that is owned, occupied or managed by Sydney Trains and NSW Trains and used for railway purposes or associated purposes (such as administration, workshop and maintenance facilities and bus interchanges),
- (c) land zoned for railway (including railway corridor) purposes under an environmental planning instrument,
- (d) land identified as a railway corridor in an approval of a project by the Minister for Planning under Part 3A of the Act.

**Sydney Trains and NSW Trains** – Rail Corporation New South Wales constituted under the *Transport Administration Act 1988*.

**road corridor** means the following land:

- (a) land comprising a classified road or a road known as the Sydney Harbour Tunnel, the Eastern Distributor, the M2 Motorway, the M4 Motorway, the M5 Motorway, the M7 Motorway, the Cross City Tunnel or the Lane Cove Tunnel, and associated road use land that is adjacent to such a road,
- (b) land zoned for road purposes under an environmental planning instrument,
- (c) land identified as a road corridor in an approval of a project by the Minister for Planning under Part 3A of the Act.

**RMS** – Roads and Maritime Services constituted under the *Transport Administration Act 1988*.

**SEPP 64** – *State Environmental Planning Policy No. 64 – Advertising and Signage* and includes the amendment to the Policy as of the date of gazettal of *State Environmental Planning Policy No. 64 (Advertising and Signage) (Amendment No. 2)*.

**transport corridor land** means the following land:

- (a) land comprising a railway corridor
- (b) land comprising a road corridor
- (c) land zoned industrial under an environmental planning instrument and owned, occupied or managed by RMS or Sydney Trains and NSW Trains.





**Shoalhaven City Council**  
Worrowing Heights Precinct Plan  
Strategic Directions Report  
May 2017

CL17.183 - Attachment 1





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## Executive Summary

The Worrowing Heights Precinct Plan has been prepared to provide a strategic planning framework for the future use of a 67ha area of land at Worrowing Heights, located between Jervis Bay and St Georges Basin (the “Bay & Basin area”), approximately 20kms south-east of the Nowra CBD.

This report provides a broad “Strategic Directions” analysis for the precinct and is based on investigations into physical environment constraints & opportunities, infrastructure requirements, stakeholder engagement, tenure arrangements and review of land use planning options.

The report recognises the unique attributes of the precinct in relation to the:

- natural environment, including the site’s interface with adjoining national parks;
- the relatively large size of the precinct and need to consider it in a staged manner, both from a land supply demand and long term planning perspective; and
- location on an urban/ rural fringe which creates both opportunities and constraints to possible land uses that may be viable in the precinct.

The report culminates in a preferred Precinct Plan that:

- builds upon information contained in the *Worrowing Heights Precinct Plan - Existing Situation & Key Constraints Report* (dated October 2016);
- considers the *Market Feasibility Analysis* (prepared by Walsh & Monaghan, dated 24 April 2017 and included in Appendix A); and
- responds to the Vision and Precinct Plan Principles contained in this document.

This preferred Precinct Plan envisages a balanced approach to environmental protection, provision of urban land and recognises the changing nature of the surrounds of the site. The preferred Precinct Plan can be pursued in the context of further studies to determine a more detailed planning outcome for the precinct over the medium and long-term.

## 1. Introduction

### 1.1 Purpose of the Precinct Plan

The purpose of the Worrowing Heights Precinct Plan (**the Precinct Plan**) is to prepare a broad, options based strategic “blueprint” for the area, and is based on investigations into physical environment constraints and opportunities, infrastructure requirements, stakeholder engagement, tenure arrangements and review of land use planning options. Initial Precinct Plan options were tested through a market analysis process to further confirm the options for delivery of the precinct.

This Strategic Directions report builds upon the information contained in the *Worrowing Heights Precinct Plan - Existing Situation & Key Constraints Report* dated October 2016.

### 1.2 Need for a Precinct Plan

The need for the Worrowing Heights Precinct Plan has stemmed from the:

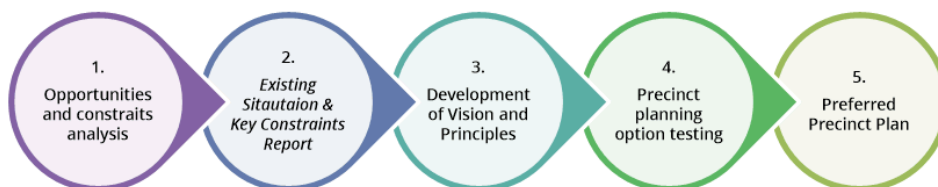
- lodgement of a preliminary planning proposal to enable the lodgement of a development application of a six storey hotel resort and serviced apartments within the precinct (a development matter that needs to be resolved) and
- desire of Council to understand and create a strategic planning framework for the broader precinct that provides for its integration to the surrounding area and understanding of the impacts of the precinct on other areas.

This Strategic Directions report provides the basis for a proposed Precinct Plan to be implemented.

### 1.3 Precinct Plan Development

The development of the preferred Precinct Plan has been undertaken over five key stages as outlined in the flowchart at Figure 1. The initial stage saw a review of opportunities and constraints which was combined with the consultation outcomes as part of the *Existing Situation & Key Constraints Report* for the site.

From this basis, a proposed vision and precinct principles were developed to guide precinct planning options. Once initial options were identified, a market testing process was undertaken to confirm further details and opportunities of each, which included a market feasibility analysis undertaken by Walsh & Monaghan. A preferred Precinct Plan has then been developed as the preferred option moving forward. This will inform more detailed strategic planning documents and decisions for the precinct over coming years.



**Figure 1: Precinct Plan Development Flowchart**

CL17.183 - Attachment 1

## 2. Existing Precinct Area

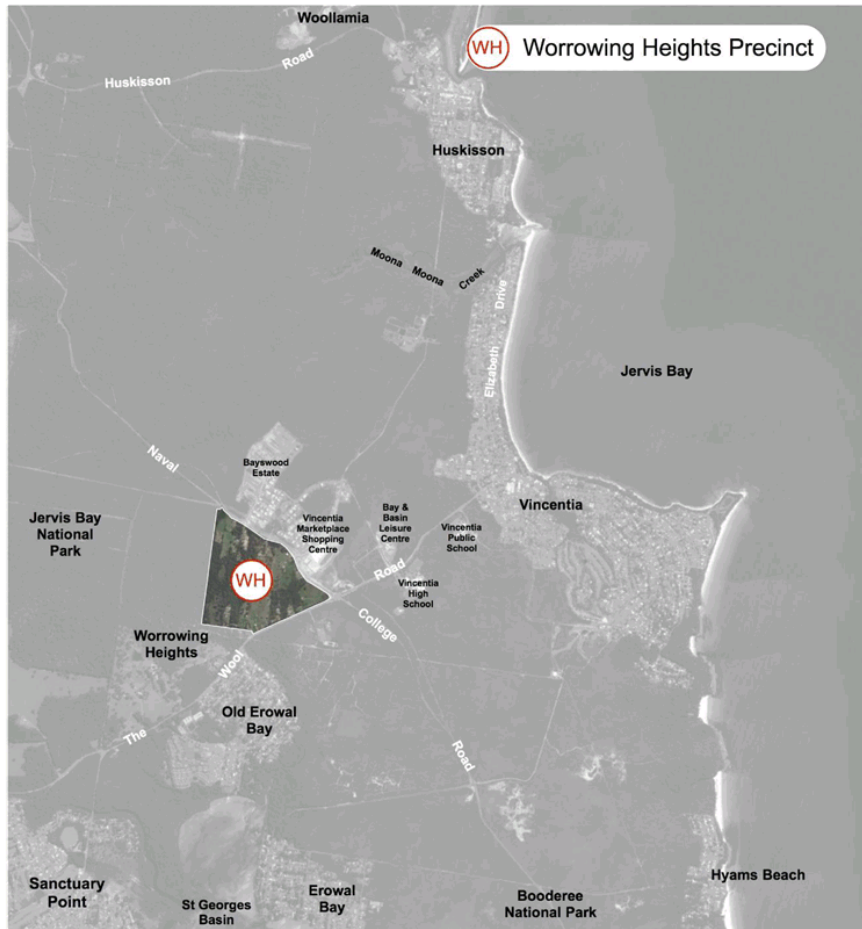
### 2.1 Precinct Location and Description

The precinct is located approximately 20kms south-east of Nowra CBD and approximately 2kms from the waters of both Jervis Bay and St Georges Basin (as shown in Figure 2 below). It is located in Worroing Heights which is on the urban/ rural fringe of the townships that make up the "Bay & Basin area".



**Figure 2: Locality Map**

More specifically, the precinct is located on the north-western corner of the major intersection of The Wool Road and Naval College Road. The precinct has an approximate total area of 67ha, with the outline of the Precinct shown in Figure 3.



**Figure 3: Site Location**

To the immediate west of the site is the Jervis Bay National Park, to the north of the site (across Naval College Road) is the Bayswood residential estate and the adjacent Vincentia Marketplace shopping centre. To the east and south of the site (across The Wool Road) is vegetated, privately owned land, with the township of Old Erowal Bay further to the south being the closest established residential community (noting that the Bayswood residential estate is still being constructed). The context of the site and these features are also shown in the analysis plans in Appendix B.

## 2.2 History of the Precinct and Previous Approvals

The precinct is characterised by an historic subdivision pattern, consistent with the early 1900s plans for the Bay & Basin area. The lots range in size (from approximately 3000m<sup>2</sup> up to 12ha) and shape and generally represent the original subdivision pattern, with the



exception of some additional subdivisions that have occurred within the western part of the precinct.

There are a number of approved development applications (DAs) over allotments that comprise parts of the precinct. The main DAs are shown in Appendix B on Plan 1 - Analysis – Development. DAs of note are included in Table 1.

**Table 1: Notable DAs within the Precinct**

DA / Applicant	Lot / Address	Description	Currency
Educational Establishment - Anglican Schools Corporation / Anglican Church Property Trust	263 The Wool Road - corner Naval College and The Wool Road (Lots 1756, 1757, 1758 & 1759 DP 28785)	A DA was approved in 2007 (excluding Lot 1758) for a “masterplan and stage 1 of educational establishment” (a primary school). An application to amend the project (in relation to a proposed pedestrian underpass) was lodged in late 2007 but later withdrawn.	Physical commencement achieved in 2012 (minor works only) Proponent identifies continued intention to establish school and church on site.
Tourist accommodation / Private developer	1310 Naval College Road - adjacent to Bayswood estate (Lot 1752 DP 28785)	80 room two storey accommodation facility (motel and managers residence) was approved on the site in 2015. This site is also subject to a preliminary planning proposal for the development of a six storey hotel resort / serviced apartment complex with 120 hotel rooms and 180 serviced apartments.	No physical commencement, but DA remains active. Preliminary planning proposal remains under consideration.

Other approved DAs in the precinct include a community church (which has been developed at 20 Birriga Avenue), landscaping business & home activity (at 1260B and 1260C Naval College Road) and veterinary hospital (at 233 The Wool Road). These uses are well established and have been in use for some time.

It is also noted that a DA to create a building footprint for a dwelling was refused in January 2017 on Lot 8 DP 8771 & Lot 1768 DP 28785 (on Birriga Avenue). It was noted in the refusal that the NSW Department of Planning & Environment would not provide concurrence for the requested variation to Clause 4.6 of Shoalhaven LEP 2014 (**SLEP 2014**) that relates to the development standard required to construct a dwelling on rural land (refer Clause 4.2D of SLEP 2014).



## 2.3 Precinct Features and Analysis

### 2.3.1 General Features

This section provides a review of the features that are present at and around the precinct. Features are identified under the following headings:

- Slope, elevation and views;
- Services and infrastructure;
- Land use planning; and
- Traffic and Transportation.

Many of these features are also shown graphically in Appendix B on Plan 2 - Analysis – General. Site photographs are provided where relevant to highlight key features.

#### Slope, Elevation and Views

Key aspects of the site in respect to its slope, elevation and views include:

- Elevation and slope - The site is predominantly gently sloping, with change in elevation from just under 20m AHD in the north-east corner, to 32m AHD in higher parts to the west. The southern boundary (and particularly the western corner) is the lowest point of the site at around 10m AHD.
- Views from the site - There is potential to utilise/ respond to some elevated views from the high points in precinct, particularly from upper stories of any development. The market feasibility analysis (Walsh & Monaghan, April 2017) identifies these views as providing “some local views...however, this is not considered to be a substantial outlook”.
- Views to the site - The eastern corner of the precinct is highly visible from the Naval College Road/ The Wool Road intersection (roundabout) and adjoining lands. This is a potential landmark site/ entry point to the precinct with adjoining roads leading to Jervis Bay, St Georges Basin and Booderee National Park - all significant tourism destinations.



View to site from roundabout on The Wool Road



View from site to Vincentia Marketplace

### Services and Infrastructure

Services and infrastructure to enable the development of the precinct is generally available in the locality (capacity and extent of any upgrades would however be subject to detailed assessment). Key notes on services and infrastructure include:

- An electricity substation located on Naval College Road - Any future development within the precinct would require a buffer to this infrastructure, though the size of this buffer is yet to be confirmed by the asset owner (Endeavour Energy).
- Electricity supply - Appears to be sufficient to meet current needs and potentially also to allow for some future development. The amount of available electricity capacity would need to be considered as the Precinct Plan moves forward and specific development proposals are established.
- Water supply - Servicing is located along the eastern part of Naval College Road. There is no water supply within the precinct at this stage. Water servicing can occur at a cost, and this would need to be considered as the Precinct Plan moves forward.
- Sewer infrastructure - Reticulated servicing is located within Bayswood Estate and Old Errowal Bay. There is no reticulated sewer within the precinct at this stage, with Shoalhaven Water advising that the relevant Development Servicing Plan (DSP) does not currently consider any potential for growth on the southern side of Naval College Road (i.e. the precinct). Sewer servicing can occur at a cost, and this would need to be considered as the Precinct Plan moves forward.



Electricity sub-station on eastern boundary

### Land Use Planning

The land use planning controls related to the site are generally contained within the Shoalhaven Local Environmental Plan (SLEP) 2014 and the Shoalhaven Development Control Plan (DCP) 2014. Particular areas of note include:

- Scenic Protection Area - A Scenic Protection Area is mapped in SLEP 2014 along The Wool Road that could reasonably act as a potential visual buffer to any development that could occur under the Precinct Plan. It may be preferable to replicate this along Naval College Road to maintain a vegetated buffer along the road given the natural surroundings in the approaches to the precinct. This would be an appropriate treatment for any development pursued in this peri-urban precinct.

- The Wool Road - The road is a “heritage item” under SLEP 2014. The Scenic Protection Area buffer/ setback will assist with maintaining heritage significance of this road and the overall route it is part of.
- Aboriginal Heritage - No known Aboriginal heritage sites are located within the precinct and the likelihood of this is considered to be low based upon Council records and discussion with relevant Council staff.
- Potentially contaminated sites - There are two “Potential Contaminated Lands” sites, based on Council’s records. One site is located in the north-western portion of the Precinct Plan area and has been used for the purposes of landscaping/ building supplies and nursery. Council records also indicate that unauthorised uses may have been carried out on the site. Further investigations into the extent of potential contamination are therefore warranted. The other site is the electricity substation and at this stage Endeavour Energy has indicated it will remain “as is”, meaning the planning for the precinct will need to factor in a buffer as discussed in this Section under “Services & Infrastructure” above.

Core development controls for the site are provided in more detail in Section 2.3.5



View east along The Wool Road (site to left)



View west along The Wool Road (site to right)

#### **Traffic and Transportation**

There has been a substantial increase in the number and context of traffic generation in the locality - particularly associated with the development of the Bayswood and Vincentia Marketplace developments over the last 10 years. Key points in relation to traffic and transport are provided below, with an indication of the changing nature of the surrounding development and road system provided via the images in Figure 4.

- Site Access - Key traffic/ vehicular access points have been obtained from Council’s Traffic and Transport Unit. Existing access points to Bayswood create obvious four-way access points along Naval College Road (as required) and a single access point on The Wool Road would need to meet sight distance requirements, avoid driveways and be sufficiently setback from existing intersections.
- Existing infrastructure - Two roundabouts have been constructed on Naval College Road at the northern end of the Bayswood Estate and at the entry to the Vincentia Marketplace shopping centre. A third access to Bayswood estate comprises a controlled T intersection.



- Roads adjoining the precinct have some working capacity at the current time and future impacts of development would be assessed at the time that proposals are brought forward.



Looking east over Bayswood from the western approach on Naval College Rd (image - Google Streetview)



Looking east over Bayswood from western portion of site



Immediate west of original Bayswood entry road (image - Google Streetview)



West of original Bayswood entry road

**Figure 4: Comparison of Road Corridor - 2007 - 2017**

### 2.3.2 Topography and Watercourses

The main aspects in relation to topography and watercourses at the site include:

- Topography - There is a minor ridgeline running across the centre of the precinct with the highest point being located in the western portion, close to the boundary of 1282 & 1284 Naval College Road.
- Watercourses - There are no major watercourses located within the precinct, rather there are some watercourses that act as natural drainage lines/ depressions.
- Acid sulphate soils / geology - Although acid sulfate soils are known to occur close to Jervis Bay/ St Georges Basin waterbodies, the likelihood of them occurring over much of the precinct is low, with the exception of the drainage lines/ natural depressions. Much of the soil type throughout the precinct is likely to be clay/ silt<sup>1</sup>.

The topographic features of the precinct are shown in Appendix B on Plan 3 - Analysis – Topography.

### 2.3.3 Precinct Flora and Fauna

While the site is zoned as rural land, large portions of the site remain heavily vegetated with connections to surrounding natural areas and reserves. Key vegetation features of the precinct include:

- General context - Within the vegetated areas of the precinct, there is likely to be the same or similar vegetation communities as are located in the adjacent national parks. The most “significant vegetation” is likely to be located in the western part of the precinct (adjoining the Jervis Bay National Park) and the biodiversity importance of the area in which the precinct is located, in the context of surrounding national parks will need to be considered in future development proposals.
- Planning controls - Biodiversity “Habitat corridors” and “Significant Vegetation” as identified in SLEP 2014 are located throughout the precinct, along with the application of Clause 7.20 of SLEP 2014 which relates to the specific local provisions to protect the unique natural and cultural values of the Jervis Bay area.
- Threatened and Endangered species - Based upon review of flora and fauna assessments undertaken within the precinct (by others), several threatened and endangered flora and fauna have been recorded on and within a 10km radius of the precinct, including other orchids (such as thick lip spider, leafless tongue and eastern Australian underground), Eastern Bristlebird, foraging for Glossy Black Cockatoo, Gang Cockatoo, Square Tailed Kite, Powerful Owl, Yellow Bellied Glider, Eastern False Pipistrelle, Grey headed Flying fox and bat species. More specifically the following are noted:
  - o Endangered orchids - The Pretty Beard Orchid (*Calochilus pulchellus*) is a critically endangered plant that is known to exist within the precinct.
  - o Endangered Ecological Communities - The Swamp Sclerophyll Forest Endangered Ecological Community (EEC) is located within the precinct.

<sup>1</sup> Refer Section 9.4 of Jervis Bay Settlement Strategy.

- Fauna habitat - Many hollow bearing and habitat trees are located within the precinct.
- Strategic planning documents - Existing strategic planning documents, including the Jervis Bay Settlement Strategy and the Illawarra-Shoalhaven Regional Plan, recognise the natural, environmental values of the Jervis Bay region, in which the precinct is included.

The vegetation features of the precinct are shown in Appendix B on Plan 4 - Analysis – Vegetation. Images of the vegetated sections of the site (on private property) are also provided below.



Areas of private land with substantial vegetation, generally towards the western portion of the precinct

#### 2.3.4 Bushfire

With large areas of vegetation on and surrounding the project site, there is an ever-present risk of bushfire in the locality. Key aspects of this risk include:

- Fire history - The site was previously impacted by bushfire in 2001 (Hylands bushfire). The Windermere 2003 bushfire also impacted areas close to the eastern boundary of the site.
- Bushfire risk - Future risk is more likely to be present from the west where the site adjoins very large areas of forest and national park.
- Future land uses - Potential future land uses in the precinct may be categorised as Special Fire Protection Purpose (SFPP) under the Planning for Bushfire Protection Guideline, requiring significant protection measures to be considered as site planning progresses.

#### 2.3.5 Current Core Development Controls

The core development controls, relevant to a broad Precinct Plan such as this, are contained in SLEP 2014. These include:

- Zoning: RU2 Rural Landscape.
- Minimum Lot Size: 40Ha (excluding 1260B Naval College Road which is 1ha).
- Minimum Height of Buildings: 11m (no specific height is designated by the LEP maps and Clause 4.3 (2A) therefore applies).

The surrounding land use zones reflect the fact that the precinct is located on the edge of an urban area in a region with unique environmental values. Applicable surrounding land use zones include:

- E1 National Parks and Nature Reserves (west of site)
- E2 Environmental Conservation (south of site)
- RU2 Rural Landscape (south-east of site)
- B2 Local Centre (north-east of site)
- R1 General Residential (north and north-west of the site)
- RE1 Public Recreation (north of the site)

Other relevant map overlays and clauses have been discussed in the sections above.

### **2.3.6 Stakeholder Engagement and Review**

#### **Landowner Consultation**

Council sent each landowner a letter advising of the preparation of the Precinct Plan, indicating the date a site inspection of the precinct would occur and seeking feedback on landowner aspirations (in the context of the preparation of a Precinct Plan).

There are 23 landowners in the precinct and responses (either verbal, written or a combination of both) have been received from 16 landowners. The response rate of landowners to the letter was relatively high (70%) and there was generally positive interest in the preparation of the Precinct Plan.

It is noted there are several non-resident landowners in the precinct, some of whom did not want site inspections to be carried out on their land. These requests were respected when the consultants carried out an inspection of the precinct. The consultants also spoke with two landowners whilst undertaking those inspections (at 20 Birriga Avenue and 1308 Naval College Road).

The key messages evident from the specific landowner consultation are:

- Although some landowners are not willing or ready to re/develop, move or sell they are still interested in future opportunities;
- There were various possible future uses envisaged by landowners including: mixed use, tourism and residential (including rural/ residential subdivision, medium density and seniors living);
- Several landowners value the natural environment and believe it can be a positive component of a Precinct Plan;
- Several landowners felt the development of the Bayswood Estate and Vincentia Marketplace shopping centre supported an increased development potential of their land. There was specific reference to some landowners feeling their land was in "transition";



- Some specific development proposals or continued uses are being pursued or carried out within the precinct and these were confirmed or detailed by those landowners, including: Anglican Church site (school and associated facilities at 263 The Wool Road), veterinary hospital (at 233 The Wool Road) and Community Church site (church and associated facilities at 20 Birriga Avenue);
- It is noted that no response was received from the landowners or developers (nor were they present at the site inspection) of 1310 Naval College Road. It is however noted that future aspirations for the site are evident in the preliminary planning proposal, for a hotel/ serviced apartment development; and
- The aspirations of the 30% of the landowners that did not respond to the consultation process remains unknown at this stage.

#### **Review of Preliminary Planning Proposal**

An initial review of the preliminary planning proposal (for 1310 Naval College Road) and its associated attachments has been undertaken in the context of the existing situation and key constraints identified across the precinct. Initial comments are summarised below:

- Preliminary assessment of the proposal suggests it is potentially overdevelopment of the site on which it is located, which whilst the area is undergoing change, remains low density and of a single or two storey nature;
- Site and precinct context suggests that the proposed height is not in keeping with the existing and future scale of development on the urban/ rural fringe of the Bay & Basin area;
- Site constraints make the proposal difficult to “fit” (e.g. bushfire requirements) on the site and a larger site footprint may be required. For a development scenario as proposed, this would mean a larger site/ site amalgamation;
- The proposed number of hotel rooms (120 hotel rooms/ 180 serviced apartments) is higher than is likely to be required in the Bay & Basin area in the foreseeable future, based on projections provided by Council’s Tourism Unit. The economic assessment for the proposal does not include any justification for a development of this size, rather it mentions a hotel of approx. 100 rooms throughout the document. It is further noted the site has a DA approval for an 80 room motel which is considered to be more consistent with projected demand;
- The economic assessment does not justify the proposed location, and the lack of justification means the proposal potentially creates a risk of undermining future development of tourist accommodation in a more appropriate location elsewhere in the Shoalhaven. This has also been noted in other studies across the Shoalhaven into 4/5 star hotel feasibility;
- The modelled cost per room/ per night is likely to be in excess of what can be reasonably demanded for a facility of up to 300 rooms. The economic assessment does not justify the proposed cost per room/ per night and the visitors to Jervis Bay that are currently lost to overnight stays to LGAs to the north, do not pay the cost per room/ per night of that included in the preliminary planning proposal (i.e. the package tour operator model);



- It is felt the economic assessment is too generic and not site specific enough in relation to the support/ justification for the proposal - highlighting demand in the region rather than the Bay & Basin area. The *Market Feasibility Analysis* has considered supply and demand of various land use types and has concluded that *"there is sufficient land available to promote tourism opportunity within both the immediate "Bay and Basin" locality and the broader Shoalhaven considering that these opportunities may also be available in other zones"*. This is discussed further in Section 4.3.1 below; and
- The economic assessment does not address provision of on-site infrastructure and the potential need for this to create viable tourism developments in regional areas, especially where walkability to a desire hub/ town/ point of interest is not considered to be a realistic option.

It is noted that a full detailed assessment of the preliminary planning proposal has not been undertaken, and the comments above do not provide a definitive view of the proposal.



### 3. Precinct Plan Vision & Principles

Chapter 2 created a background understanding of the many and varied attributes of the existing precinct. The Precinct Plan vision and principles below have been informed by the opportunities and constraints recognised through that detailed understanding of the precinct, submissions from landowners and the consultants and Council staff's knowledge of the broader location. The vision and principles should continue to be referred to as more detailed studies for the precinct are undertaken.

#### 3.1 Precinct Plan Vision

*To recognise the unique natural characteristics of the precinct, and create staged opportunities for future land uses that are both connected to, and balanced with, the surrounding Bay & Basin area.*

#### 3.2 Precinct Plan Principles

The following principles have been developed to guide future site planning:

- Respect the size of the overall precinct through appropriate staging, including long term and responsive land use planning options;
- Ensure land use planning options consider market feasibility;
- Create a connected and safe precinct that does not feel isolated from the nearby urban areas;
- Recognise the opportunity presented by the location of the precinct as a potential “gateway to the Bay & Basin” by encouraging any future built form or land use to respond to this opportunity;
- Retain a connection to surrounding natural areas, including the identification and enhancement of the environmental attributes that exist in the precinct and retention of important habitat corridors;
- Manage the scale of development within the precinct so as to not undermine the character and function of towns and villages within the surrounding areas;
- Acknowledge and respond to the vulnerability of those parts of the precinct that are subject to bushfire risk; and
- Balance the overall precinct planning with appropriate and viable infrastructure provision.

## 4. Precinct Plan Options & Staging

### 4.1 Precinct Plan Options

Four broad Precinct Plan options were initially prepared, based on information available at this time and are included in Appendix C. These plans are high level and indicative only, particularly with respect to the location of boundaries between short-term / long-term uses and the retention of areas within the existing RU2 zone. These options, including commentary on them resulting from the *Market Feasibility Analysis* by Walsh & Monaghan (April 2017) are discussed below.

Sections 4.2 and 4.3 then discuss and build on the preferred option and possible land use outcomes, culminating in a more detailed, staged Precinct Plan that is included in Appendix D. It is noted that Section 4.4 outlines additional studies that would be required should the preferred approach in Appendix D or any of the other options be pursued.

#### 4.1.1 Option 1

Option 1 recognises the most significantly environmentally constrained land located in the south-western corner of the precinct, both from a flora & fauna and bushfire perspective. This land is labelled No. 1 on the Precinct Plan option in the extract at Figure 5 below and in Appendix C. It is envisaged this land should remain in the current RU2 zoning (or eventually transferred to an environmental zone following appropriate studies) with vegetation being retained. This is consistent with SLEP 2014, Jervis Bay Settlement Strategy, Illawarra-Shoalhaven Regional Plan and in some cases, more recent site specific data that has been obtained through DA processes.

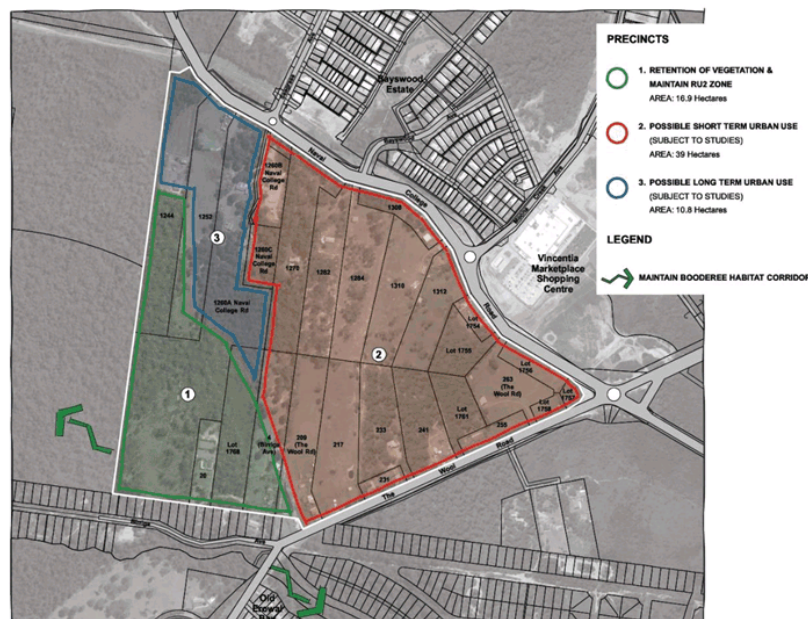


Figure 5: Option 1 Extract

Option 1 also includes short-term and long-term urban use investigation areas. The short-term urban use investigation area has been identified due to its proximity to the existing urban area (being Bayswood Estate and Vincentia), possible servicing and access arrangements and distance from the identified western bushfire risk.

It is noted that the short-term urban use investigation area is quite a large area (being over half the area of the overall precinct), and would require careful land supply consideration and a detailed staging plan, should Option 1 be pursued. This is particularly relevant in light of the residential land clearance rates and supply/ demand discussion contained in the *Market Feasibility Analysis* (Walsh & Monaghan, April 2017). The types of urban uses that could be investigated are discussed in Section 4.3 below.

#### 4.1.2 Option 2

Option 2 also recognises the most significantly environmentally constrained land located in the south-western corner of the precinct, both from a flora & fauna and bushfire perspective, and also includes a vegetated area in the centre of the precinct. This land is labelled No. 1 on the Precinct Plan option in the extract at Figure 6 below and in Appendix C. It is envisaged this land should remain in the current RU2 zoning with vegetation being retained (or eventually transferred to an environmental zone following appropriate studies).

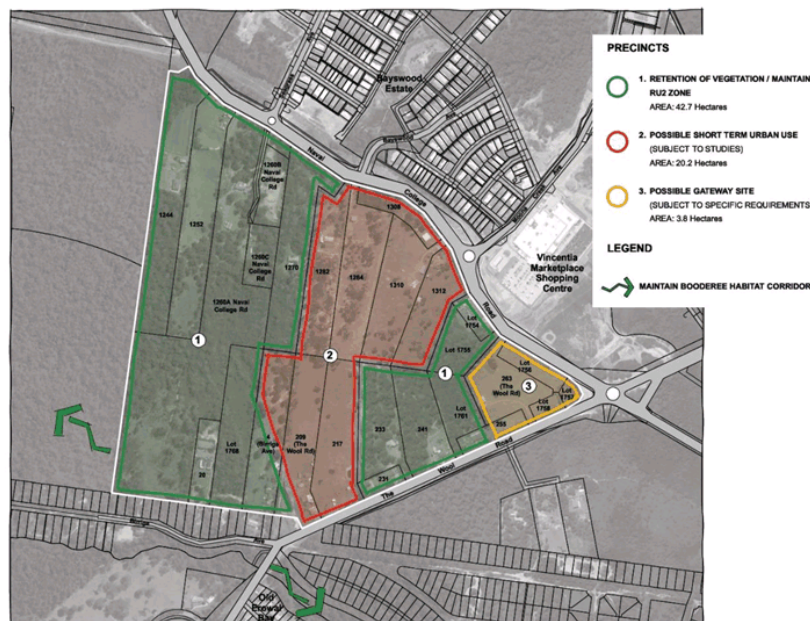


Figure 6: Option 2 Extract

Option B creates possible “precincts within the precinct”, with an opportunity to recognise and create a “landmark” or “gateway” site at the intersection of Naval College Road and The Wool Road which would be physically separated from other urban uses by a vegetated area. The “landmark” or “gateway” site would need careful urban design consideration and could be characterised by land uses such as educational establishments, tourist & visitor



accommodation, eco-tourist facilities, information & education facilities, recreation facilities and/or commercial premises. The landmark site concept was considered to be possible in the *Market Feasibility Analysis* (Walsh & Monaghan, April 2017), potentially being a “mixed use” style of development.

The types of urban uses that could be investigated in the short-term urban use investigation area are discussed in Section 4.3 below. It is noted that this short-term urban use investigation area as shown in Option 2 is bordered by vegetated areas to the west and east. Such separation may create issues of viability/ increased development costs, environmental impact (i.e. edge effects of development within precincts) and ongoing management of vegetated areas. This would need to be carefully considered (along with land supply and staging as discussed in Option 1) should Option 2 be pursued.

#### 4.1.3 Option 3

Option 3 also recognises the most significantly environmentally constrained land located in the south-western corner of the precinct, both from a flora & fauna and bushfire perspective. This land is labelled No. 1 on the Precinct Plan option in the extract at Figure 7 below and in Appendix C. It is envisaged this land should remain in the current RU2 zoning with vegetation being retained (or eventually transferred to an environmental zone following appropriate studies).

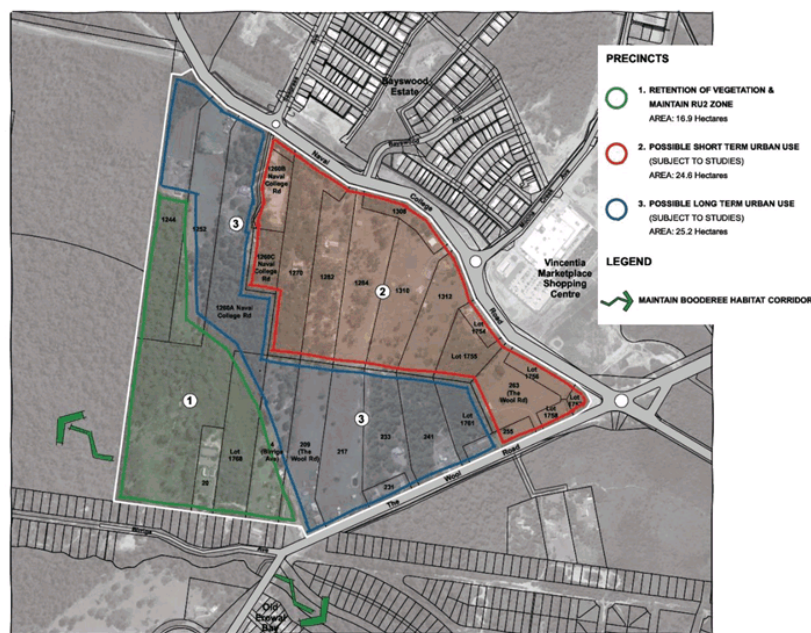


Figure 7: Option 3 Extract

Option 3 also includes short-term and long-term urban use investigation areas. The short-term urban use investigation area has been identified due to its proximity to the existing

urban area (being Bayswood Estate and Vincentia), possible servicing and access arrangements and distance from the identified western bushfire risk.

This option respects the known environmental constraints whilst recognising that the Naval College Road approach and frontage of the precinct relates to the urban Bayswood Estate whilst the Wool Road approach and frontage of the precinct has a more vegetated and rural feel. Hence, the boundary that has been drawn between the short-term and long-term urban use investigation areas.

It is noted that the short-term urban use investigation area is smaller than the long-term use investigation area, creating an opportunity to focus on detailed planning for that area whilst not discounting future urban use if and when it is appropriate to investigate in the medium/longer term. This is an important consideration in the context of the *Market Feasibility Analysis* (Walsh & Monaghan, April 2017) that notes the potential upcoming demand for residential land, both in the Bay & Basin area and northern parts of the Shoalhaven. The types of urban uses that could be investigated are discussed in Section 4.3 below.

#### 4.1.4 Option 4

Option 4 also recognises the most significantly environmentally constrained land located in the south-western corner of the precinct, both from a flora & fauna and bushfire perspective. This land is labelled No. 1 on the Precinct Plan option in the extract at Figure 8 below and in Appendix C. It is envisaged this land should remain in the current RU2 zoning with vegetation being retained (or eventually transferred to an environmental zone following appropriate studies).

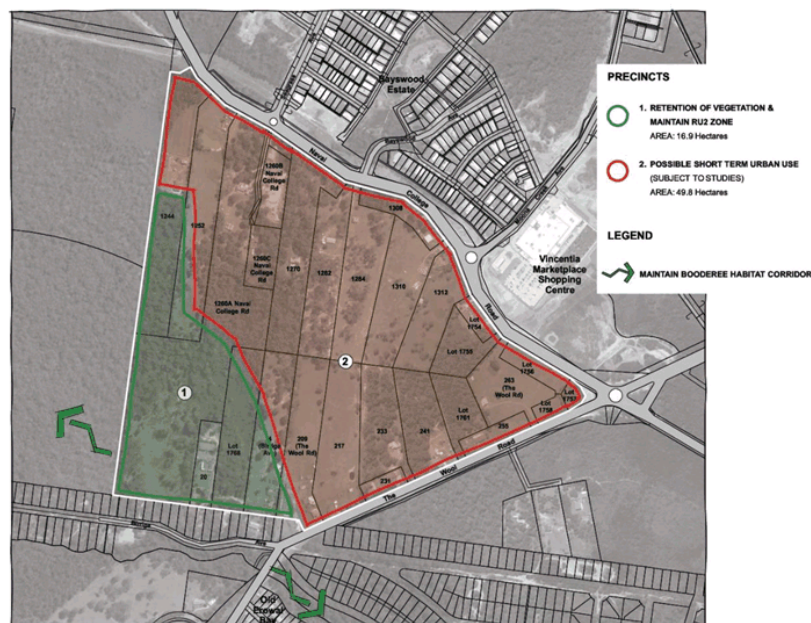


Figure 8: Option 4 Extract

Option 4 then simply includes a large short-term urban use investigation area across the remainder of the precinct. It is noted that the short-term urban use investigation area is larger than the nine stage Bayswood Estate, and would require careful land supply consideration and a detailed staging plan, should Option 4 be pursued. The types of urban uses that could be investigated are discussed in Section 4.3 below.

## 4.2 Preferred Precinct Plan Option

At this broad and early stage in a long term strategic planning exercise a Precinct Plan must respond to the known opportunities and constraints through creating a platform for various future development scenarios to be pursued.

As stated in Section 4.1.3 above, Option 3 respects the known environmental constraints whilst recognising that the Naval College Road approach and frontage of the precinct relates to the urban Bayswood Estate and the Wool Road approach and frontage of the precinct has a more vegetated and rural feel. Combined with the recognition that the smaller short-term urban use investigation area provides more realistic opportunities to undertake targeted studies and better integration with surrounds, whilst not discounting a need to respond to ongoing residential land demand in the medium to longer term (as identified in the *Market Feasibility Analysis* (Walsh & Monaghan, April 2017)), Option 3 generally forms the basis of the preferred Precinct Plan option.

Option 3 recognises that should any future urban use and potential rezoning be viable on any of this land, then it is best located in the short-term investigation area labelled as No. 2 on the Precinct Plan option in Appendix C. Further this option will allow the Precinct Plan vision and principles to be fulfilled as planning continues for the precinct.

A possible gateway site is evident at the intersection of The Wool Road and Naval College Road, and this presents a design opportunity to anchor the precinct. As development of a gateway site can take several forms land use options and key design outcomes for this site may be best explored as a separate planning proposal sometime in the future. As mentioned in Option 2 discussion above, the landmark site concept was considered to be possible in the *Market Feasibility Analysis* (Walsh & Monaghan, April 2017), potentially being a “mixed use” style of development.

Based on the above, a more detailed Precinct Plan has been prepared that includes:

- Staging over the short/medium and long terms;
- Recreation and environmental connections;
- Potential existing vegetation to be retained;
- Landscape buffers;
- A potential key development site;
- Initial areas for vehicular and pedestrian access;
- Indicative residential street layouts; and
- Future internal road links.



The preferred Precinct Plan is included in Appendix D (with an extract included in Figure 9 below), and will be subject to the additional detailed studies outlined in Section 4.4 below. In terms of its implementation, it is considered that the following short, medium and long term stages could be established to guide the preferred Precinct Plan:

- Short term: 2017-2020 - planning and development controls established via a Planning Proposal and associated policy documents;
- Medium term (shown as Phase 1 on Precinct Plan): 2020-2025 - approximately 50 residential lots per annum (250 total); and
- Longer term: (Shown as Phase 2 on Precinct Plan) 2025+ - continued staged release.



Figure 9: Preferred Precinct Plan

### 4.3 Discussion of Possible Core Land Uses & Zones

As this is a broad, options based strategic “blueprint” for the area it is too early to determine exact zone boundaries, but it is important to discuss possible land uses and zones that would allow such land uses, to enable the planning process to continue to move forward, into a more detailed studies stage. A discussion of land use types and possible zones to be considered in the precinct follows.

#### 4.3.1 Tourism

In the context of this Precinct Plan, “Tourism” is a broad term that encompasses both public and private tourism land uses such as: tourist & visitor accommodation (including farm stays accommodation, backpackers’ accommodation, bed & breakfast accommodation, hotel or motel accommodation and serviced apartments), eco-tourist facilities, camping grounds and information & education facilities. Such tourism uses could be linked to other land uses that can co-locate with tourism, such as food / drink premises and recreation facilities.



Some of the tourism land uses above, including “tourist & visitor accommodation” (though excluding farm stays) are permissible in the R1 General Residential zone which could allow opportunity for this type of development within the Precinct Plan area. Whilst a specific tourism zone exists (SP3 Tourism) the *Market Feasibility Analysis* has concluded that there is not sufficient demand for more land to be zoned for this purpose in the Bay & Basin area and that some “genuine” tourist sites remain undeveloped for that purpose. The Market Feasibility Analysis states *“It is unlikely demand in the tourism sector is being impacted by the current supply of zoned land with external determinants largely influencing the market. It is considered that there is sufficient land available to promote tourism opportunity within both the immediate “Bay and Basin” locality and the broader Shoalhaven considering that these opportunities may also be available in other zones, albeit, at a fairly low key scale which is consistent with current development trends”*. As such, appropriate tourism land uses could be pursued in the short, medium and possibly longer term under a R1 General Residential zone within the precinct.

#### **4.3.2 Commercial/ Business**

In the context of this Precinct Plan, and noting the recent development of the Vincentia Marketplace Shopping Centre to the north of the precinct, “Commercial/ Business” is also a broad term that could encompass both stand-alone and co-located or ancillary uses such as: business premises (including banks, hairdressers etc.) office premises (including offices for administrative, clerical, technical or professional activities) and retail premises (including food & drink premises, cellar door premises, plant nurseries, roadside stalls etc.).

The *Market Feasibility Analysis* recognises that commercial and business uses are generally well catered for, stating that *“Having regard to the aforementioned [business zones], it is unlikely demand in this sector is being impacted by the current supply of zoned land with external determinants largely influencing the market. The broader permissible land uses within the B4 mixed use zoning could see some increase in demand, however, existing supply [of business zoned land] will cater for market requirements over the medium to long term in both the immediate “Bay and Basin” locality and the broader Shoalhaven.”*

Although the potential key development or “gateway site” contained in the Precinct Plan area could benefit from a Business zoning such as the B4 Mixed Use zone this would also allow for land uses that may not be suitable on the subject intersection. Further, should a proposal for development of the “gateway site” that is consistent with the principles contained in this document and is underpinned by evidence based planning be presented in the future then this could be pursued via a separate planning proposal process.

Further the R1 General Residential zone does permit non-residential, business type land uses that may be appropriate on the “gateway site” noting that the built design outcomes on this site will be as important as the viability of the ultimate land use.

As such, specific business zones are not considered warranted within the precinct at this stage. Some business type land uses (subject to detailed studies and the more detailed planning process) could be pursued in the short, medium and possibly longer term under a

R1 General Residential zone within the precinct, or via a separate planning proposal process in the area of the landmark site.

#### **4.3.3 Residential**

In the context of this Precinct Plan, "Residential" is also a broad term that in this currently peri-urban location could encompass land uses such as: seniors housing, dwelling houses, dual occupancies, secondary dwellings, rural-workers dwellings and the like.

*The Market Feasibility Analysis states that "having regard to clearance rates, it is likely demand in this sector is acutely impacted by the supply of zoned land, however, external determinants also influence the residential market throughout the Shoalhaven." Further, the Market Feasibility Analysis recognises that "It would appear that the "Bay and Basin" locality, due mostly to inherent environmental constraints, is unlikely to be able to satisfy demand in the medium to long term, however, until recently (2015) local demand has not been at the same level as major centres. The sales rates (2014-2016) would suggest that the most recent demand levels would be sustainable subject to the availability of residential land in what has become a more desirable coastal location. The lack of zoned land will eventually impact supply, therefore, is also likely to sustain the demand for residential land in this location over the medium to long term as the existing stock is absorbed by the market."*

As such, it is appropriate to consider a residential zone to provide opportunity for the residential development types outlined above (along with supporting planning controls to achieve the desired scale, density, built, environmental and character outcomes). The R1 General Residential zone could allow for low density residential uses along with seniors housing and multi dwelling housing, for which there may be demand and infrastructure provision - particularly given the site's close proximity to the Vincentia Marketplace and Bay & Basin Hub proposals. The detailed specialist studies that will need to be undertaken as the planning process continues may limit the area of land that is unconstrained and can therefore be zoned for residential purposes, and as such may also provide support for the R1 General Residential zone (rather than the R2 Low Density Residential or R5 Large Lot Residential zone) to achieve feasible density outcomes.

#### **4.3.4 Other**

A number of other land use types could also continue to be considered as part of urban use investigations, such as: health services facilities, environmental facilities and recreation facilities. Should these land uses be warranted in the future (outside of zones that may be pursued within the precinct and *SEPP Infrastructure* 2007) they may also be subject to the planning proposal process.

It is further noted that the location, landform and overarching character of the precinct, as reflected in the Precinct Plan vision and principles in Section 3 above support either the retention of the existing maximum "Height Of Buildings" of 11 metres (as set by the overlay contained in Shoalhaven LEP 2014) or 8.5 metres should the planning process proceed to rezoning the area for urban purposes. Should the "gateway site" warrant an increased maximum height then this could be considered as part of a separate planning proposal.

#### 4.3.5 Conclusions

It is apparent that the site is well located to take advantage of adjoining residential and commercial development by development in a sympathetic urban form. The context of the site has changed significantly over the last ten years, and with confirmation from the *Market Feasibility Analysis* that residential development has the greatest demand at the current time (without detrimentally impacting on the land releases around the Nowra Bomaderry Urban Area), it would appear that the R1 General Residential zone would be appropriate for further investigation - particularly within the area identified as Phase 1 of the Precinct Plan option presented in Appendix D.

Subsequent studies (as outlined below), may also seek to further investigate appropriate options for development of the gateway site and whether a separate zone is warranted for this land. It is also important that the site integrates well with the adjoining development to the north, and is sympathetic to the rural / bushland nature of areas to the south and west. Vehicle and pedestrian connections, as well as environmental and recreational connections within and to the surrounds are all considered to be critical to achieving a balanced outcome.

#### 4.4 Suggested Additional Detailed Studies

As this is a broad, options based strategic “blueprint” for the area more detailed studies will be required to pursue the more detailed Precinct Plan option presented in Appendix D. These studies include, but are not limited to:

- Flora and fauna assessment;
- Bushfire assessment;
- Traffic assessment;
- Visual impact analysis;
- Infrastructure/ servicing plan;
- Hydrological assessment;
- Land Contamination investigation; and
- Geotechnical assessment.



## 5. Conclusion

This unique peri-urban precinct provides a number of options that could be investigated to determine an appropriate land use outcome into the future. It is now timely to pursue the preferred Precinct Plan (presented in Appendix D) through the undertaking of more detailed planning work (initially based around demand drivers for various land use types) that builds on both the *Existing Situation & Key Constraints Report* (dated October 2016 and presented in Appendix E) and the findings of this *Precinct Plan - Strategic Directions Report*.



**Appendix A – Market Feasibility Analysis**

CL17.183 - Attachment 1



## Market Feasibility Analysis

**South Coast Office:** 02 4421 7155  
**Illawarra Office:** 02 4229 7867

**All Correspondence to:**  
**PO Box 16**  
**Nowra NSW 2541**  
**valuations@wmval.com.au**  
**www.wmval.com.au**

On behalf of Locale Consulting



**Worring Heights Precinct**  
Naval College Road  
Worring Heights NSW 2540

Our reference: 20170294



## executive summary

<b>property</b>	<b>Worworing Heights Precinct Plan</b> Naval College Road Worworing Heights NSW 2540
<b>instructed by</b>	Locale Consulting PO Box 53 Woolgoolga NSW 2456 Attention: Cinnamon Dunsford
<b>your reference</b>	2016/302
<b>our reference</b>	20170294
<b>purpose</b>	Market Feasibility Analysis
<b>area</b>	Total holding approximately 66.7 Hectares
<b>current town planning</b>	The subject property is zoned RU2 Rural Landscape in the Shoalhaven Local Environmental Plan 2014, which was gazetted on 8th April 2014.
<b>brief description</b>	<p>A Precinct Plan has been prepared to provide Shoalhaven City Council with a strategic planning framework for the future use of approximately 67 hectares of land at "Worworing Heights", located on the corner of Naval College Road and The Wool Road, towards the western fringe of Vincentia. This report provides a broad strategic "blueprint" for the precinct involving various scenarios for the rezoning of the lands.</p> <p>To assist in finalisation of the strategic plan a market feasibility analysis has been prepared to review both supply and demand conditions relating to the land uses proposed for the overall precinct. The report addresses these conditions within the immediate "Bay and Basin" locality as well as the broader Shoalhaven area, particularly the significant growth areas in the Northern Shoalhaven.</p> <p>In addition, the report also considers whether the proposed precinct plan options are considered to be appropriate in matching short, medium and long-term market needs, or if the proposed options would either cause an oversupply of land or detract from the overall viability of other land releases that have already been endorsed by Council or State Government.</p>

**This executive summary must be read in conjunction with the entire report and the details contained therein.**

### prepared by

Walsh and Monaghan Pty Limited



Adam Hopcroft (Director) AAPI  
Certified Practising Valuer  
API Member 68926



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## 1.0 introduction and instructions

### 1.1 property

**Worrowing Heights Precinct** – Corner of The Wool Road and Naval College Road at Worrowing Heights, City of Shoalhaven, New South Wales.

### 1.2 instructing party

Locale Consulting  
PO Box 53  
Woolgoolga NSW 2456

**Attention:** Cinnamon Dunsford

### 1.3 instructions

To assist in finalisation of an initial Precinct Planning Study analysis has been prepared to;

- A. Review current supply of land in the following “use” areas both in the immediate “Bay and Basin” area and the broader northern part of the Shoalhaven.
  1. Tourism
  2. Commercial/Business
  3. Residential; and
  4. Other
- B. Review demand for land use types (as above), and whether such demand is being impacted by lack of availability, both in the immediate “Bay and Basin” area and the broader northern part of the Shoalhaven.
- C. Identify whether the proposed precinct plan options are considered to be appropriate in matching short, medium and long-term market needs, or if the proposed options would either cause an oversupply of land or detract from the overall viability of other land releases that have already been endorsed by Council or State Government.

### 1.4 date of report

24<sup>th</sup> April 2017.



## 2.0 property details

### 2.1 legal description

The various allotments contained within the “Worrowing Heights” precinct plan are identified as follows;

#### 2.11 title details

1742/28785  
1743/28785  
41/1018535  
1/804241  
32/858484  
1/594652  
1749/28785  
1750/28785  
1751/28785  
1752/28785  
1753/28785  
1754/28785  
1755/28785  
1758/28785  
1761/28785  
1762/28785  
1763/28785  
1764/28785  
1/581199  
2/581199  
1/707608  
1756-1757, 1759/28785  
1760/28785  
1767/28785  
42/1018535  
8/8771; 1768/28785

The holdings above reflect the existing ownership structure of the overall precinct (ie) 26 separate owners.

#### 2.12 registered owner

All of the allotments are generally in the ownership of separate and/or unrelated individuals. Title searches have not been completed to confirm ownership.



## 2.2 location and surrounding development

The subject property is situated on the northern side of The Wool Road, at its intersection with Naval College Road, towards the western outskirts of Vincentia approximately 20 kilometres south of Nowra and between the waterways of St Georges Basin and Jervis Bay on the New South Wales South Coast.

Surrounding development is quite diverse in nature with the Vincentia High School and the "Bay and Basin Leisure Centre" located nearby to the east on The Wool Road. The newly developed "Vincentia Marketplace" has been developed on a site opposite and adjoining this, immediately to the north west, is the developing "Bayswood" residential estate. The subject land and those further adjoining comprise rural/residential development along both the Naval College and Wool Road frontages. Lands adjoining the western side of the subject and further to the south east are generally environmentally constrained and form part of the Jervis Bay National Park. The small coastal village of Old Erowal Bay and the adjoining "Coastal Waters" retirement village are nearby to the south west.

### location map

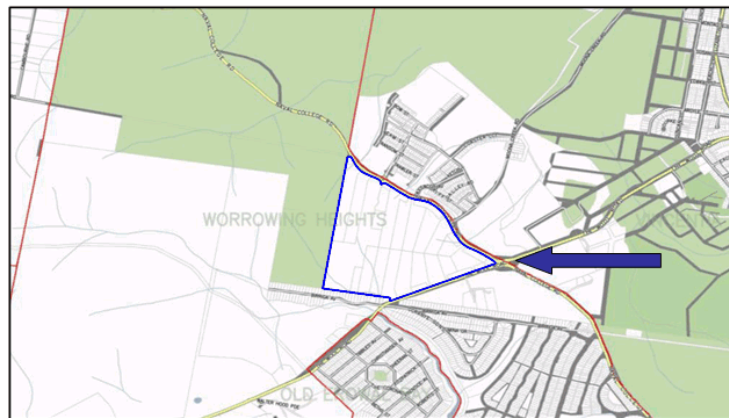


Figure 2.2 - Location map  
(source EAC online mapping)

## 2.3 site and services

### 2.31 site description and topography

The subject allotments form an irregular shape overall holding that has extensive frontage to Naval College Road along the Northern boundary and a slightly lesser frontage to The Wool Road along the southern most boundary. The land is gently sloping in nature with a central ridge extending through the site roughly parallel with the Naval College Road frontage towards The Wool Road. The topography rises from the northern boundary to the ridge and then falls away to the south western corner of the overall site. The site is a mixture of cleared grazing slopes, with native pastures, and timbered lands with the western section being the most heavily vegetated and likely to be environmentally constrained (Biodiversity). From the elevated ridge area some local views may be obtained, however, this is not considered to be a substantial outlook.

The eastern most corner of the site, being at the intersection of The Wool and Naval College Roads and a major roundabout, receives a high degree of exposure to vehicular traffic. The aforementioned road alignments are the major feeders from the waterside settlements of Huskisson and Vincentia into the greater Bay and Basin area further west as well as linking Booderee National Park, Hyams Beach, Erowal Bay and Creswell village back to the Princes Highway alignment at Falls Creek.

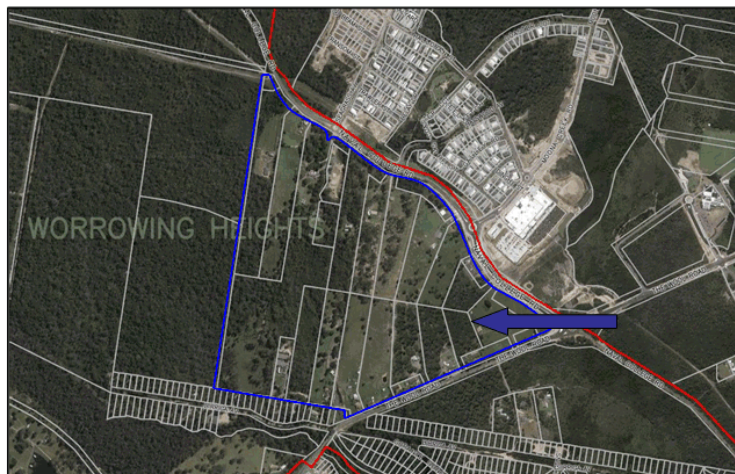


Figure 2.31 - Aerial photograph  
(source EAC online mapping)

2.32 site area

House No.	Street	Suburb	Description	Area (m <sup>2</sup> )
1244	NAVAL COLLEGE RD	WORROWING HEIGHTS	1742/28785	47610
1252	NAVAL COLLEGE RD	WORROWING HEIGHTS	1743/28785	42910
1260A	NAVAL COLLEGE RD	WORROWING HEIGHTS	41/1018535	136500
1260C	NAVAL COLLEGE RD	WORROWING HEIGHTS	1/804241	10000
1260B	NAVAL COLLEGE RD	WORROWING HEIGHTS	32/858484	10860
1270	NAVAL COLLEGE RD	WORROWING HEIGHTS	1/594652	37510
1282	NAVAL COLLEGE RD	WORROWING HEIGHTS	1749/28785	29760
1284	NAVAL COLLEGE RD	WORROWING HEIGHTS	1750/28785	33100
1308	NAVAL COLLEGE RD	WORROWING HEIGHTS	1751/28785	9466
1310	NAVAL COLLEGE RD	WORROWING HEIGHTS	1752/28785	30760
1312	NAVAL COLLEGE RD	WORROWING HEIGHTS	1753/28785	23600
	NAVAL COLLEGE RD	WORROWING HEIGHTS	1754/28785	4673
	NAVAL COLLEGE RD	WORROWING HEIGHTS	1755/28785	13510
	NAVAL COLLEGE RD	WORROWING HEIGHTS	1758/28785	2444.3
	THE WOOL ROAD	WORROWING HEIGHTS	1761/28785	13530
241	THE WOOL ROAD	WORROWING HEIGHTS	1762/28785	23290
233	THE WOOL ROAD	WORROWING HEIGHTS	1763/28785	24610
231	THE WOOL ROAD	WORROWING HEIGHTS	1764/28785	4546

House No.	Street	Suburb	Description	Area (m <sup>2</sup> )
209	THE WOOL ROAD	WORROWING HEIGHTS	1/581199	30750
217	THE WOOL ROAD	WORROWING HEIGHTS	2/581199	32990
203	THE WOOL ROAD	WORROWING HEIGHTS	1/707608	1842
	THE WOOL ROAD	WORROWING HEIGHTS	1756-1757, 1759/28785	31610
255	THE WOOL ROAD	WORROWING HEIGHTS	1760/28785	7152
4	BIRRIGA AVE	WORROWING HEIGHTS	1767/28785	30090
20	BIRRIGA AVE	WORROWING HEIGHTS	42/1018535	11560
	BIRRIGA AVE	WORROWING HEIGHTS	8/8771; 1768/28785	31320

### 2.33 access

Access to the site is readily available from The Wool Road and Naval College Road frontages which are both bitumen formations.

### 2.34 services

All the essential services namely electricity, telephone, town water and sewer (and gas) are available for extension to/or connected to the subject site.

## 2.4 environmental / hazardous materials

### 2.41 environmental issues

The land is in an area likely to be bushfire prone.

Our cursory inspection did not reveal any further obvious environmental concerns or known hazards such as flooding, landslip, drainage or mine subsidence. Interested parties should obtain a Section 149 Certificate from the relevant council to confirm.

### 2.42 site contamination

The status of the site has not been confirmed by an Environmental Audit or a search of the contaminated sites register (Shoalhaven City Council does not have an accessible Contaminated Sites register).

Walsh & Monaghan are not experts in Contamination Issues and while there is no obvious hazard or contamination evident, we cannot guarantee there is no contamination present.

### 2.43 past uses

The valuer is unaware of any past or present uses of the subject property which give rise to significant risk of contamination.



### 3.0 town planning

#### 3.1 local authority

Shoalhaven City Council.

#### 3.2 current zoning

The subject property is zoned RU2 Rural Landscape in the Shoalhaven Local Environmental Plan 2014, which was gazetted on 8<sup>th</sup> April 2014.



B1	Neighbourhood Centre	B2	Local Centre	B3	Commercial Core
B4	Mixed Use	B5	Business Development	B6	Enterprise Corridor
B7	Business Park	E1	National Parks and Nature Reserves	E2	Environmental Conservation
E3	Environmental Management	E4	Environmental Living	IN1	General Industrial
IN2	Light Industrial	IN3	Heavy Industrial	IN4	Working Waterfront
R1	General Residential	R2	Low Density Residential	R3	Medium Density Residential
R4	High Density Residential	R5	Large Lot Residential	RE1	Public Recreation
RE2	Private Recreation	RU1	Primary Production	RU2	Rural Landscape
RU3	Forestry	RU4	Primary Production Small Lots	RU5	Village
RU6	Transition	SP1	Special Activities	SP2	Infrastructure
SP3	Tourist	W1	Natural Waterways	W2	Recreational Waterways
W3	Working Waterways	DM	Deferred Matter	JE	Shoalhaven LEP (Jerberra Estate) 2014
MD	SEPP (Major Development) 2005	UL	Unzoned Land		

**Figure 3.2 - Zoning Map Shoalhaven LEP 2014**  
(Source: Shoalhaven City Council online mapping information)

The LEP states in relation to the zone:

**Zone RU2 Rural Landscape**

**1. Objectives of zone**

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To maintain the rural landscape character of the land.
- To provide for a range of compatible land uses, including extensive agriculture.

**2. Permitted without consent**

*Extensive agriculture; Forestry; Home occupations*

**3. Permitted with consent**

*Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Boat building and repair facilities; Boat sheds; Building identification signs; Business identification signs; Camping grounds; Caravan parks; Cellar door premises; Cemeteries; Charter and tourism boating facilities; Community facilities; Crematoria; Depots; Dual occupancies (attached); Dwelling houses; Eco-tourist facilities; Environmental facilities; Environmental protection works; Extractive industries; Farm buildings; Flood mitigation works; Food and drink premises; Freight transport facilities; Funeral homes; Group homes; Hazardous industries; Helipads; Home-based child care; Home businesses; Home industries; Information and education facilities; Marinas; Markets; Mooring pens; Moorings; Offensive industries; Places of public worship; Plant nurseries; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Roads; Roadside stalls; Rural industries; Tourist and visitor accommodation; Veterinary hospitals; Water recreation structures; Water supply systems*

**4. Prohibited**

*Hotel or motel accommodation; Pubs; Serviced apartments; Any other development not specified in item 2 or 3*

(Source: Shoalhaven City Council online Zoning information)

**3.3 potential future use**

The potential future uses may facilitate a combination of;

1. Maintenance of the existing rural zoning (RU2)
2. Low density residential
3. Tourism; and
4. Commercial



## 4.0 supply conditions

### 4.1 tourism

The following list of properties comprise SP3 Tourist zone by locality throughout Shoalhaven Local Government Area (LGA).

#### 4.11 34 allotments at Greenwell Point

- Predominantly single residential uses.
- Generally waterfront allotments with some low key tourism use only (motel plus cabins).
- High value waterfront unlikely to be redeveloped in the short to medium term.

#### 4.12 35 allotments at St Georges Basin

- Generally waterfront allotments with single residential uses.
- High value waterfront unlikely to be redeveloped in the short to medium term.

#### 4.13 7 allotments at Sanctuary Point (Larmer Avenue)

- Currently marketing as single residential sites.

#### 4.14 51 tourism zone neighbourhood title (Basin Village Green)

- Additional 1.879 hectares for extension of the current facility.

#### 4.15 7 allotments Shoalhaven Heads (McIntosh Street)

- Predominantly single residential uses.
- Additional 5,237 m<sup>2</sup> site for eco tourism (not commenced).

#### 4.16 About 39 genuine “going concern” van parks (all localities within LGA)

- Includes “Holiday Haven” tourism parks.
- Crown leasehold tenure for many of the sites.

#### 4.17 16 allotments at Burrill Lake

- Waterfront/non waterfront with most underlying residential use only.

#### 4.18 18 allotments at Mollymook

- One genuine tourism (sale \$875,000 @ 12/2015) with DA approval.
- Remainder underlying single residential (motel – older style).

#### 4.19 29 allotments at Berrara

- Neighbourhood title with restriction on permanent residency.

#### 4.110 86 allotments at Sussex Inlet

- About 47 lots River Road precinct genuine tourism use.
- Last development went into receivership (now trading).
- Many sites suitable for redevelopment (modest improvements).
- Swan Haven traditional cabin development (suit redevelopment).





Whilst supply is adequate, land available for immediate development is somewhat constrained by the improved nature of the sites (demolition required for redevelopment) and the need to consolidate holdings.

The broader objectives of the tourism zoning is to provide for a variety of tourism orientated development, to enable compatible residential and recreational uses as well as providing for dwelling houses that form an integral part of tourism orientated development.

There is a relative abundance of tourism zoned land throughout the various settlements within Shoalhaven LGA. It is noted, however, that genuine tourism uses are fairly isolated with underlying single residential occupation the predominate land use in most localities.

## 4.2 commercial and business

The following identifies all local centre and commercial core lands within the immediate “Bay and Basin” area with specific reference to the largest existing retail developments at Vincentia (Market Place and Shopping Village). All of these listed lands have genuine retail and/or commercial uses.

### 4.21 “Vincentia Market Place”

- 25.04 hectare overall site area.
- Two supermarkets, two mini majors plus 30 specialities.
- Three vacant shops only (small retail tenancies).
- Woolworth’s original floor plate area 4,200 m<sup>2</sup>.
- Aldi approximately 1,500 m<sup>2</sup> floor plate area.
- Stage (1) reported 14,000 m<sup>2</sup> gross floor area (total).
- Stage (2) incorporated Big W (on hold) with additional 12,447 m<sup>2</sup> gross floor area.
- Total site approved for 32,000 m<sup>2</sup> gross floor area.

### 4.22 “Vincentia Shopping Village”

- 1.403 hectare main site with 2 x 645 m<sup>2</sup> adjoining sites for strategic expansion (as required).
- Coles plus 20 specialities.
- 4,163 m<sup>2</sup> gross lettable area plus 198 parking spaces.
- Coles 1,973 m<sup>2</sup> gross floor area (47% total) with other specialities 2,190m<sup>2</sup> (53% total).
- Approximately 459 m<sup>2</sup> vacant (about 11%).
- Advised patronage drop not overly evident with opening of market place, however, relocation of post office has noticeably affected foot traffic.

### 4.23 Sanctuary Point (B2)

- Strip retail centre with retail/commercial uses typical of small coastal centres.
- Approximately 40 allotments (standard 600 m<sup>2</sup>) and some consolidated holdings.
- Four vacant shops in strip retail (under 10% total).
- 40,540 m<sup>2</sup> total land area available for redevelopment, however, mostly developed to “highest and best” use.
- Limited alternative uses in small retail centres and the ability of business to support rental increases impacts adversely on redevelopment and/or new developments.
- 5 vacant allotments (some SCC parking) plus 3-4 residential dwellings for redevelopment in fringe position only.
- No sites currently being marketed.

### 4.24 Basin View (B2) – Neighbourhood Centre only

- 4 standard allotments.
- 4,817 m<sup>2</sup> total redevelopment area.
- Single commercial development (local shops) with remainder of sites single residential uses.



**4.25 Erowal Bay (B2) – Neighbourhood Centre only**

- Four standard allotments.
- 5,820 m<sup>2</sup> total development area.
- Neighbourhood shop (including bottle shop) with remainder residential uses.

**4.26 Vincentia (B2)**

- Burton Street Mall with strip retail/commercial (see above – Vincentia Shopping Village).
- 6,899 m<sup>2</sup> total development area (redevelopment only) excluding Shopping Village.
- Existing tenancy mix unlikely to facilitate further development and/or redevelopment.
- Vacancy mostly confined to “Vincentia Village” (10%).
- Total land supply approximately 2.22 hectares.

**4.27 Huskisson (B2)**

- Owen Street to Hawke Street strip retail.
- Currambene to Morton Street residential uses (redevelopment).
- 10 metre building heights (general).
- 13 metre building height opposite waterfront.
- FSR limited to building height only.
- Total supply approximately 39,760 m<sup>2</sup>.
- Two vacant sites only (fringe) remain for development.

The broader objectives of the local centre and commercial core zones are to provide for a range of retail, business and community uses to encourage employment opportunities. There is a relative abundance of business zoned land throughout the coastal settlements within the broader Bay and Basin locality.

Whilst supply is adequate, land available for immediate development is constrained by the improved nature of much of the land (demolition and/or refurbishment of existing structures). The limited alternate uses and tenancy profile in smaller settlements tends to make further development unviable.

**4.28 Huskisson (B4)**

The mixed use zone at Huskisson has become more of a transitional zone, where uses are a mix of residential and tourism accommodation. The adopted floor space ratios and height limits have made development viable on most of the smaller sites, some in highly sort after waterfront locations.

- Three prime waterfront redevelopment sites (Owen Street).
- 10,339.3 m<sup>2</sup> development area (Owen Street).
- 10 metre height limit with Husky Pub at 14 metres (3-4 storeys).
- Husky Pub site specific controls (Chapter N18: Huskisson Centre).
- Approximately 30,000 m<sup>2</sup> (plus) Gross Floor Space available at three storeys, however, existing servicing unlikely to facilitate development of this scale without amplification.
- Remainder genuine tourism accommodation areas with good proximity to water (Fegen – Beach Streets).
- 60,160.6 m<sup>2</sup> total land area available for redevelopment.
- FSR 1:1.30 (13 metres) Fegen Street Precinct.
- Fegen Street precinct (20,000 m<sup>2</sup>) approximately 26,000m<sup>2</sup> GFA.
- FSR 1:1.40 (13 metres) Beach Street Precinct.
- Beach Street Precinct (26,000 m<sup>2</sup>) approximately 36,000m<sup>2</sup> GFA.

Existing supply appears adequate with land available for immediate development generally not impacted by the improved nature of the land (demolition) and/or site consolidation to achieve scale of development. This is, however, a reflection of the existing residential market (upper end of cycle) and the overall feasibility of development in this climate.



### Approvals

Development applications within the B4 zone at Huskisson are as follows:

- 15 Nowra Street – 8 units with 6 pre sold.
- 7 Beach Street – 12 units with basement parking (unapproved).
- 1 Beach Street – 14 units with basement parking (sold).

### 4.29 Overall supply (B zones)

The overall supply, by relevant zone, throughout Shoalhaven LGA is as follows:

<b>B1 Neighbourhood</b>		
Nowra/Bomaderry	9 sites	71,853 m <sup>2</sup>
All coastal villages	12 sites	38,321 m <sup>2</sup>
<b>B2 Local Centre</b>		
Berry	52 sites	41,099 m <sup>2</sup>
Shoalhaven Heads	9 sites	42,660 m <sup>2</sup>
Bay and Basin	51 sites	40,540 m <sup>2</sup>
South villages	8 sites	14,653 m <sup>2</sup>
Greenwell Point	28 sites	32,701 m <sup>2</sup>
Milton	46 sites	48,172 m <sup>2</sup>
Huskisson/Vincentia	63 sites	312,378 m <sup>2</sup>
Sussex Inlet	33 sites	42,028 m <sup>2</sup>
Culburra Beach	29 sites	22,778 m <sup>2</sup>
<b>B3 Commercial Core</b>		
Nowra	158 sites	268,964 m <sup>2</sup>
Ulladulla	71 sites	106,226 m <sup>2</sup>
<b>B4 Mixed Use</b>		
St Georges Basin	46 sites	278,133 m <sup>2</sup>
Huskisson	53 sites	70,499 m <sup>2</sup>
Sussex Inlet	15 sites	24,157 m <sup>2</sup>
Mollymook	50 sites	105,975 m <sup>2</sup>
Bomaderry	71 sites	219,246 m <sup>2</sup>
Nowra	357 sites	553,492 m <sup>2</sup>
Ulladulla	68 sites	140,321 m <sup>2</sup>
<b>B5 Business Development</b>		
Nowra/Bomaderry	144 sites	1,370,506 m <sup>2</sup>
Villages	18 sites	14,772 m <sup>2</sup>
Ulladulla	37 sites	101,886 m <sup>2</sup>

### 4.3 residential

The following identifies supply of residential zoned land within the immediate “Bay and Basin” area and the broader northern part of the Shoalhaven.

#### Bay and Basin

##### 4.31 “Bayswood”

- Original approval for approximately 600 lots (2006).
- Two stages recently registered of about 88 lots.
- Remaining yield approximately 68 sites (last stage).
- Marketing agent advises 104 allotments for sale.
- Previous sale of whole stage in 8 hours.
- July/August earliest any other stages will be available due to under estimation of demand by developer.
- Database of 250 people for previous 50 lots with no formal marketing undertaken (all pre-qualified).
- Final release adjoins Naval College Road and can’t be completed until overhead power moved.

##### 4.32 Sanctuary Point

- “The Links” comprising approximately 90 allotments with last stage (13 allotments) now selling.
- Nadine Street (adjacent to above) comprising an approved 39 lot subdivision. Construction yet to commence.
- Limited “in fill” development available.

##### 4.33 St Georges Basin

- 74-92 Island Point Road approved for 45 allotments with construction yet to commence.
- 112 Island Point Road comprising 11 allotments (550 m<sup>2</sup> - 1300 m<sup>2</sup>) with part being commercial zoned.
- 62 Island Point Road comprising about 2 hectares of residential land in ownership of adjacent retirement village.
- 191-193 The Wool Road comprising 12,166 m<sup>2</sup> residential zoned land with no approval. No time frame for development.

The existing supply within the immediate locality would appear to be constrained by the availability of land that is suitable for residential development. The inherent environmental constraints within the “Bay and Basin” locality will limit future supply over the long term. The existing supply is likely to cater for the short to medium term only.

#### Northern Shoalhaven

##### 4.34 Bangalee

- “Woodridge” estate with DA approval for 58 lots (acreage).
- Initial stage 15 lots with all sold.
- Current stage of 21 lots now being marketed for sale.
- Staged development to cater for demand in locality.

##### 4.35 Cambewarra

- Moss Vale Road (South) in preliminary planning stages with approximately 800-900 lot yield. Purchase of largest holding negotiated with others under negotiation. Advised 9-12 months until planning complete.
- Moss Vale Road (North) announced by Shoalhaven City Council that accelerated planning will commence. Approximately 200 hectares identified but some environmentally constrained (35 hectares) due to riparian corridors. Yield at 10 lots per hectare (conservative) equates to 1650 allotments with neighbourhood centre included.



**4.36 Berry**

- “Huntingdale Park” approved for 260 allotments.
- Stage released most recently for 25 residential allotments.
- Remaining yield approximately 150 allotments.
- Medium density sites excised (1.5 hectares) with potential for 40 dwellings (minimum).
- Previously advised that majority of allotments have been presold, however, current rate of development does not appear to support.

**4.37 Mundamia**

- “Jemalong” subdivision comprising conditional approval for approximately 323 lots and includes nine dual occupancy plus six multi dwelling lots.
- Environmental offsets will render development unviable at current estimates (\$5,000,000).
- Mundamia urban release area (URA) comprises total of approximately 510 lots.
- Shoalhaven City Council land (adjoining Jemalong land) originally agreed for purchase, however, current status unknown.
- URA from Cabbage Tree to west has no servicing plan, therefore, time frame for development is unknown.

**4.38 North Nowra**

- Jamieson Road subdivision comprises 34 allotments with first stage (20 lots) complete and sold. No indication that development of the additional stage is imminent.
- Blue Gum Way (Crown) approval for 23 standard residential lots. Will not be undertaken until Crown divestment.
- McMaho Road (NLALC) with potential for 33 lots. Negotiations continue for purchase by local developer.
- Pitt Street (NLALC) with potential for 41 lots. Negotiations continue for purchase by local developer.
- Crams Road gateway determination made with potential for approximately 300 lots. URA not expected to be realised in short/medium term (5-10 years).

**4.39 Nowra/Worrigee**

- “Carrington Heights” approved for 166 allotments over 8 stages with two medium density sites. 118 lots remaining yield (stages 4-8).
- Vendetta and Moresby Streets proposal for 100 lots. Development currently being undertaken for release, however, likely that house and land packages (only) will be released as part of low cost housing initiative.
- “Twin Waters” now selling final stage (7) comprising approximately 53 lots.
- 188 Old Southern Road (adjoining Twin Waters) with potential for 240 residential lots and neighbourhood centre. Currently listed for sale.
- 239 Old Southern Road approved 25 lot subdivision. Currently offered for sale.
- 70 Hillcrest Avenue application for 63 lots with approval/development imminent.
- Lot 2 and 28 Old Southern Road with a concept plan for 17 standard allotments. Currently offered for sale.
- “Green Orchid” with initial approval for approximately 267 allotments. Approximately 151 lots remaining, however, significant pre sales occurring along with staged development and delayed settlement.
- Greenwell Point Road (Golden Grove) with approval for 22 dwellings (low cost housing).
- Millbank Road (300B and 310) comprising approximately 31 hectares with submission for 21 lots (2000-3000 m<sup>2</sup>) plus a rural residue.
- Worrigee Golf Course (ex) proposal for up to 140 allotments with minimum site area of 2500m<sup>2</sup>.



#### 4.310 Culburra

- 650 lots subject to current approval with planning.
- Total 1,500-2,000 allotments on north side Culburra Road.
- Commercial and industrial components included in proposal.
- Possible large lot (acreage) residential component due to environmental sensitivity (run off to Lake Wollumboola).
- Additional land available to satisfy environmental offset by way of transfer to Jervis Bay National Park.
- 3-5 years (estimate) for planning to be completed by proponent (12 studies).

#### 4.311 Callala

- Approximately 300 lots to western fringe of Callala Bay village.
- Plan of subdivision prepared for submission.
- Environmental offset available, however, some potential for further large lot rural home sites with existing approval.

#### 4.312 West Nowra

- Depot Road (NLALC) with potential for approximately 25 standard residential allotments.
- Yalwal Road "infill" site approved for 13 residential allotments.
- "Infill" development of approximately 4 hectares (40-50 lots) available with existing single residential use only. No immediate development apparent.

The existing supply in the broader northern Shoalhaven would appear to be adequate to meet both short and long term demand with urban release areas identified for future expansion of both Bomaderry and Nowra. A number of sites are currently undergoing assessment that will determine their adequacy for eventual release.

### 4.4 other

Other land uses that could be considered in urban use investigations are as follows:

- NSW Ambulance may have secured part of a larger rural site closer to Sanctuary Point for an additional facility, however, this land was identified as suitable and not placed upon the open market.
- NSW Police currently seeking a suitable site for the Bay/Basin local area command centre.
- TAFE site (Wool Road) under divestment and currently being offered to other State Government Departments. The site is largely constrained by environmental issues and may be absorbed into the adjoining Jervis Bay National Park.

### 5.0 demand conditions

A review of broader demand for land uses throughout the Shoalhaven Local Government Area is as follows;

#### 5.1 tourism

- Demand generally related to underlying single residential uses only on an "existing use" basis.
- Waterfront locations stronger demand but tightly held in most locations.
- Demand for genuine tourism use limited due to viability of developments.
- Most sites comprise smaller allotments/residential improvements with consolidation and redevelopment (demolition) adding to overall cost/viability.
- Genuine tourism development sites (Mollymook/Shoalhaven Heads) remain undeveloped.
- Lending requires significant pre-sales before development funding can be secured.
- Limit on permanent occupancy problematic in the past.
- Reasonable demand for completed product within "Village Green" development at Basin View. Demand only on units where occupancy restriction repealed.
- No new van park developments undertaken.



- Significant escalation in value level of “going concern” van parks underpinned by conversion to lifestyle living/over 50’s style development

Having regard to the aforementioned, it is unlikely demand in this sector is being impacted by the current supply of zoned land with external determinants largely influencing the market. It is considered that there is sufficient land available to promote tourism opportunity within both the immediate “Bay and Basin” locality and the broader Shoalhaven considering that these opportunities may also be available in other zones, albeit, at a fairly low key scale which is consistent with current development trends.

The development/refurbishment of genuine tourism developments (van parks) will cater for demand from a market driven by larger investors who operate on a scale for greater than general investors.

## 5.2 business

### 5.21 B1 Neighbourhood

- Generally all zoned sites are developed with substantial buildings and existing tenancies.
- Redevelopment generally not feasible. Limited alternative uses in small retail centres and the ability of business to support rental increases impacts adversely on redevelopment and/or new developments.
- “Stockland” neighbourhood site off Moss Vale Road is currently being advertised at approximately 50% of price purchased with agent advising little interest at reduced rate.

### 5.22 B2 Local centre

- 319 allotments within Shoalhaven LGA.
- Generally smaller coastal and/or rural settlements.
- Reasonable demand for investment (improved).
- No (very limited) vacant development sites.
- Limited range of commercial developments in small settlements.
- Underlying residential use in most locations and this largely underpins demand.

### 5.23 B3 Commercial core

- Limited vacant land for redevelopment.
- Existing sites mostly improved in line with “highest and best” use.
- Established core areas tend to be tightly held.
- Shoalhaven Council has previously sought expression of interest for larger scale redevelopment of car parks within the commercial core of Nowra with limited interest from major developers.

### 5.24 B4 Mixed use

- Broader permissible uses including residential units.
- Strong demand for finished product in coastal locations.
- Adopted floor space ratios (FSR) are generally higher than low density residential (0.35:1.00) making viability of development superior.
- Most locations have underlying single residential uses with redevelopment (demolition) possible.
- Bonus provision (20%) for basement parking.
- Larger centres (Bomaderry/Nowra/Ulladulla) have substantial mixed use components at the fringe of core areas, however, demand based upon existing residential use and/or redevelopment for commercial/professional suites.
- Limited redevelopment for units within larger centres, however, demand largely untested in this emerging market sector.
- Sale in Graham Street, Nowra, and subsequent development proposal for multi storey residential development shows reasonable demand and may facilitate additional development of similar.
- Site consolidation required to facilitate scale of development as above.





## 5.25 B5 Business development

- Predominately larger sites with highway frontage.
- Bulky goods development.
- Large scale/cost of overall development causes a limited depth of market.
- Limited land for development available.

Having regard to the aforementioned, it is unlikely demand in this sector is being impacted by the current supply of zoned land with external determinants largely influencing the market.

The broader permissible land uses within the B4 mixed use zoning could see some increase in demand, however, existing supply will cater for market requirements over the medium to long term in both the immediate “Bay and Basin” locality and the broader Shoalhaven.

Local centre and commercial core development in the immediate “Bay and Basin” area will be impacted by the limited alternate uses and tenancy profile within smaller settlements. The level of demand in smaller centres is unlikely to make development viable in most instances.

## 5.3 residential

Demand for land within the residential sector is best illustrated by the clearance rates achieved throughout the various settlements throughout the greater Shoalhaven LGA. Obviously, clearance rates over time also reflect the availability of land within each suburb or settlement.

### 5.31 clearance rates 2014

Median Price \$155,000	Jan 30	Feb 54	Mar 39	April 54	May 57	June 80	July 46	Aug 51	Sept 48	Oct 52	Nov 52	Dec 63	Total for 2014 626
<b>Suburbs</b>	<b>30</b>	<b>54</b>	<b>39</b>	<b>54</b>	<b>57</b>	<b>80</b>	<b>46</b>	<b>51</b>	<b>48</b>	<b>52</b>	<b>52</b>	<b>63</b>	<b>626</b>
Basin View				1	1		1			1			4
Bawley Point			1						1	1	1	4	8
Bendalong										1			1
Berry		2	2		1	12	2	1	3	1	9	3	36
Bomaderry		1		2	1	1	2	3			1		11
Burrill Lake			1	1		3	2			1			8
Canla Bay		3		1			1	1		2		1	9
Canla Beach	1	2	2	2		2			1	1		1	12
Cambarra Village								1	1				2
Conjola Park												1	1
Culburra Beach	1		2			1	1	1	2	1			9
Bojipin Point			2	2		2	1	1				2	10
Forest Bay			1				1	1	1				4
Falls Creek					1								1
Proserpina Paradise						1			1	1			3
Georgetown Point					1		1				1	1	3
Kangaroo Valley								1					1
Kings Point		1											1
Koolba		1	3	1						1			5
Lake Conjola							1						1
Lake Tabourie				1						1			2
Mildreda	2	3		3		1	1				2	1	11
Milnes	1		1	2	1	2	2	3	1		2	3	18
Mollymook		1		1	1			1		3	2		9
Mollymook Beach			1	1	1	2	2			1	1	1	9
Manangrove			1	1		1				1			5
North Murrumbidgee	2	2		3		1		1			2		11
Nowra	3	2	1	1	8	5	1	3	8		5	4	41
Old Edward Bay		1											1
Orient Point	1					1							2
Sanctuary Point		3	4	7	7	8	5	2	3	7	5	8	59
Shoalhaven Heads		1		1						1			3
South Murrumbidgee	6	9	8	13	18	17	9	15	7	13	11	8	134
St Georges Basin	2	3	1	4	2	1	3		1		1	2	20
Swiney Inlet		5		1	2	1	1	2	4	2	1	2	21
Tamelong					1								1
Wadulla	7	7	7	5	4	8	4	2	5	5	5	8	67
Wentworth	2	4	2	1	3		5	6	3	4	1	4	35
West Murrumbidgee		1	2			2				1		2	8
Woolamia						1						3	4
Worrigee	2	2				2	7	2	6	5	1	1	32
Worrigee Beach					1				1				2



### 5.32 clearance rates 2015

Median Price \$175,000	Jan 24	Feb 54	Mar 57	April 85	May 89	June 74	July 69	Aug 80	Sept 59	Oct 77	Nov 61	Dec 59	Total for 2015 828
Suburb	24	54	57	85	89	74	69	80	59	77	61	59	828
Bongahra			2	1	1	1		1				1	7
Basin View		1	1					1	1				3
Bowley Point		3	1	2			1	1	2		1		11
Bendalong								3					3
Berrara							2						2
Berry			20	1	2	2	1		1		1		28
Bomaderry		1	1				1		1			1	5
Burrill Lake				1	1	1	1	1	8	5	4	6	28
Callala Bay	1	1			2	2	1	1	3	1	1	1	13
Callala Beach	1		1		2	2		1		6			13
Cambarawarra								1					1
Cambarawarra Village				2									2
Compola Park					1			1		1			3
Cadmirah						1							1
Calburne Beach		1		2		3		1		1			8
Canjuring Point		1											1
Dolphin Point		3											3
Errol Bay											1		1
Falls Creek						1							1
Fishermans Paradise										1			1
Kangaroo Valley							1				1		2
Kings Point				1			1	1					3
Kioloa					1	1		2			1		5
Lake Campola					2							1	3
Lake Tabourie			1							1			2
Manlyana	2		3	1						1	1	2	10
Milton	2	2		4	7	9	3	9	1	1	4		42
Mollymook	1			3	6				1	1	6		18
Mollymook Beach	1		1	1			1	5		1	1	1	13
Narrawallee	1	1			1	1	1	4			2	1	12
North Nowra	1						2			1			4
Nowra	4	4	6	4	3	5	5	7	5	1	1	4	48
Nowra Hill							1						1
Old Errol Bay	1	1	2	1									5
Orwell Point		1											1
Sanctuary Point	3	5	7	6	12	4	3	10	4	8	3	3	68
Shoalhaven Heads	2	1						2					6
South Nowra	3	18	25	11	12	16	17	18	9	7	13	5	146
St Georges Basin		1	3	2	2	1		2	2	1	1	2	17
Sussex Inlet		1	2	1	9	2	1	2	2	1		4	25
Tumalong									1	1	1		3
Ulladulla	3	6	9	14	10	8	8	7	7	15	9	10	106
Vincentia	4	4	17	24	8	12	3	5	9	8	3	9	106
Wandandian												1	1
West Nowra	2	1											3
Woolamia							1				1		2
Worrigee			2	1	1	2	2	1	1				10
Wrigleys Beach	1	1	1		1								4
Yatte Yattah								1					1

### 5.33 clearance rates 2016

Median Price \$295,000	Jan 17	Feb 33	Mar 51	April 54	May 48	June 58	July 36	Aug 46	Sept 38	Oct 35	Nov 36	Dec 31	Total for 2016 439
Suburb	17	33	51	54	48	58	36	46	38	35	36	31	439
Bongahra				2	1	1		3	4				10
Basin View				6					2				8
Bowley Point		1	2		1	1	1	1	1			1	9
Berrara					1					1			2
Berry		2	1				2	1	2	2	1	1	12
Bomaderry				3					1				4
Broughton Vale					1								1
Burrill Lake		1	3	2		1	2			2		1	12
Callala Bay				5								1	7
Callala Beach		1	3	1	2		1	1	1		1		10
Compola Park			1		1	1	1	1		1			6
Calburne Beach			2	1	1			1					5
Dolphin Point					1						1		2
Fishermans Paradise					1		1	1					3
Huskisson			2							1			3
Hyams Beach		1											1
Kangaroo Valley	1		1	3	1		1		1	1	2	1	12
Kings Point					1		2			1	1	1	6
Kioloa		1				1	1						3
Lake Campola						1		1					2
Lake Tabourie		2	1	2	1	1					1		7
Manlyana		1	1	2	5	3	1	2		1	1		17
Milton		1	3	2	1				1	2	1		11
Mollymook	4	2	3	1	5		1				1	2	18
Mollymook Beach		1	2	1		1	1		2				8
Narrawallee	1	1					1			1	1	1	6
North Nowra	2	1	1	3	3			3	3	1	1		17
Sanctuary Point	2	3	3	4	3	1	2	10	2	5	7	4	46
Shoalhaven Heads							1				1	2	4
South Nowra	1	1	4	1	2	1	3	12	3	1	1		30
St Georges Basin	1	1		1			1	2	3			1	10
Sussex Inlet		2	1	3	4	1	1			3	3	2	20
Tumalong					1	3		2		4	1	2	11
Ulladulla	3	4	7	3		1	3	3	5	5	2	3	39
Vincentia	1	5	6	7	6	1	4	1	4	1	8	5	49
West Nowra			1									1	3
Woolamia	1				1			1					3
Worrigee					1	2				1			7

Having regard to the clearance rates above, it is likely demand in this sector is acutely impacted by the supply of zoned land, however, external determinants also influence the residential market throughout the Shoalhaven.



Broader observations of the clearance rates indicate;

- Demand (overall) possibly impacted by supply as follows:
    - \* 2014 shows 626 sales transacted (median \$155,000).
    - \* 2015 shows 828 sales transacted (median \$173,000).
    - \* 2016 shows 439 sales transacted (median \$215,000).
  - Median price escalation consistent but unlikely that this is the result/causation of decrease in overall sales rate.
  - Worrigee/South Nowra vacant land sales (same period 2014-2016).
    - \* 166 vacant land transactions 2014 calendar year.
    - \* 166 vacant land transactions 2015 calendar year.
    - \* 37 vacant land transactions 2016 calendar year.
- The substantial diminution in overall sales rate demonstrates that demand has far exceeded supply with developers unable to provide enough stock onto market. Demand from the previous period (year) is generally reflected in following period due to “delayed settlement” for construction. Sales are only supplied to reporting agencies (Red Square, RP data and the like) post settlement. It is highly likely that the actual amount of transactions will be similar across the 2016 period post settlement.
- Developers limiting overall supply to “drip feed” market and maintain/escalate prices.
  - Purchaser enquiry for land releases within each stage of the developing subdivisions is generally oversubscribed in all instances.
  - Agents report general under supply of land, however, this is related to the amount being marketed as opposed to the overall availability of “englobo” holdings throughout the Local Government Area.
  - Major subdivisions (Twin Waters/Green Orchid) well advanced with pre sales and/or near completion.

Broadly, it would appear that supply is sufficient to cater for current demand, however, this will undoubtedly be an issue if land is not available for residential development. Urban release areas around Nowra and Bomaderry will be sufficient to cater for demand in the medium to long term within the broader northern Shoalhaven.

It would appear that the “Bay and Basin” locality, due mostly to inherent environmental constraints, is unlikely to be able to satisfy demand in the medium to long term, however, until recently (2015) local demand has not been at the same level as major centres.

The sales rates (2014-2016) would suggest that the most recent demand levels would be sustainable subject to the availability of residential land in what has become a more desirable coastal location. The lack of zoned land will eventually impact supply, therefore, is also likely to sustain the demand for residential land in this location over the medium to long term as the existing stock is absorbed by the market.

## 6.0 precinct plans

To identify whether the proposed precinct plan options are considered to be appropriate in matching short, medium and long-term market needs, or if the precinct plan options would either cause an oversupply of land or detract the viability of other land releases we note the following;

- Likely timing of release will be short/medium term, at the earliest and will be subject to detailed studies and refinement of planning requirements over an estimated 3-5 year period.
- Residential development likely to be complete within “Bayswood” Estate prior to rezoning of the Worworing Heights precinct. Remaining yield of 68 sites following registration of latest plans. Agent advises 104 allotments remain for sale (available) at current date, however, these are only offered to market when physical completion can occur (4-5 months).
- Some doubt, however, over timing of final stage (part of 68 lots) due to requirements for relocation of power lines along Naval College Road. Potential for conflict with release of “Worworing Heights” precinct.
- Nadine Street (Sanctuary Point) yet to commence civil works and timing is unknown, therefore, release of “Worworing Heights” precinct may impact on demand.
- Smaller scale infill subdivision at St Georges Basin is unlikely to proceed in the short to medium term, therefore, impact is thought to be negligible.
- Unlikely that the release of “Worworing Heights” precinct will impact on demand within northern Shoalhaven and particularly Worrigee/South Nowra.
- Prices between the two locations have reached a relative parity and demand is now influenced by personal preference rather than market based considerations.



## 6.1 option 1



The estimated lot yield from option one would be as follows

- 1. RU2 zone**  
Assuming the maintenance of the existing minimum lot size under the RU2 zoning of 40 hectares, no net increase in lots would occur.
- 2. Short term**  
Having regard to an assumed minimum lot size circa 600 m<sup>2</sup>, the land identified for short term urban use (39 hectares) could yield approximately 500 residential allotments (13 lots per hectare).
- 3. Long term**  
Having regard to a minimum lot size, as adopted above, the land identified for long term urban use (10.8 hectares) could yield 100 residential allotments (10 lots per hectare) due to the irregular shape and timbered nature of same. If the entire site was subject to a "masterplan" then the yield may be increased (maximum 13 lots per hectare).

## 6.2 option 2



The estimated lot yield from option two would be as follows:

- 1. RU2 zone**  
Assuming the maintenance of the existing minimum lot size under the RU2 zoning of 40 hectares, no net increase in lots would occur.
- 2. Short term**  
Having regard to an assumed minimum lot size circa 600 m<sup>2</sup>, the land identified for short term urban use (20.2 hectares) could yield approximately 260 residential allotments (13 lots per hectare).
- 3. Gateway site**  
It is assumed that due to the lands proximity to the existing "Vincenia Market Place" a zoning would be adopted to facilitate a mixed use (B4) zoning as opposed to standard retail use. Due to the available expansion for the existing centre this would cater for demand well into the future (32,000m<sup>2</sup> gross floor area). Demand for commercial office space and/or bulky goods retail type uses would be virtually non-existent in this location.  
  
Adoption of floor space ratios common to many similar B4 mixed use zoned areas (1.35:1.00) could see the site yield some 51,300m<sup>2</sup> of floor area which would equate to 340 units (subject to height restrictions of 3 levels). It is, however, highly unlikely that the development of the entire site would be undertaken to this density.  
  
The irregular shape of the site and line of site requirements (major intersection) would likely diminish the yield considerably. It is noted that the site is currently in the ownership of the Anglican Schools Corporation.

### 6.3 option 3



The estimated lot yield from option three (preferred option) would be as follows

1. **RU2 zone**  
Assuming the maintenance of the existing minimum lot size under the RU2 zoning of 40 hectares, no net increase in lots would occur.
2. **Short term**  
Having regard to an assumed minimum lot size circa 600m<sup>2</sup>, the land identified for short term urban use (24.6 hectares) could yield approximately 320 residential allotments (13 per hectare).
3. **Long term**  
Having regard to a minimum lot size, as above, the land identified for long term urban use (25.2 hectares) could yield 293 residential allotments (10-13 per hectare) due to the irregular shape and timbered nature of the northern most section. If the entire site was subject to a "masterplan" then the yield may be increased.

#### 6.4 option 4



The estimated lot yield from option four would be as follows

- 1. RU2 zone**  
Assuming the maintenance of the existing minimum lot size under the RU2 zoning of 40 hectares, no net increase in lots would occur.
- 2. Short term**  
Having regard to an assumed minimum lot size circa 600 m<sup>2</sup>, the land identified for short term urban use (49.8 hectares) could yield approximately 645 residential allotments (13 per hectare) assuming development of an overall masterplan.



## 7.0 comparative analysis

Having regard to the supply and demand conditions for the various land uses within the immediate “Bay and Basin” location and the broader northern Shoalhaven, comparative analysis can be undertaken to assess the suitability of proposed land uses from a market perspective and the viability of the same across the short, medium and long term.

Having regard to proposed land uses within the precinct plans, it is noted as follows:

- A predominately residential release would be the most appropriate match for the long term needs of the Bay and Basin area. The lack of supply for suitably zoned land and continued demand for this coastal location contributes to the overall viability of development.
- The residential use should cater predominantly for low density development, however, potential for attached dwelling and/or seniors living may also exist.
- The most appropriate precinct plan, maximising the area of land available for residential use would be option 4.
- Environmental constraints have been addressed by maintenance of Booderee Habitat Corridor.
- Business and retail uses within the precinct are highly unlikely due to the current supply in the immediate area and the existing hierarchy of business centres. Demand is constrained by limited alternate use and tenancy profile in each centre.
- A component of mixed use land may be appropriate to facilitate “gateway” type development that would be ancillary to the uses throughout Huskisson (see option 2). The mixed use zone is considered sufficiently broad to permit a wide range of development.

An indicative staging plan could comprise:

- Short term – planning and development controls established with indicative servicing plan and suitable masterplan developed to facilitate stage release.
- Medium term – Stage release of allotments in accordance with broader masterplan. Adjoining developments likely to be complete with little/no competition. It is envisaged that progressive release of the precinct is unlikely to impact demand in the broader northern Shoalhaven.
- Long term – Continued development in line with demand with possibility to incorporate some higher density development. Development of mixed use land could facilitate increase in density for overall precinct.

Walsh and Monaghan Pty Limited



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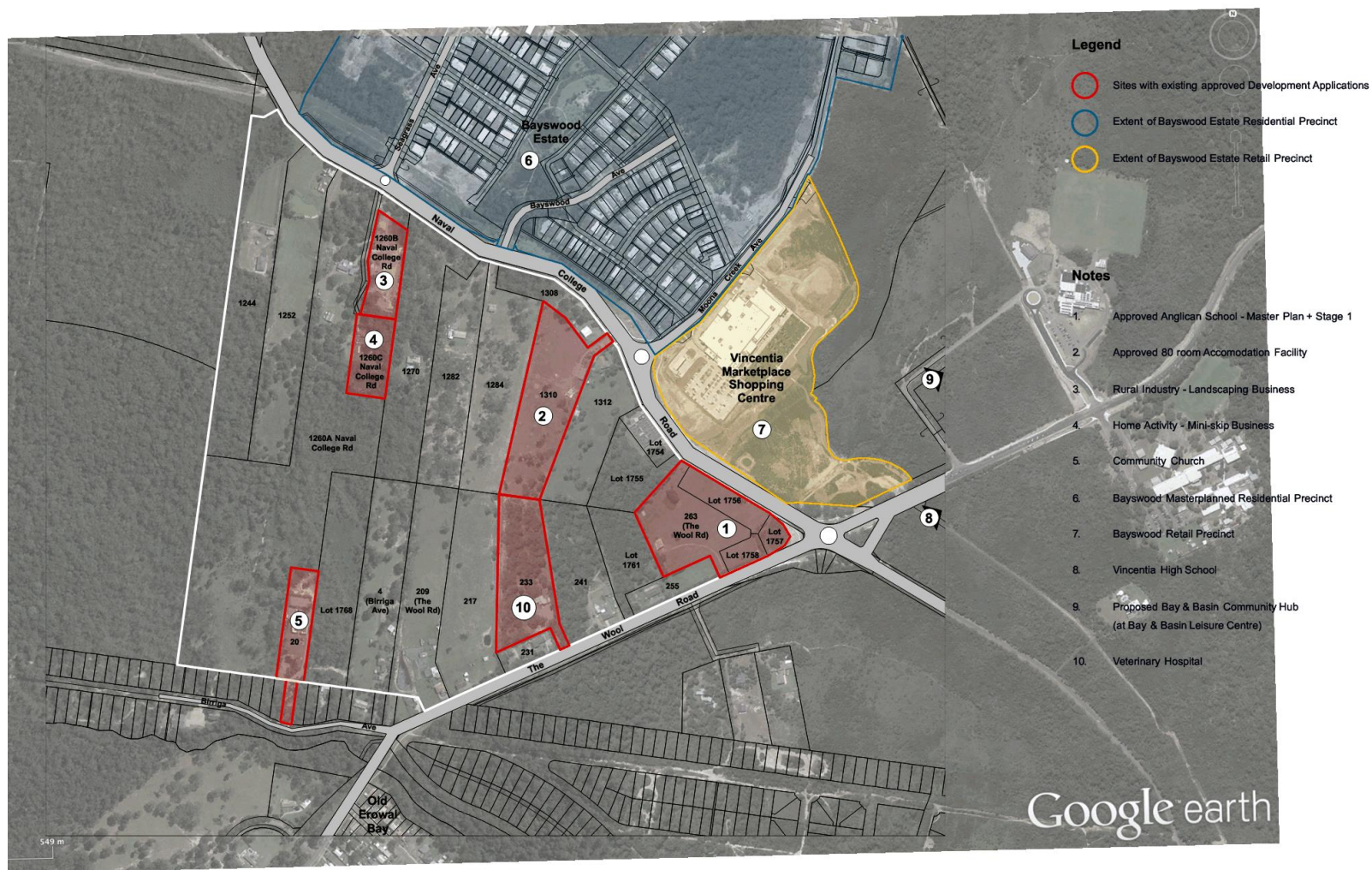




**Appendix B – Analysis Plans**

CL17.183 - Attachment 1





WORROWING HEIGHTS - PRECINCT PLAN



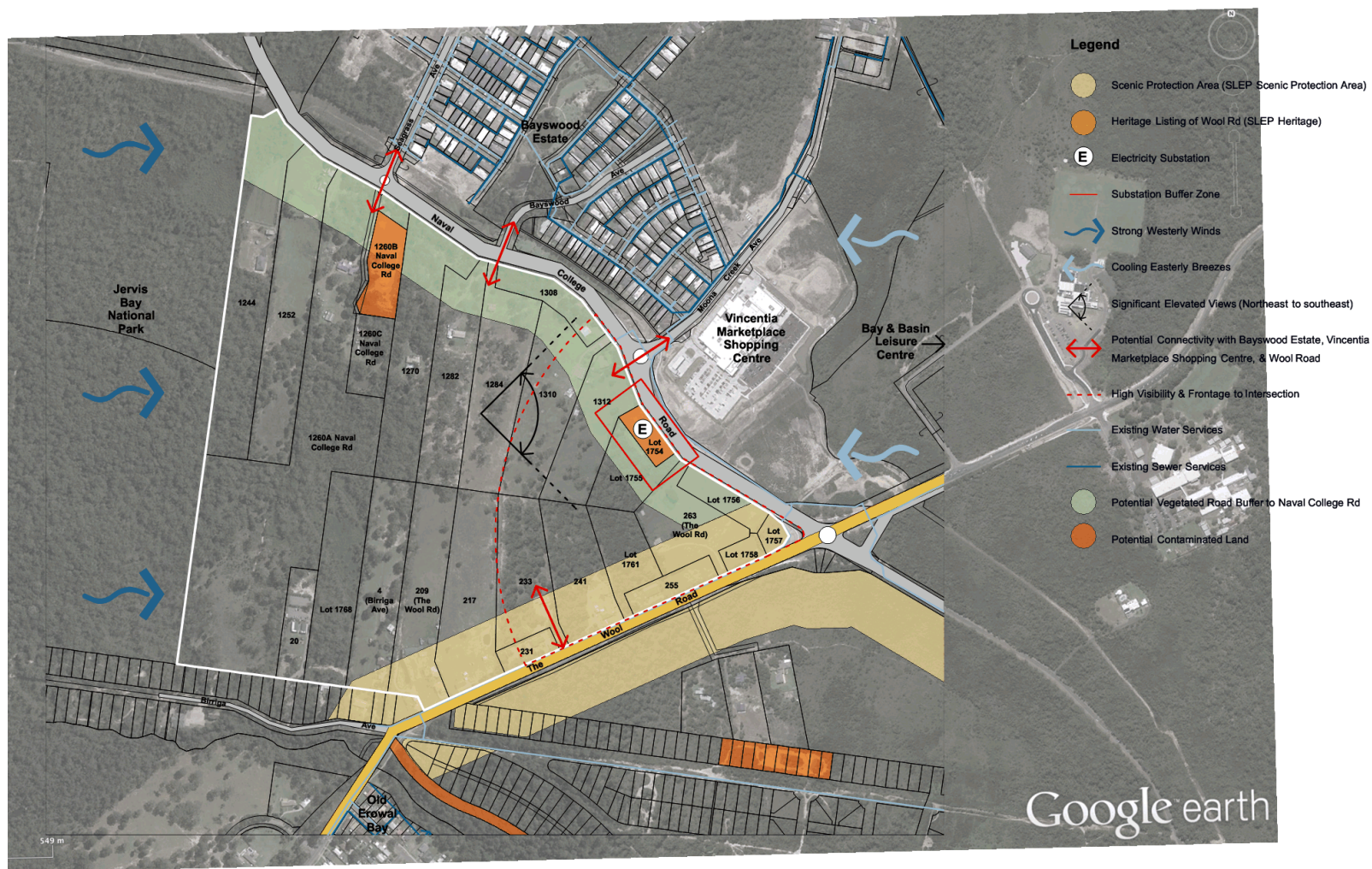
September 2016  
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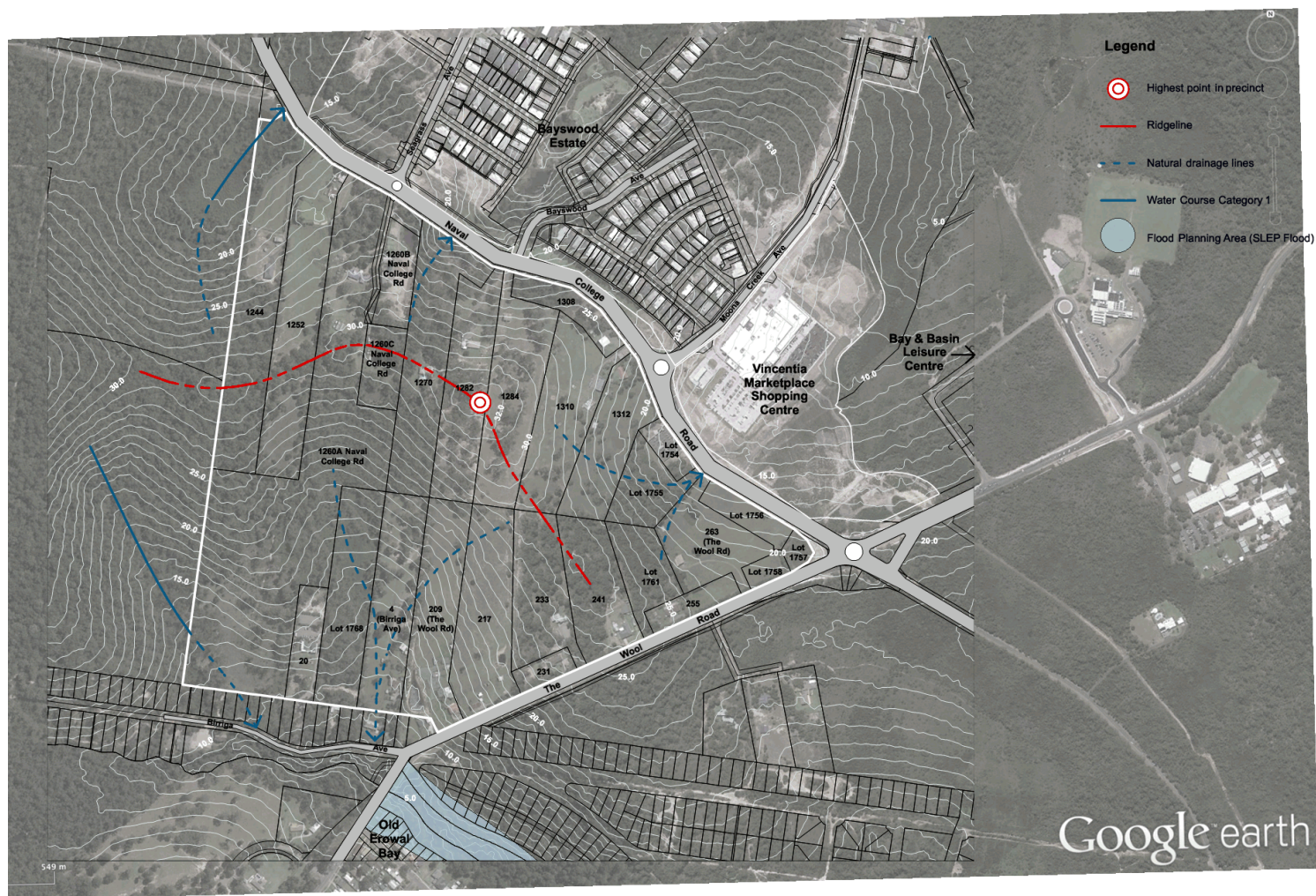
ayling | arnold landscape architecture

Analysis - Development 01









WORROWING HEIGHTS - PRECINCT PLAN





WORROWING HEIGHTS - PRECINCT PLAN

**Appendix C – Precinct Plan Options**

CL17.183 - Attachment 1







WORROWING HEIGHTS - PRECINCT PLAN





WORROWING HEIGHTS - PRECINCT PLAN





WORROWING HEIGHTS - PRECINCT PLAN



December 2016  
Scale 1:6000 at A3



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Option 3 (Preferred Option) 07





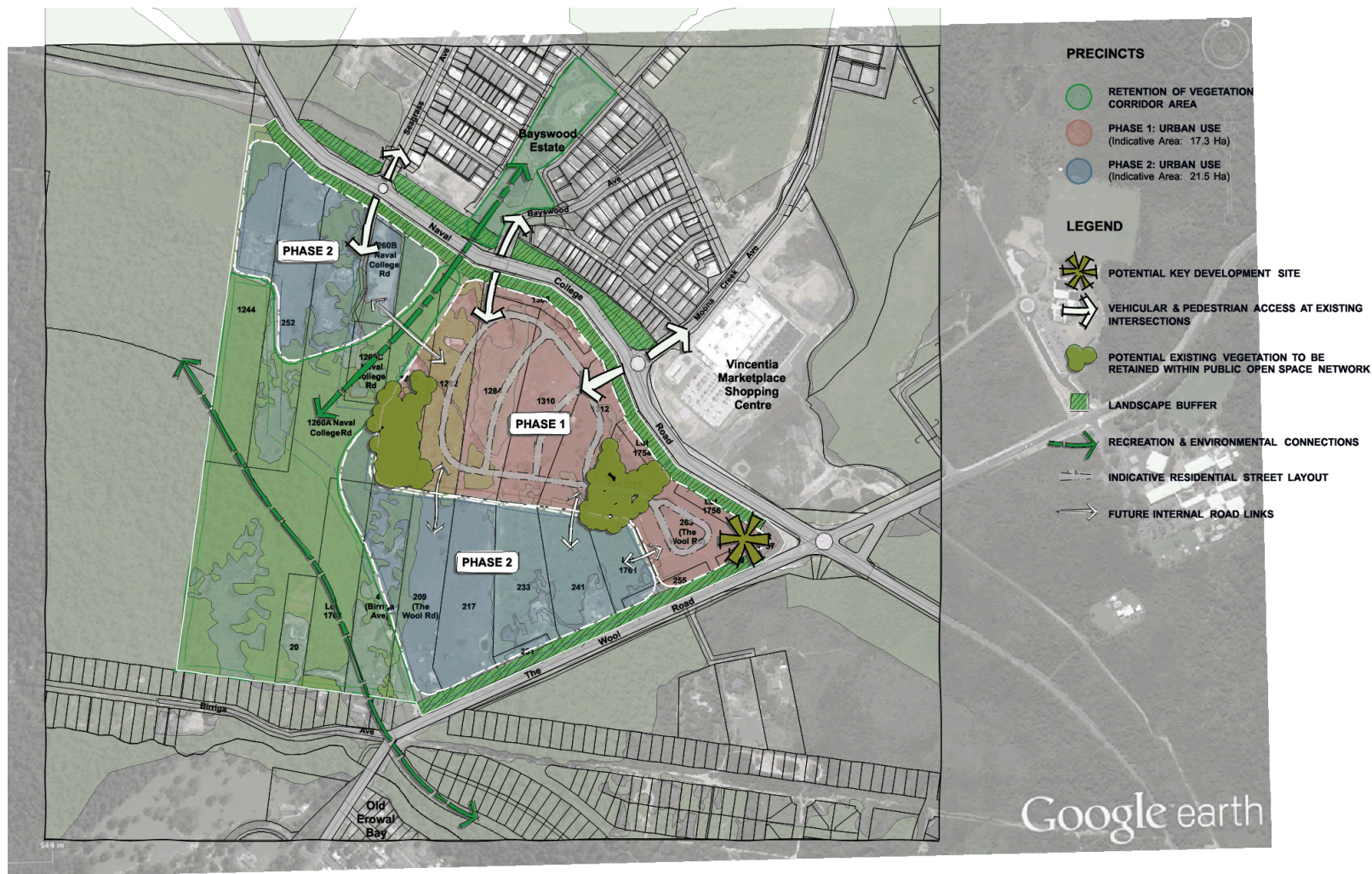
WORROWING HEIGHTS - PRECINCT PLAN

**Appendix D – Preferred Precinct Plan**

CL17.183 - Attachment 1







WORROWING HEIGHTS - PRECINCT PLAN

**Appendix E – Existing Situation & Key Constraints Report**

CL17.183 - Attachment 1





**Shoalhaven City Council**  
Worrowing Heights Precinct Plan  
Existing Situation & Key Constraints  
October 2016

CL17.183 - Attachment 1





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### Document Control

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Client: Shoalhaven City Council

Job Contact: Jessica Volkanovski - Strategic Planner

Document Name: Existing Situation & Key Constraints

Version	Date	Authors	Reviewer / Approved
Draft	06.10.2016	Cinnamon Dunsford/ Steve Thompson/ Stuart Drury	Cinnamon Dunsford
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### Disclaimer:

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## 1. Introduction

This short project background report has been developed to identify the existing situation and key constraints at an early stage in the precinct planning process. The aim is to inform Council and the project moving forward, as well as providing an initial review of the preliminary planning proposal and its attachments.



## 2. Existing Precinct Area

### 2.1 Precinct Location and Description

#### 2.1.1 Precinct Location

The site (or precinct) is located approximately 20kms south-east of Nowra CBD and approximately 2kms from the waters of both Jervis Bay and St Georges Basin. It is located in Worrowing Heights which is on the urban/ rural fringe of the townships that make up the Bay & Basin area.

To the immediate west of the site is the Jervis Bay National Park, to the north of the site (across Naval College Rd) is the Bayswood residential estate and the adjacent Vincentia Marketplace shopping centre, to the east of the site (across The Wool Rd) is vegetated, privately owned land and to the south is also vegetated, privately owned land and the township of Old Errol Bay.

#### 2.1.2 Precinct Context

The precinct is primarily rural/ rural-residential in nature, with rural uses being carried out on some parcels of land within the precinct, including grazing and keeping of animals. Other uses include rural-residential living, home businesses, veterinary hospital, a church and vacant land. There is also an electricity sub-station located within the precinct. There is no dominant land use within the precinct.

Within the precinct, some land has been cleared whilst other land remains vegetated. This is discussed further in Section 2.3 "Precinct Features" below.

### 2.2 History of the Precinct and Previous Approvals

The precinct is characterised by an historic subdivision pattern, consistent with the early 1900s plans for the Bay & Basin area. The lots range in size and shape and generally represent the original subdivision pattern, with the exception of some subdivisions that have occurred within the western part of the precinct.

There are a number of approved development applications (DAs). The main DAs are shown in the Appendix on *Plan 1 - Analysis - Development*.

DAs of note are discussed below:

- Lots 1756, 1757, 1758 & 1759 DP 28785 (or 263 The Wool Rd) is located at the intersection of Naval College Rd and The Wool Rd. These lots are owned by the Anglican Schools Corporation (ASC) and the Anglican Church Property Trust (ACPT). A DA was approved in 2007 (excluding Lot 1758) for a "masterplan and stage 1 of educational establishment" and a subsequent s96 application was withdrawn. Council advised the landowner in 2012 that "physical commencement" of the DA had occurred. As part of the landowner consultation (outlined in Section 3 below) the landowner has indicated they are currently working on a proposal for a co-located school and Anglican church on the site with on-site parking, sporting fields/facilities, onsite detention and open/play space. They consider that the site has the capability of being zoned for urban purposes and this would be more suitable to the future envisaged use than the current RU2 zoning.
- 1310 Naval College Rd is located on the northern side of the precinct, adjacent to the Bayswood Estate. An 80 room two storey accommodation facility (motel and managers residence) was approved on the site in 2015. This site is also the subject of

a preliminary planning proposal to facilitate the development of a six storey hotel resort and serviced apartments.

Other approved DAs in the precinct include a community church (which has been developed at 20 Birriga Ave), landscaping business & home activity (at 1260B and 1260C Naval College Rd) and veterinary hospital (at 233 The Wool Rd).

It is also noted that a DA to create a building footprint for a dwelling has not been determined on Lot 1768 Birriga Ave, with the reason apparent for the non-determination (from Council's on-line DA Tracking system) being the flora and fauna/ bushfire constraints on the land. This lot is currently the subject of a variation request under Clause 4.6 of SLEP 2014 that relates to the development standard required to construct a dwelling on rural land (Clause 4.2D of SLEP 2014).

## **2.3 Precinct Features**

### **2.3.1 General Analysis**

### **2.3.2 Topography**

The topographic features of the precinct are shown in the Appendix on *Plan 3 - Analysis - Topography*. A summarised discussion of the topographic features of the precinct is outlined below:

- There is a minor ridgeline as shown on the appendix mapping, but generally it is a gently sloping site/ precinct.
- There are no major watercourses located within the precinct, rather there are some natural drainage lines/ depressions.

### **2.3.3 Watercourses and Flooding**

The watercourse and flooding features of the precinct are shown in the Appendix on *Plan 3 - Analysis - Topography*. A summarised discussion of the watercourse and flooding features of the precinct is outlined below:

- There are no major watercourses located within the precinct, rather there are some natural drainage lines/ depressions.
- There is a potential hydrology/ drainage impact to the north (where the hydrological/ drainage elements have recently been developed in the Bayswood Estate and Vincentia Marketplace Shopping Centre).
- There is a Flood Planning Area (as mapped on SLEP 2014) to the south-east of precinct, and although there is no known flooding within the precinct it is possible there may be flooding considerations in the southern part of the precinct.

### **2.3.4 Site Flora and Fauna**

The vegetation features of the precinct are shown in the Appendix on *Plan 4 - Analysis - Vegetation*. A summarised discussion of the vegetation features of the precinct is outlined below:

- Within the vegetated areas of the precinct, there is likely to be the same vegetation communities as are located in the adjacent national parks. The most "significant vegetation" is likely to be located in the western part of the precinct and the

biodiversity importance of the area in which the precinct is located, in the context of surrounding national parks, is recognised.

- Biodiversity “Habitat corridors” and “Significant Vegetation” as identified in SLEP 2014 are located throughout precinct, along with the application of Clause 7.20 of SLEP 2014.
- Pretty Beard Orchid (critically endangered) known to exist within the precinct.
- Swamp Sclerophyll Forest EEC is located within precinct.
- Many hollow bearing and habitat trees are located within the precinct.
- Based upon flora and fauna assessments undertaken within the precinct, several threatened and endangered flora and fauna have been recorded on and within a 10km radius of the precinct, including other orchids (such as thick lip spider, leafless tongue and eastern Australian underground), Eastern Bristlebird, foraging for Glossy Black Cockatoo, Gang Cockatoo, Square Tailed Kite, Powerful Owl, Yellow Bellied Glider, Eastern False Pipistrelle, Grey headed Flying fox and bat species.
- Existing strategic planning documents, including the Jervis Bay Settlement Strategy and the Illawarra-Shoalhaven Regional Plan recognise the natural, environmental values of the Jervis Bay region, in which the precinct is included.

#### **2.3.5 Bushfire**

- Bushfire risk is primarily from the west.
- It is noted some potential future land uses in the precinct could be Special Fire Protection Purpose (SFPP) under the Planning for Bushfire Protection Guideline.

#### **2.3.6 Current Core Development Controls**

The core development controls, relevant to a broad precinct plan of this case, are contained in SLEP 2014.

- Zoning: RU2 Rural Landscape.
- Minimum Lot Size: 40Ha (excluding 1260B Naval College Rd which is 1ha).
- Minimum Height of Buildings: 11m (Clause 4.3 applies).

Other relevant map overlays and clauses have been discussed in the sections above.



### 3. Landowner Consultation

Council sent each landowner a letter advising of the preparation of the precinct plan, indicating the date a site inspection of the precinct would occur and seeking feedback on landowner aspirations (in the context of the preparation of a precinct plan).

There are 23 landowners in the precinct and responses (either verbal, written or a combination of both) have been received from 16 landowners. The response rate of landowners to the letter was relatively high (70%) and there was generally positive interest in the preparation of the precinct plan.

It is noted there are several non-resident landowners in the precinct, some of whom did not want site inspections to be carried out on their land. However, when Locale Consulting carried out the precinct site inspection they spoke with two landowners (of 20 Birriga Ave and 1308 Naval College Rd).

The key messages evident from the specific landowner consultation outlined in this section of the report are:

- Although some landowners are not willing or ready to develop, move or sell they are still interested in future opportunities.
- There were various possible future uses envisaged by landowners including: mixed use, tourism and residential (including rural/ residential subdivision, medium density and seniors living).
- Several landowners value the natural environment and believe it can be a positive component of a precinct plan.
- Several landowners felt the development of the Bayswood Estate and Vincentia Marketplace shopping centre supported the future development potential of their land. There was specific reference to some landowners feeling their land was in "transition".
- Some specific development proposals or continued uses are being pursued or carried out within the precinct and these were confirmed or detailed by those landowners, including: Anglican Church site (school and associated facilities at 263 The Wool Rd), veterinary hospital (at 233 The Wool Rd) and Community Church site (church and associated facilities at 20 Birriga Ave).
- It is noted no response was received from the landowners or developers (nor were they present at the site inspection) of 1310 Naval College Rd. It is however noted that future aspirations for the site are evident in the preliminary planning proposal, for a hotel/ serviced apartment development.
- The aspirations of the 30% of the landowners that did not respond to the consultation process remains unknown at this stage.



## 4. Preliminary Planning Proposal

An initial review of the preliminary planning proposal (for 1310 Naval College Rd) and its associated attachments has been undertaken, in the context of the existing situation and key constraints identified across the precinct. Initial comments are summarised below:

- Preliminary assessment of the proposal suggests it is potentially overdevelopment of the site on which it is located.
- Site and precinct context suggests proposed height is not in keeping with existing and future scale of development on the urban/ rural fringe of the Bay & Basin area.
- Site constraints make it difficult to “fit” (eg. APZ) the proposed development on the site and a larger site footprint at a lower height may be more feasible, for any future land use on this site, not just this proposed tourism option. This would mean a larger site/ site amalgamation in the case of the proposed development scenario.
- The proposed number of hotel rooms (120 hotel rooms/ 180 serviced apartments) is higher than is likely to be required in the Bay & Basin area, based on numbers provided by Council’s Tourism Unit. The HillPDA report does not include any justification for a hotel of this size, rather it mentions a hotel of approx. 100 rooms throughout the document. It is further noted the site has a DA approval for an 80 room motel.
- The HillPDA report does not justify the proposed location, and the lack of justification means the proposal potentially creates a risk of undermining a 4/5 star hotel being developed elsewhere in the Shoalhaven. This has also been noted in other studies across the Shoalhaven into 4/5 star hotel feasibility.
- The likely cost per room/ per night is likely to be in excess of that required or likely to be feasible in the Bay & Basin area for up to 300 rooms. Hill PDA does not justify the proposed cost per room/ per night and the visitors to Jervis Bay that are currently lost to overnight stays to LGAs to the north, do not pay the cost per room/ per night of that included in the preliminary planning proposal.
- It is felt the HillPDA report is too generic and not site specific enough in relation to the support/ justification for the hotel.
- HillPDA report does not address provision of on-site infrastructure and the potential need for this to create viable tourism developments in regional areas, especially where walkability to a desire hub/ town/ point of interest is not an option.



## 5. Key Constraints

- *The key constraint is environmental – biodiversity & bushfire.* The environmental limitations would require detailed assessment to quantify the level of constraint presented to a more detailed planning exercise, and as such the precinct plan will remain broad in its reference to environmental constraints. It will be based on environmental information available to date, which is primarily at a strategic level.
- *The precinct is located on the urban/ rural fringe and is bordered by two major roads.* This in itself is a constraint and an opportunity. The constraint including the lack of provision of infrastructure and the ability to cohesively link/ relate any future development to an existing urban area. The opportunity including the natural attributes of the site, relatively large lots and possible peri-urban options.
- *Potential cost of servicing.* Servicing costs are often high where development has not been envisaged as part of a larger servicing or strategic plan. Alternative servicing options may be considered in the context of the precinct plan.
- *Separation of “precincts within the precinct”.* The appendix, through mapping the existing situation (on all four analysis maps), has highlighted distinct “precincts within the precinct”, being separated areas where there is less constrained land. Such separation can create issues of viability/ increased development costs, environmental impact (ie. edge effects of development within precincts) and ongoing management of vegetated areas.
- *Fragmentation of land ownership/ Size of Precinct.* The precinct is relatively large in size, being at least three times the size of the existing Bayswood Estate. The precinct plan may consider staged planning, possibly of the least constrained components of the precinct. There are also 23 separate landowners and co-ordinating various landowners through a planning exercise is a known constraint.
- *Electricity substation.* The location of an electricity substation with a planning precinct is a constraint, for the following reasons:
  - o Environmental/ public health;
  - o Visual; and,
  - o Buffer/ loss of developable land.
- *Potential impact on other already urban zoned lands in the Shoalhaven.* The precinct planning exercise will need to consider the impact that facilitating any possible future land uses will have on the already urban zoned lands in the Shoalhaven and also within the Bay & Basin area. This is relevant as the land has not been factored into a strategic plan for future urban use in the past. This is a constraint that will be better understood as possible future land uses are considered in more detail.



## 6. Conclusion & Way Forward

At this early stage in the planning process, the intent of this document is to outline the existing situation and to identify key constraints, so an informed precinct plan can be prepared.

With this in mind, the following conclusions are made to enable the process to move forward into the precinct planning stage:

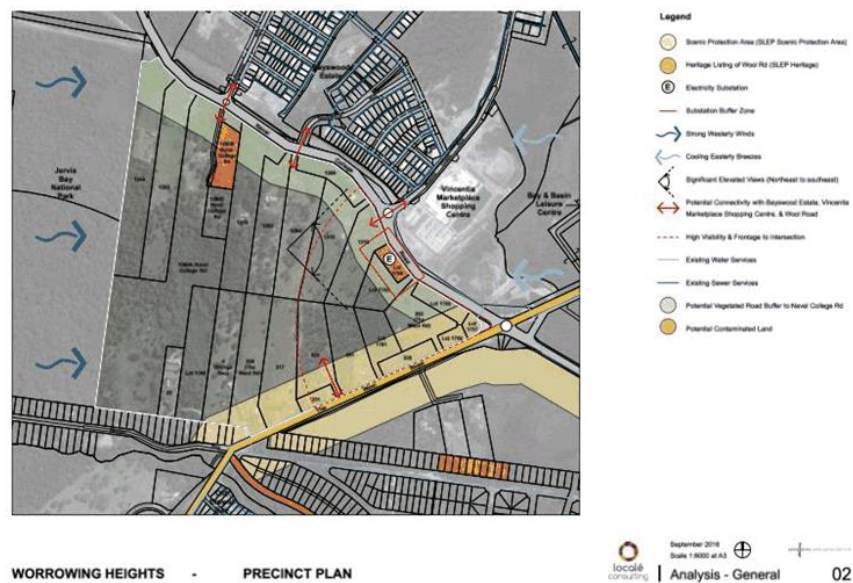
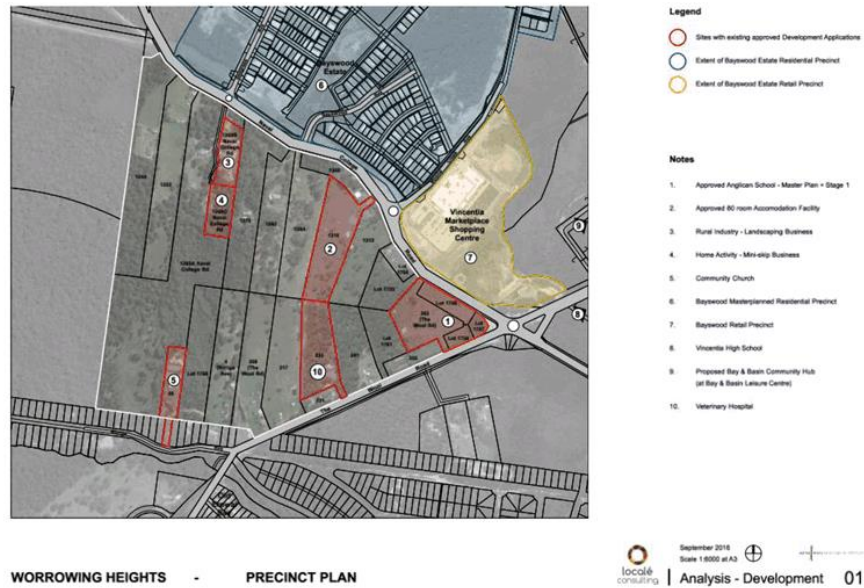
- The environmental constraint (known to date) limits development potential of some specific areas within the precinct, this is particularly evident in the western portion of the precinct.
- The precinct is relatively large and considering it in a staged manner is considered appropriate, both from a land supply demand and long term planning perspective.
- Being located on an urban/ rural fringe creates both opportunities and constraints to possible land uses that may be viable in the precinct.
- In general terms, the landowners that responded to the consultation, support the preparation of the precinct plan, although future aspirations obviously varied from landowner to landowner.
- The constraints and opportunities, contained in this written document and the mapping in the appendix, sets the basis for the precinct plan options moving forward.



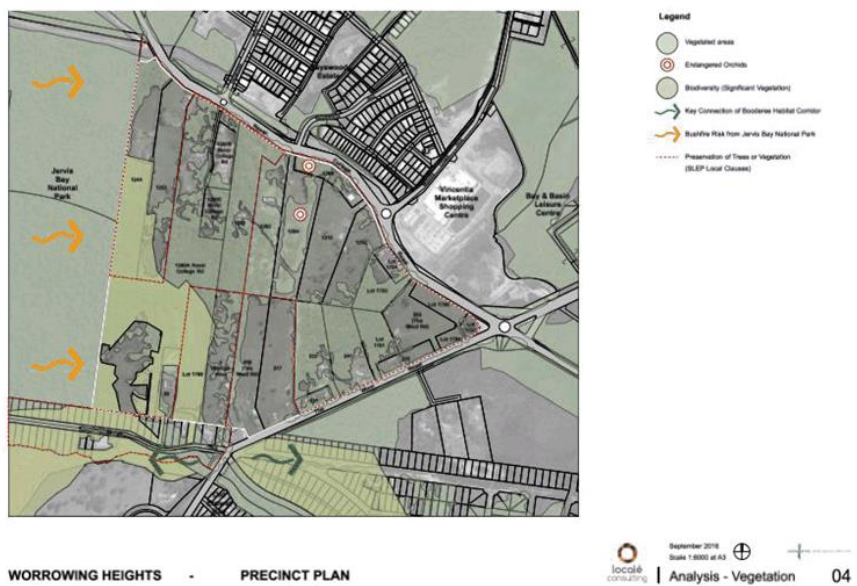
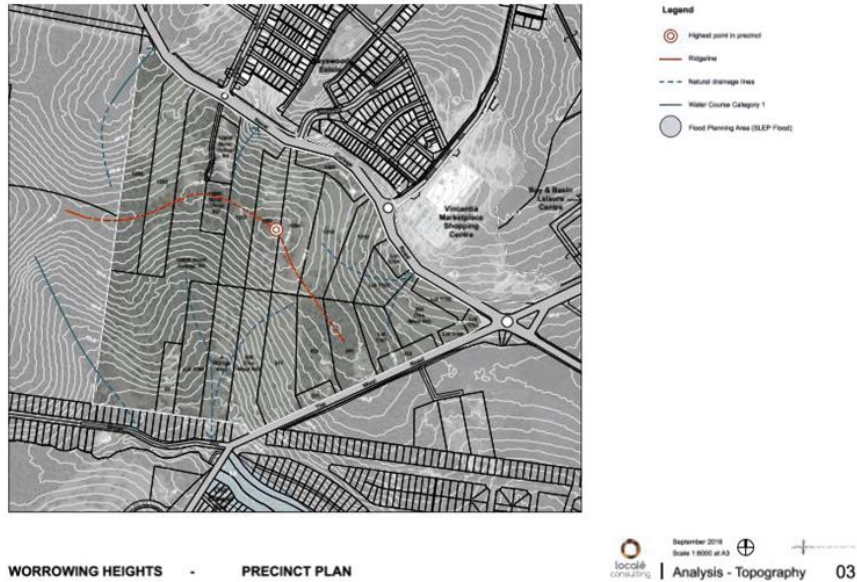
## Appendix

CL17.183 - Attachment 1









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CL17.184 - Attachment 2

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**1**

## **Chapter 1 – Introduction**

CL17.184 - Attachment 2



## 1.1 The Need for a Simpler Planning System

The NSW Government is committed to an efficient planning system that provides certainty by simplifying the assessment process for new homes, saving time and money for industry and homeowners.

This forms part of the Department of Planning and Environment's ongoing work to meet the Premier's Priority Target for Faster Housing Approvals, which is to achieve 90% of housing approvals within 40 days by 2019. It also goes to meeting the State Priority for increasing housing supply across NSW by delivering more than 50,000 approvals every year.

*The State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP)* allows the development of one and two storey dwelling houses and alterations and additions to dwelling houses to be carried out under a fast track approval process called complying development.

Complying development is a cheaper, fast-tracked approval pathway. Provided the proposed development complies with pre-determined development standards, approval in the form of a

complying development certificate (CDC) can be issued within 20 days. The development standards were developed in consultation with stakeholders and are intended to promote good amenity and design, whilst minimising impacts on neighbouring properties through minimum setback and landscaping requirements, and maximum height standards.

There are significant cost savings when carrying out complying development compared to a DA – a cost benefit analysis undertaken for the Department by The Centre for International Economics (CIE) in 2015 found that there are savings of up to \$15,000 for single dwellings if approved under a CDC instead of a DA. For other residential development, such as extensions and alterations, there are estimated savings of up to \$2,600 per application.

***There are significant benefits associated with increasing the uptake of complying development in greenfield areas - reduced approval times, reduced development costs and greater certainty - all of which will be explored further in this Paper.***



**Figure 1:** The Hermitage, Gledswood Hills (source: Sekisui House)

The Department of Planning and Environment produces an annual Local Development Performance Monitoring Report (LDPM) which details average assessment times for each council in NSW. The 2014/15 report showed that:

- CDCs now account for 32% of development approvals, up from 29% in 2013-14;
- \$5.24 billion worth of CDCs were approved under the NSW local development assessment system in 2014-15, up from \$4.43 billion in 2013-14, representing an increase of 18%;
- 29,075 CDCs were approved by council or private certifiers, representing a 17.4% increase from 24,770 in 2013-14; and
- CDCs took an average 22 days to determine in 2014-15, an increase of 25% from 18 days in 2013-14 compared to 71 days for a Development Application (DA).

Complying developments have significantly shorter approval times than DAs. The Department is examining opportunities to increase the uptake of residential complying development in greenfield areas by simplifying the development standards and tailoring them to suit these new growth areas.

In addition to simplifying complying development, the NSW Government recognises that it is critical that new release areas (greenfield areas) are well-designed to create distinct and attractive places for people which are environmentally, economically and socially sustainable.

**This Background Paper identifies 3 key initiatives to encourage the uptake of complying development in greenfield areas whilst ensuring good design outcomes:**

- 1. Removing identified barriers to the take-up of complying development;**
- 2. Providing guidance on well-designed subdivisions for greenfield areas at a strategic,**

**precinct and neighbourhood level; and**  
**3. Simplifying and tailoring the development standards for complying development in greenfield areas in a proposed Greenfield Housing Code.**

Further information on the proposed Greenfield Housing Code is contained in the Explanation of Intended Effect (EIE) which is exhibited with this Paper.

## **1.2 A Plan for Growing Sydney**

*A Plan for Growing Sydney*, released in December 2014, is the NSW Government's plan for the future of the Sydney Metropolitan Area over the next 20 years. The Plan provides key directions and actions to guide Sydney's productivity, environmental management, and livability – including the delivery of housing, employment, infrastructure and open space. A draft amendment to *A Plan for Growing Sydney*, titled *Towards Our Greater Sydney 2036*, was released in November 2016 to update the original plan released in 2014.

Sydney and NSW are sought after locations as a place to call home. It is therefore not surprising that our population is growing, with NSW projected to grow by more than 100,000 people each year.

By the year 2036, we will need to provide homes for an additional 2.2 million residents. Sydney alone will require an additional 725,000 new homes over the next 20 years just to keep pace with this demand. Many of these homes will be built in new land release areas, or greenfield sites, in the South West and North West growth areas of Sydney.

The proposed Greenfield Housing Code is designed to meet the overarching objectives of *A Plan for Growing Sydney* and meet the housing challenges associated with a growing population.



### 1.3 Housing Approvals in New Release Areas

Housing in greenfield areas has historically contributed between 20 to 30 per cent of new homes in Sydney, while other growth areas in NSW such as the Hunter Valley, Illawarra and North Coast have also seen a significant number of homes being built in greenfield areas.

Improving the approvals processes for homes in new release areas provides the opportunity to make significant reductions in the average time taken to approve new houses. Faster housing approval timeframes in new release areas can be achieved by allowing houses to be approved under the fast track complying development assessment pathway. Enabling houses to be approved as complying development in greenfield areas is appropriate, given the nature of new release areas, and has the added benefit of enabling local councils to dedicate limited resources to more complex applications that require rigorous merit assessment. In 2014/15, complying development certificates (CDCs) were issued in an average of 22 days, compared to 71 days for a development application (DA).

Given the unique nature of new release areas, housing approval timeframes should be quicker than processing applications in well-established suburbs. The constraints that sometimes complicate infill development (new homes in established areas) are less of an issue in new release areas where whole new communities are taking shape. It is reasonable to expect new homes to be constructed on neighbouring vacant blocks in new release areas.

Complying development is an attractive and viable option for facilitating faster approvals in greenfield areas. Appropriate development standards under this development pathway, which preserve amenity allow well-designed homes to be developed from the resulting building envelopes.

The majority of homes in new release areas comprise standard house designs developed and marketed by house building companies. This type of housing, while largely standardised, has been specifically designed to suit the typical lot and streetscape outcomes planned for new subdivisions.

Standardised development controls for new homes in new release areas would be well suited to the home building industry where a combination of faster approvals and efficiencies from standardised designs can deliver time and construction cost savings. Recent studies undertaken indicate that lot sizes within greenfield areas are reducing in size, with the average lot sold is now only 454sq m, down from 524sq m in 2010.<sup>1</sup>

There is an opportunity to improve and strengthen the relationship between the subdivision stage and the house design stage which will assist faster approval timeframes and ensure a good design outcome for new neighbourhoods. This Paper will explore these opportunities.

### 1.4 Input from Key Stakeholders

The Department has received feedback from the development industry on barriers to the use of the complying development approval pathway in new release areas and other delays in obtaining approvals quickly and easily. The recommendations in this Paper builds on initial input from key stakeholders from the housing industry, home builders, growth area councils, and private certifiers, and incorporates research and external advice. The Department has also conducted workshops with key stakeholders to actively seek input on the barriers to the use of

<sup>1</sup> Source: State of the Land Report 2016, Urban Development Institute of Australia (UDIA)

complying development in greenfield areas, how these barriers can be overcome whilst achieving good design outcomes.

**Appendix 2** provides a detailed list of the key stakeholder issues raised during stakeholder workshop sessions held in 2016.

**Chapter 2** of this Paper provides a detailed overview of the barriers raised by stakeholders and the Department's proposed approach on how to address them.

The Department welcomes further input during the public exhibition period to inform the next stages of this project.



**Figure 2:** Brighton Lakes, Moorebank (source: Mirvac)

2

## **Chapter 2 - Overcoming barriers to housing approvals**

CL17.184 - Attachment 2

## 2.1 Overview

Stakeholder consultation carried out by the Department identified a range of factors within the NSW planning system that impede the take-up of complying development and act as barriers to faster housing approvals in greenfield areas.

This Paper discusses proposed changes which could assist with improving the delivery of housing in greenfield areas, not only in terms of cost and efficiency savings for homeowners and industry, but also achieving good design outcomes at the subdivision stage.

**Table 1** on the following pages summarises the key barriers and suggested approaches to overcome them.



**Figure 3:** Brighton Lakes, Moorebank (source: Mirvac)

**Table 1 – Summary of identified barriers and proposed approach**

Barrier	Issue	Proposed Approach
Complying development cannot be carried out on unregistered lots <sup>1</sup>	<p>Currently, a DA approval can be granted subject to a condition requiring the lot to be legally created before the dwelling is built. This has the benefit of the approval and registration of the lot being done consecutively, resulting in potential time savings.</p> <p>However, under a CDC, a certifier cannot issue an approval before a lot is legally created, which results in delays for a CDC applicant, as the proposal cannot be assessed concurrently while the lot is being registered.</p>	<p>Legislative amendment to allow:</p> <ul style="list-style-type: none"> <li>An amendment of the EP&amp;A Act to allow a “deferred commencement condition” to be issued such as that currently exhibited in the Environmental Planning and Assessment Amendment Bill 2017;</li> <li>An amendment to the <i>Environmental Planning and Assessment Regulation 2000</i> to allow a CDC to be issued for a new dwelling house to be constructed on an unregistered lot<sup>2</sup>;</li> <li>An amendment to development standards set out in the General Housing Code (and Rural Housing Code) in the Codes SEPP so that the standards y can be applied to an unregistered lot.<sup>3</sup></li> </ul>
Easements and other instruments under the Conveyancing Act	<p>In new release areas that have small lot sizes and narrow lot widths, it is increasingly common for walls to be built along the side boundaries (zero lot boundary walls).</p> <p>Easements can limit the ability to do complying development in greenfield areas.</p>	<ul style="list-style-type: none"> <li>The Department is considering this issue and welcomes feedback to inform the proposed approach. There may be scope to amend Clause 3.4 of the Codes SEPP to allow complying development despite a registered easement in certain circumstances.</li> </ul>

1. An unregistered lot refers to a proposed lot that will be created by registration of a plan of subdivision, where that subdivision has been approved under a DA.

2. In this context, an unregistered lot refers to a proposed lot in a subdivision that has been approved under a CDC subject to a condition that the approved work cannot commence until the person having the benefit of the CDC has satisfied the certifier that the lot has been registered and that the dwelling house the subject of the CDC continues to meet the requirements of the Code.

3. In this context, an unregistered lot refers to a proposed lot that will be created by registration of a plan of subdivision where the subdivision is authorised to be carried out by an approved CDC.



Road Act Approvals (driveways and connections to public roads) are required prior to the issue of a CDC	This causes delays in CDC approvals, as they cannot be granted until final consent of the driveway has been granted.	<ul style="list-style-type: none"> <li>The possibility of streamlining approvals to allow driveways to be approved in principle early on at the subdivision or masterplan stage, and the final written consent under the Roads Act not required until prior to construction, rather than prior to the issue of the CDC.</li> <li>Encouraging council to adopt a fast-track approval process under the Roads Act based on standard construction requirements.</li> </ul>
Local Government Act Approvals (on-site effluent disposal systems or an on-site stormwater drainage system)	This causes delays to the CDC approvals, as they cannot be granted until a Section 68 approval of the Local Government Act is provided (clause 1.18 (1)(d) Codes SEPP).	<ul style="list-style-type: none"> <li>The Department may issue guidance on the way in which clause 1.18(1)(d) (General Requirements for Complying Development) of the Codes SEPP is intended to operate.</li> <li>Alternatively, the Codes SEPP could be amended to make it clear that CDCs can be issued on vacant lots and/or consideration given to amending the Local Government Act to make it clear that section 68 approvals can be issued on vacant lots. This requires liaison with the Office of Local Government.</li> <li>Another option is to give consideration to prescribing a time period in which a consent authority must determine a Section 68 application . This requires liaison with the Office of Local Government.</li> </ul>
Complying development standards are difficult to use/interpret and are not tailored for greenfield areas	Difficulties in interpretation of the complying development standards results in home-owners opting for a DA pathway.	<ul style="list-style-type: none"> <li>The Greenfield Housing Code will contain simplified, tailored development standards for greenfield areas to promote the take-up of complying development in these areas.</li> <li>Given that lots in new release areas are typically smaller and narrower, the Greenfield Housing Code controls will be set out based on lot widths.</li> <li>The Greenfield Housing Code will be written in plain English, with explanatory diagrams to assist applicants to understand the provisions.</li> <li>Development standards will be simplified and structured in accordance with three overarching principles (Built Form, Landscape and Amenity).</li> <li>The number of development standards have been reduced, for example, gross floor area has been removed. Setback and landscape controls and an upper level site coverage control replace this.</li> <li>A detailed explanation and summary of the proposed development standards for the Greenfield Housing Code is set out in the Explanation of Intended Effect.</li> </ul>



## 2.2 Identified Barrier: the inability to build dwelling houses on unregistered lots<sup>1</sup>

Currently, a DA approval can be granted subject to a condition requiring the lot to be legally created before the dwelling is built. This has the benefit of the approval and registration of the lot being done consecutively, resulting in potential time savings. However, under a CDC, a certifier cannot issue an approval before a lot is legally created, which could result in delays for a CDC applicant, making a DA a more attractive approval pathway. Initiatives currently progressed under the Environmental Planning and Assessment Amendment Bill 2017 could allow a CDC to be issued subject to a condition that the lot is legally created.

### Existing requirements for Complying Development on Registered Lots

The Codes SEPP allows a dwelling house to be built as complying development on a lot only if, at the completion of the development, there will be one dwelling house on the lot<sup>2</sup>. Other development standards for dwelling houses set out in the Code (such as height, setback and landscaping requirements) are framed with reference to the area or boundaries of the "lot" (that is, an existing lot) on which they are to be built.

If a developer wishes to build houses on land that is proposed to be subdivided, the developer could not obtain a CDC to enable that development to be carried out as complying development before the registration of a plan of subdivision. This is because, at the time of issuing the CDC, the certifier would not be in a position to determine that the proposed

house complied with development standards of the kind referred to above in respect of the "lot" on which it is to be built. Even though development consent may have been granted for the proposed subdivision, a CDC could not be issued.

If the lots have not been formally created, this presents a barrier to the take-up of complying development, particularly in greenfield areas. In such circumstances, the DA pathway is a more attractive option.

### Option – Legislative amendment: allowing CDCs to be issued before registration of a plan of subdivision

Where development consent has been granted to the subdivision of land, there may be scope to provide for a CDC to be issued for a new dwelling house to be built on any of the proposed lots in the subdivision even though a plan of subdivision has not yet been registered. Under this proposal, the CDC could be issued on the condition, that construction of the house on the proposed lot is not to commence until the plan of subdivision has been registered that creates the lot.

A deferred commencement consent is a consent that is granted subject to a condition that the consent is not to operate until the applicant satisfies the consent authority as to any matter specified in the condition (section 80 (3) of the Environmental Planning and Assessment Act 1979 (EP&A Act)). However, a CDC cannot currently be granted subject to such a condition (as section 80 (3) of the EP&A Act does not apply to complying development).

The Environmental Planning and Assessment Amendment Bill 2017, which was released in January 2017 for public consultation, includes an amendment to the Act that would allow CDCs to be issued subject to a deferred commencement condition (see Schedule 4.1 [8]), by inserting

<sup>1</sup> Lots prior to their creation by the registration of a plan of subdivision.

<sup>2</sup> See clause 3.8 (1) (a) and clause 3A.9 of the Rural Housing Code in similar terms.

proposed section 85A (9A)). A CDC, under the amendment, could be issued subject to a condition that it does not operate until the applicant satisfies the certifier that the lot is legally created<sup>3</sup>. This should ensure that the house is built on a lot that meets the minimum dimensions and size requirements and that is positioned on the lot so that it complies with the minimum setback requirements and all subdivision requirements have been satisfied.

Amendments to allow a CDC to be issued for a new dwelling house on a proposed lot would potentially involve amendments to the EP&A Act, the regulations under the Act and the Codes SEPP as follows:

- An amendment of the EP&A Act to allow a “deferred commencement condition” to be issued such as that currently exhibited in the *Environmental Planning and Assessment Amendment Bill 2017*;
- An amendment to the *Environmental Planning and Assessment Regulation 2000* to allow a CDC to be issued for a new dwelling house to be constructed on an unregistered lot<sup>4</sup>
- An amendment to development standards set out in the General Housing Code (and Rural Housing Code) in the Codes SEPP so that the standards can be applied to an unregistered lot.<sup>5</sup>

<sup>3</sup> That is, the plan of subdivision that will create the lot on which the dwelling house is to be erected is registered, being a subdivision that is the subject of a development consent that is in force.

<sup>4</sup> In this context, an unregistered lot refers to a proposed lot in a subdivision that is the subject of a development consent subject to a condition that it does not operate until the person having the benefit of the CDC has satisfied the certifier that the lot has been registered and that the dwelling house the subject of the CDC continues to meet the requirements of the Code.

<sup>5</sup> In this context, an unregistered lot refers to a proposed lot that will be created by registration of a plan of subdivision where the subdivision is authorised to be carried out by a development consent that is in force.

## 2.3 Identified Barrier: Easements and other instruments under the Conveyancing Act

In new release areas that have small lot sizes and narrow lot widths, it is increasingly common for walls to be built along the side boundaries (zero lot boundary walls). The draft Housing Code, and the proposed Greenfield Housing Code, allow new dwelling houses to be built to either one or both side boundaries depending on the lot size or width.

When considering a subdivision application at DA stage, many councils will require subdivision plans to indicate where zero lot boundary walls will potentially be constructed. In most circumstances, councils will usually impose a condition on the subdivision approvals requiring a section 88B instrument (under the Conveyancing Act) to create an easement to establish a right of access for maintenance (a maintenance easement). The lot that adjoins the zero lot boundary wall is then ‘burdened’ by the easement.

Stakeholder feedback indicates that a maintenance easement can limit the ability to do complying development (that would otherwise meet the development standards). Clause 3.4(b) of the General Housing Code states that a new dwelling house cannot be carried out as complying development if it is located on a registered easement.

### Option: Review of Clause 3.4 of the Codes SEPP

Applying a restriction on the use of an adjoining lot as part of the subdivision approval process, without any certainty that a dwelling will actually be built to the boundary, may restrict the ability of the adjoining lot to use complying development. There is scope to amend Clause 3.4 to allow complying development despite a registered easement, in certain circumstances. The Department is currently exploring these issues.

## 2.4 Identified Barrier: Roads Act Approvals

Currently, clause 1.18(1)(e) states that before a CDC is issued, written consent from the relevant roads authority (if required under section 138 of the Roads Act 1993 (Roads Act) for the building of any kerb, crossover or driveway must be obtained. Section 138(1) of the Roads Act states that a person must not carry out road works and structures, such as driveways, other than with the consent of the appropriate roads authority. Further, driveways can be undertaken as either exempt or complying development under the State Policy, subject to meeting the relevant development standards - one of these standards requires a Roads Act approval from the roads authority. Councils are generally the relevant approving authority under the Roads Act, as most driveway connections are to local streets.

Some developers and home builder have indicated that the requirement to obtain Roads Act approvals can slow down the process of issuing a CDC, particularly in greenfield areas.

### **Option: Streamlining approvals**

A proposed option could be to allow a two-stage process for driveway approvals. This would allow an 'in principle' concept approval of the driveway location, under the Roads Act for driveways and crossings as part of the subdivision development consent process. Under this proposal, as described in the previous section, to allow a single CDC for all building envelopes at the masterplan and subdivision stage, the proposed locations of the driveways would be approved. The final written consent by the roads authority for the driveway could then be issued once the CDC for individual houses is obtained.

This approach would have the benefit of capturing an approval *in principle* for the location of the majority of the driveways. This is beneficial to developers who will undertake building the entire masterplan including the houses, then to be sold to home-owners. It also will benefit the approach whereby a masterplan will be built substantially by one developer, and subsequent house-builders are responsible for building individual dwellings on single lots. With both these approaches, there is the added benefit of ensuring a coordinated and integrated response to site and infrastructure design of the estate at the subdivision or masterplan stage. Street layouts, building locations, driveway and access locations would all be designed in parallel and approved together.

With an *in principle* approval for the driveways already obtained under the masterplan and subdivision stage, individual home-owners who then construct a dwelling on a lot, with a pre-identified building envelope and driveway, could obtain the CDC approval for the dwelling, with a condition that the driveway can be approved under the Roads Act prior to construction starting, rather than the issue of the CDC. This would be subject to meeting the standard conditions, such as standard construction requirements, under the Act.

In situations where the driveway location or design changes because a different house design is used after the subdivision approval (including the concept driveway approval), another Roads Act approval would be needed prior to obtaining a CDC. Any such requests to make an amendment to driveway locations from the approved masterplan and subdivisions plan (including the driveway locations and building envelopes) would be required to meet the over-arching masterplan objectives.

The ability to obtain an in principle Roads Act approval at the subdivision stage could be an incentive for developers due to efficiency savings in obtaining CDC approvals.

Camden Council has implemented a “fast-track” approval process under the Roads Act, based on standard construction requirements. Council staff advise that this practice significantly reduces the time taken to issue Roads Act approvals.

Encouraging other councils to adopt a similar approach to simplify and streamline approvals processes could be pursued.

## 2.5 Local Government Act Approvals (on-site effluent disposal systems or an on-site stormwater drainage system)

Currently, clause 1.18(1)(d) of the State Policy requires that before a CDC is issued, the development must have an approval, (if required by the Local Government Act 1993), for an on-site effluent disposal system if the development is undertaken on unsewered land, and an on-site stormwater drainage system. Section 68 of the Local Government Act requires council approval for water supply, sewerage and stormwater drainage work.

Some councils don’t issue section 68 approvals on vacant land. In these circumstances, council requests that a DA be submitted for a dwelling, and the section 68 request be submitted for the ancillary disposal system. This represents a significant hurdle for increasing uptake of complying development in areas where dwellings are being built on vacant lots.

### **Option: Clarification on the operation of clause 1.18(1)(d) and section 68 LG Act**

The Department may consider issuing policy guidance on the operation of clause 1.18(1)(d). It is not intended that clause 1.18(1)(d) precludes complying development from being carried out on vacant land. Section 68 of the LGA does not require works to be carried out on land with an established use or any use or any type of use.

Alternatively, the Codes SEPP could be amended to clarify that CDCs can be issued in greenfield areas and that consideration also be given to amending the legislation to make it clear that section 68 approvals can be issued on vacant lots. Any changes to the Local Government Act will require consultation and liaison with the Office of Local Government.

Another option is to give consideration to imposing a prescribed time period in which a consent authority must determine a Section 68 application.

## 2.6 Identified Barrier: Interpretation of Development Standards

Feedback from stakeholder consultation on the development standards within the Codes SEPP has identified that the complying development standards are difficult to interpret and are not tailored to the unique circumstances of greenfield areas. In addition, the Department has received feedback that the current standards both within the Codes SEPP and the Growth Centres SEPP do not reflect particular design features which are preferable in greenfield areas, such as the provision for garages to primary roads and landscape elements.

### **Option: Develop a new Greenfield Housing Code with simplified standards**

The development standards proposed for the draft Greenfield Housing Code have been formed in a way which will assist in ease of use and interpretation.

Further information on the draft Greenfield Housing Code is in **Part 4** of this Paper. A detailed explanation of the proposed development standards is in the Explanation of Intended Effect, exhibited alongside this Background Paper.





**Figure 4:** Brighton Lakes, Moorebank (source: Mirvac)

3

## **Chapter 3 – Subdivision and Masterplan Guidelines**

CL17.184 - Attachment 2



### 3.1 Overview

As new release (greenfield) areas generally result in the development of whole neighbourhoods through a staged approach, the design of these developments at a precinct, neighbourhood and block level are equally important as the individual lot and its subsequent dwelling. Currently there is no statewide guidance on well-designed subdivision design. Within Growth Areas, wider masterplan design responds to specific requirements within the Growth Centres DCP. These provide guidance on aspects such as block and lot layout, incorporating subdivision design, movement network and corner lots.

To ensure good design at a wider neighbourhood level, this Background Paper explores opportunities to provide wider holistic guidelines which ensure good built form, landscape and amenity within new master planned neighbourhoods in greenfield areas.

It is intended that the Guidelines would assist:

- Councils in establishing development controls for greenfield areas and assist in assessing applications for new subdivisions;
- Developers in establishing a holistic masterplan for their subdivision. The Guidelines may help inform the development of a developer's own set of guidelines for their site which would be used to assist homeowners when purchasing new dwellings for lots. This will enable greater value to be inherently designed into the masterplan.

The Guidelines would have the overall purpose of informing residential-led masterplans to create attractive, sustainable communities, with a distinct character and high levels of residential amenity. A well-designed masterplan brings together all the disciplines which work together to create places,

including urban planning, engineering, sustainable drainage, landscape design, architecture, and urban design. This approach to development of greenfield areas creates unique places that have greater attraction to potential home buyers. This, along with the introduction of initiatives described in **Part 2**, would have the potential to create strong demand for new housing within these areas under a CDC approval pathway.

Broad controls which respond to this include appreciation of the existing natural assets and character, movement framework, built form, open space network and residential amenity. This ensures an integrated approach to creating a new neighbourhood with good level of amenity at the subdivision stage.

In areas of western Sydney where the majority of the greenfield areas have been identified, particular conditions and issues are prevalent, including accessibility to services, amenities and other centres, and environmental conditions such as hotter temperatures and existing landscape and tree cover. These issues, if not addressed in future masterplanning in greenfield areas, could lead to social issues including health and well-being, environmental issues related to urban heat islands, and loss of biodiversity; and economic issues related to land values and market demand.

The following section describes a potential structure for Subdivision Guidelines to provide a holistic approach to greenfield subdivisions to address these issues and create sustainable attractive neighbourhoods for our communities.



Figure 5: Shawood at the Hermitage (source: Sekisui House)

### 3.2 The benefits of Subdivision and Masterplan guidelines

The introduction of Subdivision and Masterplan guidelines will bring the following benefits to homeowners, council and developers, responding to economic viability, social equity and environmental issues and include:

#### 1. Create places for people

- New neighbourhoods where people want to live with a high quality built and natural environment;
- Character and local distinctiveness is strengthened and enhanced;
- Places developed with a long-term strategic vision plan contribute to people's desire to live in the place and the subsequent creation of strong, long-term communities; and
- Market demand increases through the creation of unique and attractive neighbourhoods.

#### 2. Preserve and enrich the existing environment and landscape

- Retains natural assets including landscape and waterways;
- Reduced flooding risk;
- Improved air and water quality;
- Cooler urban environment;
- Enhances biodiversity;
- Strengthens local distinctiveness; and
- Visual outlook and beauty are enhanced.



**Figure 6:** The Hermitage at Gledswood Hills (source: Sekisui House)

**3. Improve health and well-being**

- A clear framework of interconnected streets and laneways, along with a range of activities (local shops, open spaces) increases opportunities to walk and cycle which improves lifestyle and wellbeing;
- Improved air quality achieved by the preservation and enhancement of the natural landscape helps health issues and reduced car dependency; and
- The retention and addition of natural landscapes assists in improving general emotional well-being through the cooling of temperatures, visual appearance and biodiversity.

**4. Accessible to all**

- A well-designed, accessible street network is inclusive for all, regardless of age or ability;
- A clear hierarchy of streets, laneways, shared surfaces/mews-style and footpaths which cater for those on foot, in vehicles, wheelchairs and bicycles; and
- Streets and neighbourhoods which encourage walk-ability contribute to improving air quality.

**5. Allow for diversity and activity**

- An attractive combination of housing and local amenity such as local shops/services and open spaces within a new neighbourhood providing residents with improved lifestyles.

**6. Create sustained value**

- Land values are sustained through the creation of a robust, sustainable and attractive neighbourhood; and
- Allows greater market demand through the development of a sought-after well-designed place.

**7. Streamline the process**

- Guidelines to assist in a holistic masterplan and subdivision approach allow for a more streamlined approach to the development of a housing estate. This ensures the primary framework (streets, building envelopes, open space) and secondary framework elements (driveways and access points, services, street trees) are dealt with in an integrated manner, contributing to efficiency savings.



**Figure 7:** New streetscape (source: Sekisui House)



### 3.3 Subdivision layout and approvals – current context

Urban form and streetscape are primarily established in greenfield areas at the subdivision stage, through lot layout and dimensions, the design of the street network, and requirements for street verges, footpaths and public domain landscaping. Basic development parameters that control building envelopes, landscaped areas and façade treatments are the key provisions that influence how the final built form can contribute positively to the streetscape.

These development parameters respond to the Growth Centres Development Control Plans (Growth Centres DCPs). These include objectives such as ensuring that ‘a sense of neighbourhood’ is achieved, walkability is promoted, land is utilised efficiently, natural features are reinforced and public open space is integrated.

The development and home building industries will respond to these controls with a range of home designs. Considerations like materials and finishes, while making some contribution to streetscape, are generally discretionary and will change with market preferences and trends.

In greenfield areas, the relationship between subdivision approvals and the subsequent construction of homes is important to the efficient delivery of new homes. Generally, the mix of lot sizes, lot dimensions, orientation and streetscape elements are established at the subdivision stage. The pattern of subdivision is usually established considering the likely housing product, particularly given that the majority of house designs address standard setbacks, height controls and private open space requirements.

There is an opportunity to develop more detailed and holistic subdivision guidelines which respond to the issues experienced in western Sydney related to climate and environmental issues.



**Figure 8:** Existing subdivision at Oran Park (source: Six Maps)

### 3.4 Proposed greenfield subdivision and master plan guidelines

Well-designed subdivision plans form part of a holistic masterplan with the framework to deliver the best possible future urban environments. The Department proposes the development of a set of master planning and subdivision guidelines for greenfield areas which would respond to the broader strategic objectives of A Plan for Growing Sydney.

These Guidelines would be developed to ensure that masterplanning of new greenfield developments and the subsequent subdivision are designed to create sustainable places for new communities.

The broad structure of the Guidelines could follow a format of established publications such as the UK publication, *The Urban Design Compendium*<sup>1</sup>, which has become an internationally recognised within

urban design practice. A suggested structure, based on the compendium structure is detailed below:

**1. Identifying the Context** – including aspects of community, place, natural resources (water, biodiversity and green cover), connections and vision

**2. Shaping the Natural and Urban Structure** – the movement framework (including street hierarchy), efficient land use, density, facilities and form, energy and resource efficiency (water management), landscape, open spaces, landmarks, vistas and focal points, blocks and parcels and plots, building size and scale

**3. Creating Connections** – walking, cycling, public transport, streets, parking and utilities

**4. Providing Amenity** – solar access, natural daylight, ventilation, public open space

**5. Detailing the Place** – good public domain, positive outdoor space, active interfaces, building articulation

<sup>1</sup> *Urban Design Compendium*, English Partnerships, 2000



**Figure 9:** Hunterford masterplan at Oatlands (source: Integrated Design Group Architects)

### 3.5 How the Guidelines would be used

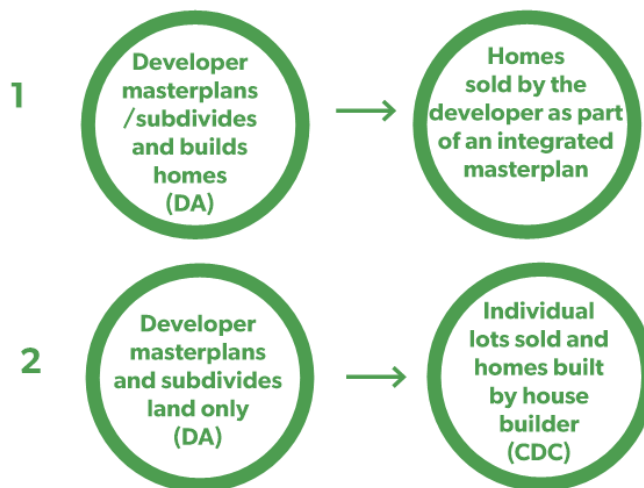
The Guidelines are intended to provide consistent planning and design standards for masterplanning sites within greenfield areas across NSW, as a way of ensuring good design outcomes for new release areas on greenfield sites. The proposed Guidelines would function at a wider precinct level, a neighbourhood level and a block level, and would guide:

- Councils in establishing new, or adjusting existing, development controls for greenfield areas and assessing applications for new subdivisions. By adopting the guidelines, it will assist councils in achieving better design outcomes for large masterplanned sites; and
- Developers in establishing a holistic masterplan for their site which considers overall frameworks for open space, movement, built form and amenity. The Guidelines may help inform the development of a developer's own set of guidelines for their site, to assist homeowners when purchasing new dwellings for lots. This will enable greater value to be inherently designed into the masterplan.

To aid with the masterplanning of large greenfield sites, the masterplan and subdivision guidelines will provide detailed guidance on best practice approach to developing a new masterplanned community and the approach to design and construction.

There are generally two approaches to developing masterplanned communities at present in NSW - either solely by a developer who will masterplan the entire site, including the design and construction and subsequent houses; or a masterplanned site by a developer, including streets and open spaces with broad concepts for the dwelling types, which are then designed and constructed by housebuilders on individually sold lots. **Figure 10** below illustrates the two approaches. Design guidelines are beneficial to both approaches, and in particular the first, whereby dwellings built under the CDC approach by individual housebuilders may not adhere to the overall vision for masterplanned estate created by the developer.

Both these approaches are illustrated in two case studies at the end of this section.



**Figure 10:** Two approaches to developing masterplanned communities



### 3.6 Broader strategic planning context

A *Plan for Growing Sydney* is the plan which provides the strategic planning framework for Sydney as its growth continues over the new decades. Alongside this, the Greater Sydney Commission has prepared Draft Precinct Plans which identify three great cities for Sydney, to deliver maximum benefits for existing and new residents. They are the:

- Eastern Harbour City
- Central Parramatta River City
- Western Sydney Parklands City.

This identifies a unique opportunity for urban planning in Western Sydney as it sits on the cusp of major change including infrastructure development and population growth. The Greater Sydney Commission has the three following focus areas which include:

- **Productivity** – a city with more jobs in centres, with more people being able to access their jobs

within 30 minute commutes of where they live;

- **Livability** – a livable city that helps maintain and improve our quality of life. A city with many different places experiences and greater housing choice.
- **Sustainability** – a city that uses its natural landscape as an asset, builds Greater Sydney's resistance and enhances its waterways and biodiversity.

*Towards Our Greater Sydney* is the document which outlines a draft amendment to A *Plan for Growing Sydney* and aligns with the vision established in the draft District Plans. The creation of new communities in urban release areas is one of three focus areas to accelerate housing opportunities over the next 20 years.

The introduction of masterplan and subdivision guidelines, to provide design guidelines alongside a new Greenfield Housing Code will support the objectives of the 20 year plans for Sydney.

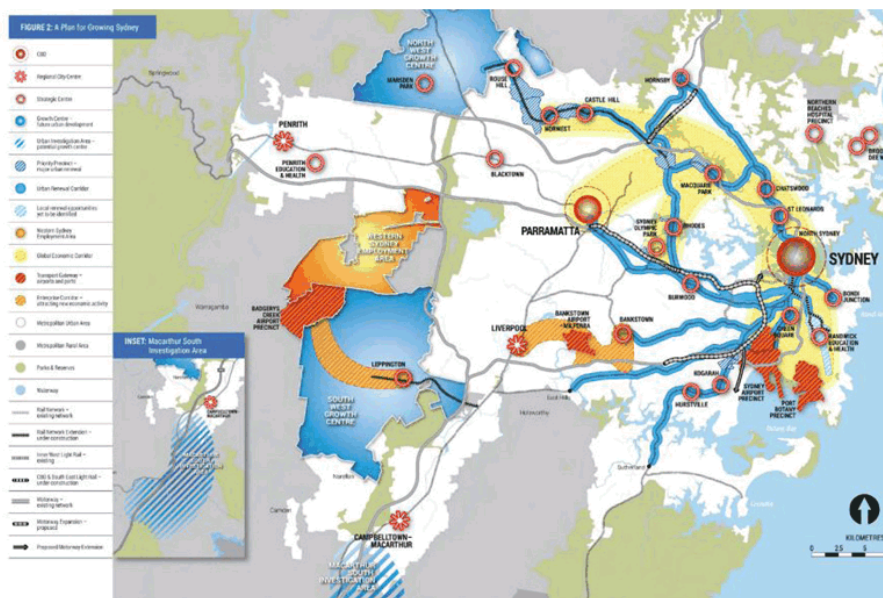


Figure 11: A Plan for Growing Sydney (source: Department of Planning and Environment)

One of the key initiatives of the Greater Sydney Commission is to create Greater Sydney's Green Grid to deliver an interconnected network of open spaces. This will include open spaces, parks, bushland, natural areas, waterway corridors and tree-lined streetscapes in a network that connects our homes to centres, public transport, jobs and recreation. It promotes healthier urban environments, improve community access to recreation and exercise, encourage social interaction, support walking and cycling connections and improve the resilience of Greater Sydney.

Analysing the open space and environmental values of Western Sydney identifies the Green Grid as an opportunity to develop a vision for infrastructure delivery that sees transport, utilities, development and green infrastructure as interdependent and equally important component for an equitable, livable and resilient metropolis.

There is a significant opportunity at this point of change within Western Sydney, for new release areas, which are predominantly located in the regions around the Central Parramatta River City and the Western Sydney Parklands City to develop new communities with these values in mind.

The draft District Plans reinforces the following objectives for the Green Grid:

- preserve and conserve the natural environment;
- increase access to open space;
- encourage sustainable transport connections;
- promote active living;
- create a high quality public realm; and
- adapt to climate extremes by increasing urban greening and improving air quality.

SYDNEY GREEN GRID:  
METROPOLITAN PLAN

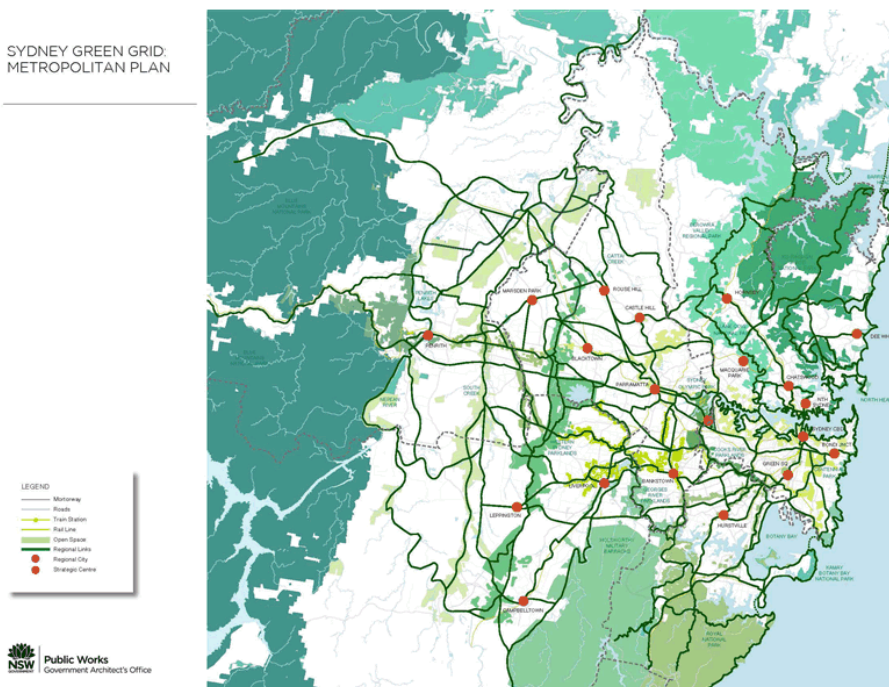


Figure 12: Sydney Green Grid Metropolitan Plan (source: Government Architect's Office)

These objectives can be reflected in the proposed greenfield subdivision guidelines and the development standards for the proposed Greenfield Housing Code. This will enable the best possible environmental outcomes for greenfield developments.

#### **The Environmental Value of the Green Grid**

Careful design of future urban development and in particular in greenfield areas, will assist in reducing the impacts to the environment and climate. Urban heat islands are one such impact which are seen though the replacement of natural land surfaces and vegetation with hard nonporous and non reflective surfaces (e.g. dark roofs, car parks, paved areas and bitumen roads) which absorb and trap heat much more than vegetation.

Urban heat can impact communities through:

- health problems dehydration, heat stress, heat stroke, respiratory problems and mortality; and
- increased greenhouse gas emissions from energy used to cool households.

Trees and vegetation provide a cooling effect through evapotranspiration and shading on hard surfaces that would otherwise absorb heat from direct sunlight. The degree of cooling differs across tree species, with greater leaf cover and water content in the soil and vegetation providing the greatest cooling impact.

Trees will importantly also help to retain and preserve existing biodiversity and wildlife in existing wildlife corridors.

#### **The Social Value of the Green Grid**

A number of benefits from the integration of the Green Grid and its effect on the design of individual places includes:

- **Physical and psychological health and wellbeing** – the design of urban landscapes and green infrastructure has been shown to have an impact on health and wellbeing. For example, it may increase opportunities and reduce barriers for activity, social interaction, affect travel behaviour (e.g. cycling paths and walking paths may encourage active transport) and increase opportunities for recreational activity.<sup>2</sup> This may result in people feeling better, and may have an external impact on society in reducing the prevalence of non-communicable disease.

The estimates above account for this in so far as they are reflected in the values people place on using the facilities. In the following sections we discuss and quantify the additional value not captured in user valuations.

- **Landscape and neighbourhood amenity** – green infrastructure are likely to improve the attractiveness of the area making it a more pleasant place to be.

Some types of green infrastructure, such as bicycle paths and footpaths may result in improved accessibility and provided opportunities for active transport. The value in using this infrastructure depends on connectivity to other parts of the green network and other activities. Connected routes may result in increased active transport and reduced generalised travel costs (either due to faster travel times, a more pleasant journey and other saved costs), but also gains for the broader transport network (i.e. if individuals switch from road transport to active transport there may a reduction in congestion for other road users).

<sup>2</sup> Symons, J., Jones, R., Young, C. and Rasmussen, B. 2015, *Assessing the Economic Value of Green Infrastructure: Literature Review. Climate Change Working Paper No 23. Victoria Institute of Strategic Economic Studies, Victoria University, Melbourne.*

### 3.7 Liveable and sustainable neighbourhoods

Establishing a holistic vision for the site and the potential place that can be created is a fundamental starting point for any possible development within a greenfield area. This vision, supported by an overall clear urban design framework forms the masterplan, which functions to create attractive and sustainable neighbourhoods.

Master planning establishes the parameters for the site including the street network, open space, connection to existing natural elements, landscape, and built form, all which respond to the vision for the area and a defined set of design principles.

#### 1. Identifying the Context

An appreciation of the existing constraints and opportunities of the site and surrounding area.

##### Place

Understanding the existing qualities of place are important, including the regional identity, connections to surroundings, the local character, morphology of the place, natural features. It also includes an understanding of the socio-economic profile of the area.

##### Natural Resources and Assets

Identifying landscape assets to prepare and structure of the landscape.

##### Connections

Understand existing access and linkages and observe the quality of movement.

##### Vision

Creating a strong vision for developing a place is crucial to the success of a good masterplan. Value can be created through the design of a place which integrates a network of attractive streets and open spaces and well-designed houses. Constraints that might exist on the site can be overcome. And the site's context has a strong part to play in adding value and creating place.

#### 2. Shaping the Natural and Urban Structure

The natural and urban structure is important in creating integration, functional efficiency, environmental harmony, a sense of place and commercial viability.

##### Movement framework

This includes understanding the existing movement assessment, designing a walkable neighbourhood, developing a clear street network of primary streets, secondary streets, laneways and mews and footpaths. The street grid is of importance in establishing a clear and legible structure for



Figure 13: Brighton Lake, Moorebank (source: Mirvac)



movement through the neighbourhood. Ensuring street trees are incorporated as part of the street network.

Green movement infrastructure is important. Well-designed bicycle paths and footpaths assist accessibility and provided opportunities for active transport, connecting to other activities. Connected routes may result in increased active transport and reduced generalised travel costs (as a result of faster travel times, a more pleasant journey and other saved costs), but also gains for the broader transport network.

### Mixing Uses

The important in creating any new place are the integration of uses which help to establish the neighbourhood unit. Different uses within a master planned community provide amenity within close proximity and add interest and character to new precincts. This can include a small village centre which may incorporate a small amount of mixed uses, recreational areas. Areas of different housing (detached houses or terraces) and varied landscape also assists in creating character.

### Density, facilities and form

The link between density and facilities, form and interior space is important when developing a successful built form outcome. Considerations of desired outcomes for streetscapes are important

including arrangement of dwellings such as detached or pairing to allow appropriate spaces between. This needs to be balanced with dwelling layouts and room functions.

### Energy efficiency

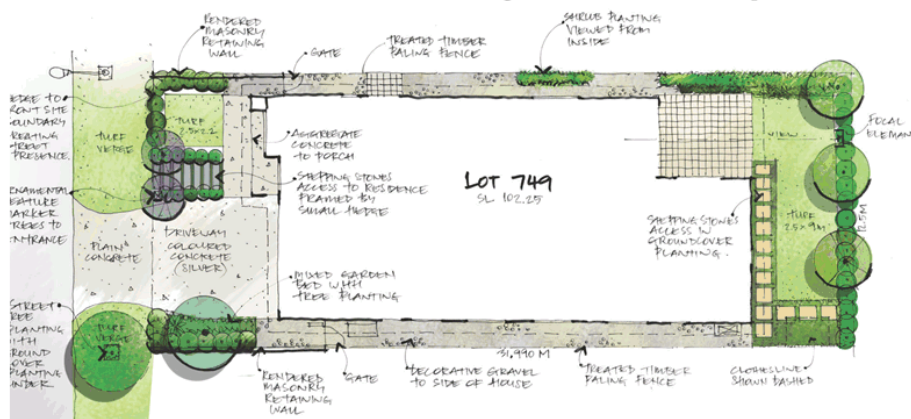
Energy efficiency includes solar orientation – (turn houses towards the north), daylight access; water – collect, store and recycle rainwater, integrated water management; wind – work with the wind; waste – do more with less.

## Landscape

Landscape considerations include open space and landscape design; public access to open space networks, wildlife and biodiversity, topography, microclimate, biodiversity and green cover, good street trees, including a street tree canopy to improve streetscape and walkability; trees to rear gardens to establish a contiguous tree canopy across rear back gardens.



**Figure 14:** Shawwood at the Hermitage (source: Sekisui House)



**Figure 15:** Landscape Plan at the Hermitage (source: Ground Ink Landscape Architects)

#### Landmarks, Vistas and Focal Points

Landmarks, vistas and focal points are important in creating distinctiveness and assist with wayfinding. Landmarks includes aspects such as making it easy to find your way around, show the way and emphasise the hierarchy of place. Vistas include a clear network of routes or paths and facilitate easily usable connections between places and focal points form places to gather.

#### Block design

Good design of perimeter blocks ensures that all lots face the street, respect neighbour's privacy, line the perimeter, and encourage continuity of street frontage. Block size should be kept to a minimum, and shape should allow for functionality and access, and facilitate sunlight and daylight into rear gardens and habitable rooms.

Laneways, shared surfaces or mews should be integrated into the block design to allow car access and servicing from the rear, reduce block size, and assist density, and restrict the number of driveways along the primary access road, which impacts the quality of streetscape by limitations in street planting and increasing garages and driveway hardstandings.



Figure 16: Rear lane, Brighton Lakes (source: Mirvac)

#### Lots and subdivision

Good subdivision design ensures that the key variables of aspect, size, shape and density in combination with site characteristics such as topography and slope to achieve a range of lot sizes and energy efficiencies. This promotes and facilitates good pedestrian activity, bicycle use.

A solar-efficient subdivision will ensure that the overall development is significantly more energy efficient than conventional development because once the lots are correctly aligned and proportioned, individual houses in general will perform better with comparatively less effort. Lots should be designed so that one axis is within 30 degrees east and 20 degrees west off true solar north.

Good lot design will maximise and protect solar access for each dwelling house. This is achieved by defining appropriate lot size, shape and orientation. The building envelope incorporating the setbacks and height take ensure that solar access is preserved.

Figure 17 below illustrates this.

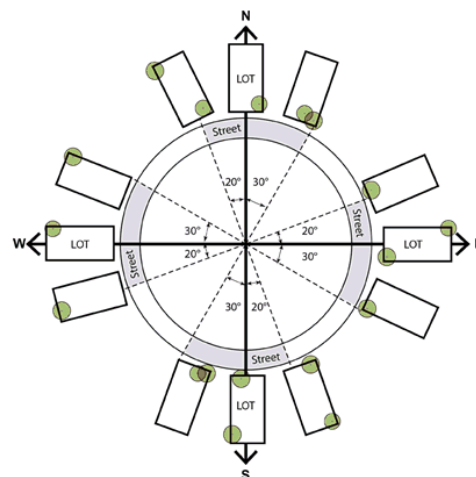


Figure 17: Optimum orientation for lots



### 3. Creating Connections

Connections are important in terms of linking up, movement choices, forming a clear street hierarchy, creating a sense of place, safer routes for all, providing better parking management and improving parking issues.

#### *Walking*

Allow the development of pedestrian and cycle friendly streets and walkable safe neighbourhoods.

#### *Cycling*

Design for convenient cycling from home to activities.

#### *Servicing*

Service from streets and laneways, making services subservient to layout.

#### *Streets and Traffic*

Consideration of hierarchy of street types, main routes, streets as social places, functionality, traffic calming and pedestrian crossings, parking and servicing, parking standards and location of parking are all important. Equally important is the ability for streets and traffic to be designed in a manner to incorporate street trees.



**Figure 18:** Cycleways at the Hermitage (source: Sekisui House)

### 4. Detailing the Place

#### *Positive Outdoor Space*

Creation of meaningful and attractive public open space.

Building Lines and Setbacks and creating a sense of enclosure through built edges.

#### *Animating the Edge*

Active frontages allow for activity, richness and beauty. They allow engagement with the public realm and good passive surveillance. Dwelling layouts that incorporate key habitable rooms such as living rooms or studies that overlook the street. Studios over garages can activate rear laneway areas.

#### *Building Size and Scale*

The development standards for the building envelope ensure that the setbacks, building depths, widths and heights provide the appropriate scale and massing to the streetscape and preserve amenity considerations such as solar access.

Consideration of a different built form to mark corners is important. Internal dwelling layout is an important consideration to ensure good amenity both internally and within the streetscape. Examples are illustrated in

#### **Appendix 3.**

#### *A Thriving Public Realm*

This includes the creation of social spaces and distinctive places, such as the incorporation of footpaths, well-designed street furniture, signage and lighting.

#### *Private and public space*

Clearly defined delineation and transition between the public domain and private open spaces to ensure privacy.

The two case studies in the following section illustrate two new masterplanned communities in new growth areas in north-western Sydney, which have incorporated clear design principles into the masterplan to achieve good design outcomes.

#### Case Study 1: The Hermitage, Gledswood Hills (Sekisui House)

The Hermitage at Gledswood Hills is an example of a masterplanned community, created by a lead developer under phased development in conjunction with other housebuilders. It has considered good design guidance in relation to subdivision and dwelling design in order to respond to a clear vision of the new community and place to be created.

Design Guidelines prepared by the lead developer are incorporated within all sales contracts to ensure that the vision for the site is maintained. This includes helping to create a community with attractive streetscapes and residential settings, and ensure that the standard of dwelling design is of the highest quality to meet current and future occupants's needs. A development such as this, designed with clear design criteria, ensures that values in all terms, are sustained.

The Guidelines supplement the Council DCP, providing specific details for the site to ensure complementary design requirements for the site. Some examples of the requirements under the guidelines include:

- requiring two trees to be planted in the front garden and one to the rear;
- criteria including front facades, including building articulation, facade diversity and iconic lots;
- garages;
- colours, materials and finishes;
- driveway locations; and
- fencing types to front and side fences on corner lots.



**Figure 19:** The Hermitage, Gledswood Hills (source: Sekisui House)

#### Case Study 2: Brighton Lakes, Moorebank (Mirvac)

Brighton Lakes near Liverpool, a new masterplanned community of approximately 300 homes, has been designed to provide a way of life that is both healthy and safe, with high levels of pedestrian and bicycle access, integrated open spaces and parklands, and a connection with the Georges River.

The development has been designed and developed by one developer, from the open spaces, streets types through to the individual dwellings. This has allowed an element of control over the design outcome and to ensure that the dwellings are designed to support objectives for different character precincts within the development. It allows a range of housetypes to be incorporated within the masterplan, increasing diversity, which is appealing from an urban design perspective and also from a buyer perspective.

Key elements of the masterplan include:

- varied street types - primary streets, local neighbourhood streets and laneways all designed with street trees or landscape incorporated;
- varied housetypes which allow diversity in the streetscape
- all dwellings are within close proximity of public open spaces.



**Figure 20:** Brighton Lake, Moorebank (source: Mirvac)



## **Chapter 4 – The Greenfield Housing Code**

CL17.184 - Attachment 2

#### 4.1 The Greenfield Housing Code

In response to stakeholder feedback that the development standards for complying development in the General Housing Code are difficult to apply and are not tailored to greenfield sites, where lot sizes are typically smaller and narrower, the Department has prepared a draft Greenfield Housing Code.

The Code contains tailored development standards in plain English, with explanatory diagrams to assist with interpretation and navigation of the Code. A detailed explanation of the proposed development standards in the Greenfield Housing Code is set out in the Explanation of Intended Effect, which is exhibited alongside this Background Paper.

A new Greenfield Housing Code would provide a clear and consistent set of development standards to enable fast tracked housing approvals for new release areas across NSW. Consistent with the simplified Housing Code, the new Greenfield Housing Code will be written in easy to understand, plain English, and based on a simple system of controls that apply to lots in four different lot bandwidths.

The standards will be tailored to suit conditions of greenfield sites by incorporating:

- setback controls which align to current market conditions;
- landscape controls which allow a good level of deep soil landscaping to encourage planting to rear gardens; and
- a tree to the front and rear gardens to provides tree cover where it previously may not have existed on the site.

#### Transition Period

The Department is aware that home builders and developers have designed new housing developments based on the current development standards in the General Housing Code and relevant council LEPs and DCPs.

The Department proposes to allow a transition period of three years between the application of the existing policies for residential complying development (General Housing Code, soon to be replaced with the new Housing Code) and the introduction of the new Greenfield Housing Code for new release areas.

This would allow home builders and developers to deliver on their existing products and give them enough time to design new dwellings to complying with the development standards in the Greenfield Housing Code.

#### Issues raised by stakeholders

The consultation undertaken with stakeholders has raised a number of issues in relation to the take-up of complying development in greenfield areas. These issues range from the simplicity of the standards through to certain elements of the approval process. A detailed list of these issues is contained within

#### Appendix 2.

These concerns have been taken into account in developing the standards for the new Greenfield Housing Code.



## 4.2 Where the Greenfield Housing Code would apply

The Greenfield Housing Code is proposed to apply to land defined as a residential release area under clause 136AB of the EP&A Regulation, and any other greenfield release areas nominated by councils. Clause 136AB includes land within:

- an urban release area identified within a local environmental plan that adopts the applicable mandatory provisions of the Standard Instrument;
- a land release area identified under the Eurobodalla Local Environmental Plan 2012;
- any land subject to State Environmental Planning Policy (Sydney Region Growth Centres) 2006
- any area included in Parts 6, 26, 27, 28 and 29 of Schedule 3 to State Environmental Planning Policy (Major Development) 2005 (now referred to as SEPP (State Significant Precincts) 2005).

There are also a number of greenfield areas across the State that have been released by councils for residential urban development that could benefit from the simplified controls in the proposed new Greenfield Housing Code.

The Department invites feedback from councils, landowners and industry on any other areas where the new Code should apply.

### Neighbour notification requirements for new Code

Current neighbour notification requirements under Clause 130AB (pre-approval notification) and Clause 136AB (pre-construction notification) of the Regulations will continue to apply to development carried out under the proposed Greenfield Housing Code.



**Figure 21:** New park at Rouse Hill (source: Oculus)



### 4.3 Simplified Development Standards

The approach to the development standards for the proposed Greenfield Housing Code has been simplified by categorising them in three over-arching design quality principles – development standards pertaining to Built Form, developing standards pertaining to Landscape and development standards pertaining to Amenity.

Ensuring good design is critical to delivering development that minimises adverse impacts on surrounding properties.

All standards are proposed to fall under three over-arching design quality principles of **Built Form**, **Landscape** and **Amenity**.

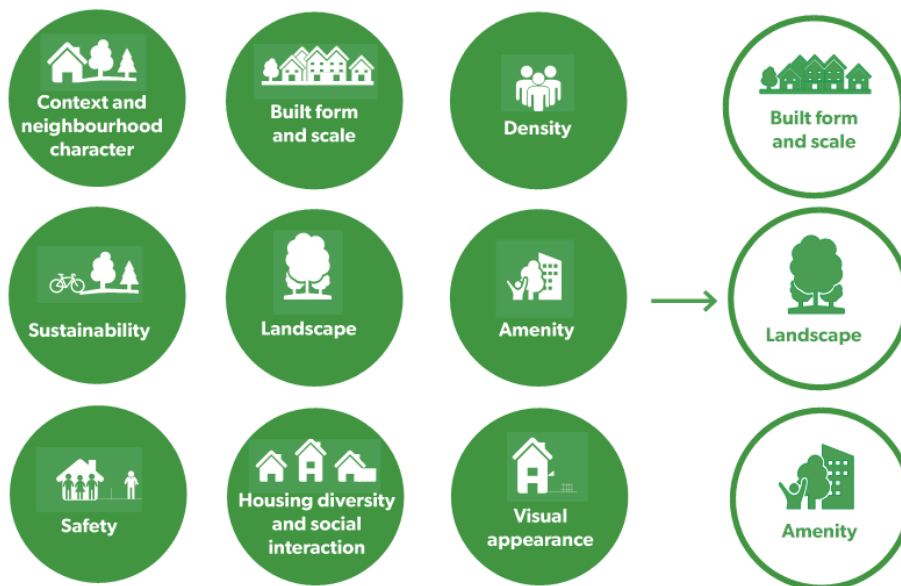
These principles have been derived from the nine design quality principles which form *State Environmental Planning Policy 65 (SEPP 65) Design Quality Principles*.

**Built form** incorporates context and neighbourhood character, density and visual appearance.

**Landscape** incorporates the principle of sustainability;

**Amenity** incorporates other related principles of safety and housing diversity and social interaction.

**Figure 22** below illustrates the nine quality principles and the approach to simplify to three key principles for use within the Code structure.



**Figure 22:** Nine design quality principles as identified under SEPP 65 simplified to three main principles for the Code

### **Built Form Development Standards**

These encompass principles of future context and neighbourhood character, built form and scale and visual appearance. These principles respond to the natural and future built surrounds of an area and to deliver an appropriate built form outcome to respond to an area's desired future character. Well-designed buildings respond to and enhance the qualities an area including the adjacent sites, streetscape and neighbourhood.

A well-designed built form has good proportions and a balanced composition. Good design has a variety of material, colours and textures, integrated in a sympathetic manner.

The visual appearance of a well-designed dwelling responds to the future local context, particularly desirable elements. The built form development standards also allow for a well-defined private domain which interfaces positively with the public domain providing good safety, through opportunities to optimise passive surveillance of public and communal areas.

### **Landscape Development Standards**

These standards ensure that the landscape and house operate as an integrated and sustainable system resulting in attractive houses with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.

Good landscape design enhances the dwelling's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values, and preserving green networks. Good landscape design enhances usability, privacy and opportunities for social interaction, equitable access, respect for neighbours amenity, provides for practical

establishment and long term management.

These standards promote elements of sustainability including areas of deep soil to encourage planting and trees to front gardens to provide shade and ameliorate effects of increased hotter weather events and urban heat islands.

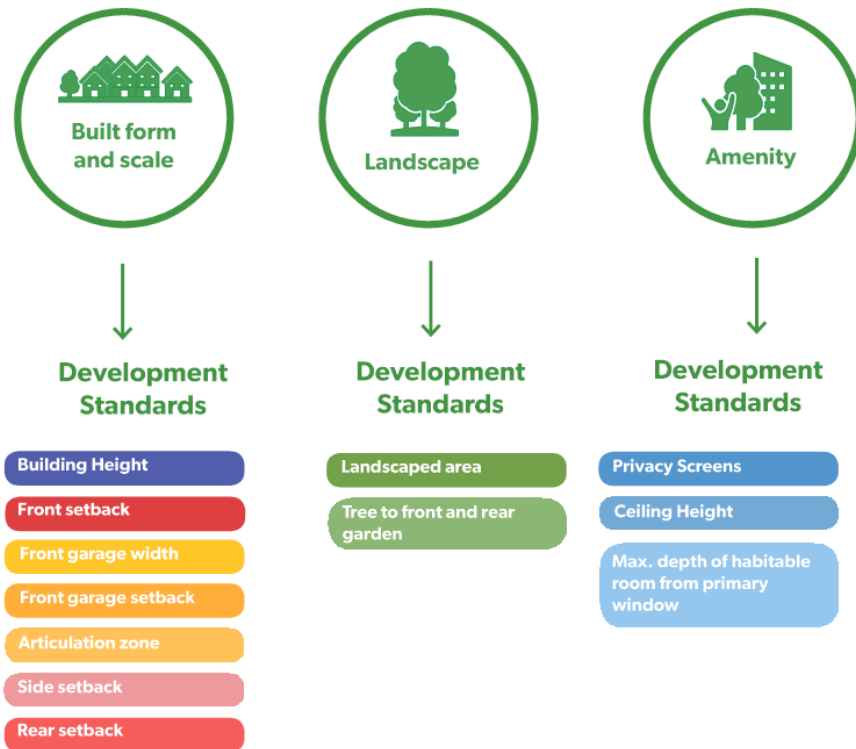
### **Amenity Development Standards**

Achieving good amenity contributes to positive living environments and resident well-being. Good amenity combines appropriate room dimensions, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, and ease of access for all age groups and levels of mobility. These standards promote elements of sustainability through good levels of solar access and natural ventilation and access to private outdoor space.

### **Applying the Development Standards to the principles**

For simplicity of use within the Code structure the standards have been grouped and identified under one of the three over-arching principles.

**Figure 23** on the following page illustrates how the standards relate to the principles.



**Figure 23:** Development standards applicable to the principles

#### Simplified Structure of the New Code based on Three Principles

The structure of the new Code will be simplified, with relevant development standards based on the three principles. Development standards will also be reduced, and the new Code written in plain English with explanatory diagrams to ensure that it is easy to read, understand and use.

**Figure 24** on the following page, demonstrates how the new Code has been simplified and the number of controls reduced, compared to the draft Housing Code and the Growth Centres SEPP and DCPs. This includes 'grouping' of key standards such as setbacks or standards related to articulation so they are located under the one main heading.

	Draft Housing Code	Growth Centres DCP	Proposed Greenfield Code
BUILT FORM	Height	Height	Height
	Gross Floor Area		
		Site coverage (ground & upper)	Site coverage (upper only)
	Front setbacks	Front setbacks	Setbacks including front , rear and side
	Rear setbacks	Rear setbacks	
	Side Setbacks	Side Setbacks	
	Corner Setbacks	Corner Setbacks	
	Rear garage setbacks	Rear garage setbacks	
	Front garage setbacks	Front garage setbacks	Articulation including garage setback and garage width
	Front garage	Front garage	
LANDSCAPE	Articulation zone	Articulation zone	
AMENITY		Landscaped Area	Landscaped Area including tree to front and rear garden
		Principle Private Open Space	
	Privacy screens		Privacy screens
		Solar access	Maximum depth of habitable rooms
			Ceiling heights (attics)

Figure 24: Comparison of the Standards

#### 4.4 Comparisons with the draft Housing Code

Key differences between the draft Housing Code and the site and envelope standards proposed in the Greenfield Housing Code include:

- The controls are based on lot width only rather than lot area to cater to the standard lot types typically found in greenfield subdivisions;
- The controls for front setbacks are a numerical standard. The standard to average the setbacks with neighbours has not been incorporated, as in many cases within new greenfield areas, two adjoining neighbours do not exist. There is also typically less apprehension about a neighbour's development including relationship to setback, as new dwellings are expected in new release areas. This is in contrast to typical development undertaken through the Housing Code, where the neighbour average is still appropriate to minimise impacts on existing and/or established neighbourhoods;

- The proposed front setback controls are consistent for all lot width types, which creates the opportunity to maximise usable private open space in the backyard and increase building separation at the rear;

- Minimum rear boundary setbacks are the same for all lot widths for both single and double storey houses to ensure appropriate building separation and to ensure landscaped area and rear yard space can be integrated;

- The approach to second storey side setbacks is to remove the formula as appears in the Housing Code and incorporate a single numerical control. This follows the approach of the Growth Centres DCP;

A new control to limit the maximum depth of habitable rooms is intended to assist solar access and daylight amenity into new dwellings in greenfield areas.

**Appendix 1** provides a detailed comparison with the Simplified Housing Code and the Growth Centres DCP.



Figure 25: Brighton Lakes (source: Mirvac)



## **Appendices**





## Appendix 1 - Comparison of the Standards

Control	Draft Housing Code	Blacktown GC DCP/SEPP	Draft Greenfield Code
<b>Max Building height</b>	8.5m	8.5m/9m	8.5m
<b>Max Site Coverage</b>	No controls	Lots <7m wide: 40% (upper level only) Lots 7-9m wide: 50% (upper level only) Lots 9-15m wide: 60% (ground floor) 40% (upper floor <375m <sup>2</sup> lots) 35% (upper floor >375m lots) Lots >15m wide: 50% ground floor 30% upper floor	Lots 6-7m wide: 50% (upper level only); Lots >7-10m wide: 40% Lots >10-15m wide: 35% (upper floor <375m <sup>2</sup> lots) Lots >15m wide: 30% upper floor
<b>Max gross floor area</b>	200-300m <sup>2</sup> : 75% of lot area <300m <sup>2</sup> : 25% of lot area + 150m <sup>2</sup> to a max. 450m <sup>2</sup>	No controls	No controls
<b>Minimum landscaped area</b>	200-300m <sup>2</sup> : 15% <300m <sup>2</sup> : 50% of lot area minus 100m <sup>2</sup>	Lots <9m wide: 15% of site area Lots 9-15m wide: 25% of site area Lots >15m wide: 30% of site area	200-300m <sup>2</sup> : 15% <300m <sup>2</sup> : 50% of lot area minus 100m <sup>2</sup>
<b>Front setbacks</b>	200-300m <sup>2</sup> : 3m  300-900m <sup>2</sup> : 4.5m  900-1500m <sup>2</sup> : 6.5m	3m (<7m wide)  3.5m (fronting open space)  4.5m	6-<7m wide: 4.5 metres (to front building façade); 3m to articulation zone >7-10m wide: 4.5 metres (to front building façade); 3m to articulation zone >10-15m wide: 4.5 metres (to front building façade); 3m to articulation zone 15m+: 4.5 metres (to front building façade); 3m to articulation zone

Control	Draft Housing Code	Blacktown GC DCP	Draft Greenfield Code
<b>Articulation zone</b>	1.5m (inside front setbacks above)	1.5m (inside front setbacks above)	1.5m
<b>Corner lots side setback</b>	2m	1m	<7m wide: 1m >7m wide: 2m
<b>Side setbacks</b>	0m both sides (6-8m wide)	0m both sides (<9m wide)	Lower (6-7m) Side A:0m Side B:0m Upper Side A:1.5m Side B:0m
	0m/0.9m (8-12.5m wide)	0m/0.9m (9-15m wide) 1.5m (second storey)	Lower (7-9m) Side A:0m Side B:0.9m Upper Side A:1.5m Side B:0.9m
	0.9m (<10m wide)	0.9m (single storey) 1.2m (double storey) (Lots <9m wide)	Lower (>10 -15m) Side A:0m Side B:0.9m Upper Side A:1.5m Side B:0.9m
	0.9m + 25% of building height above 5.5m (<10m wide)		Lower (over 15m) Side A:0.9m Side B:0.9m Upper Side A:1.5m Side B:0.9m
	0.9m + 25% of building height above 4.5m (10-18m wide)		
<b>Rear setbacks</b>	3m (up to 4.5m high)	4m (ground floor)	Single storey: 3m
	8m (above 4.5m) (300-900m <sup>2</sup> lots)	6m (upper floors)	Two storey: 6m
	10m (<300m <sup>2</sup> )	No minimum dwelling setback for lots <7m wide	
	0m for 50% of boundary with a rear lane		0m
<b>Rear garage setback</b>	0m (<300m <sup>2</sup> ) for up to 50% of lot width 0.9m up to 3.3m high (300-900m <sup>2</sup> ) or 0m for 50% of boundary length	0.5m	

## Appendix 2 – Stakeholder Issues

As discussed in this Paper, the Department has undertaken this work as a result of stakeholder concerns about the barriers for use of complying development in greenfield areas:

- Developers or home builders will often choose a DA process, because the process of determining whether the house fits the criteria for complying development can be complex.
- In many cases, particularly for two-storey homes, complying development standards are not aligned with contemporary house designs or the preferences of homebuyers in new release areas.
- Some of the development standards in the General Housing Code and the proposed draft Housing Code are too restrictive for greenfield housing types, such as the current side, rear and front setback requirements, and restrictions on double garages for lots below 12.5m wide.
- Development standards in some cases are difficult to interpret (both under the General Housing Code and under other instruments and DCPs) and this is adding to assessment timeframes.
- The lot size bands in the General Housing Code do not allow for an equitable range of dwelling sizes across the different lot sizes. Councils also generally allow larger homes to be built in new release areas than are permitted under the current State Policy.
- Controls and approvals processes under a range of different local controls and in the North West and South West Priority Growth Areas differ, and these differences make it difficult to standardise home designs.
- The controls under the Growth Centres SEPP

and DCPs are better aligned with contemporary house design for greenfield areas and enable homeowners to build the home that they prefer.

- Some developers/home builders will lodge bulk development applications where they are marketing house and land packages, and will sometimes lodge DAs prior to registration of the lots through the subdivision process.
- Timeframes for approvals vary, but councils in growth areas generally have a “fast-tracked” or priority approval stream, meaning faster approvals for new homes in new areas compared to established areas.
- Related approvals (like approvals under the Roads Act for driveways and s68 of the Local Government Act for on-site sewer and storm water disposal systems) that are in some cases required prior to release of a CDC, but which are normally provided concurrently with the assessment of a DA, add complexity and time to the approval process, meaning it is often simpler to lodge a development application.
- Private certifiers appear to issue CDCs in less time than councils, however, it is unclear to what extent delays (like requests for further information) are counted in these approval timeframes.
- There is a lack of awareness among home buyers of the complying development option.

Stakeholder feedback indicates there is a case for simplification of the controls that apply to new dwelling houses, and for standardisation of controls across different jurisdictions and planning instruments. There are also issues relating to approvals processes and the relationship between subdivision approvals and the subsequent construction of new homes.

### Appendix 3 - Example Housetype Plans

The housetype plans on the following pages illustrate some of the possible outcomes for housing layouts within greenfield areas. **Figure 26** illustrates a dwelling type with double garage to the front and a small living area by the front door. Integration of some habitable space at the front of the dwelling is preferable as it provides natural surveillance to the street, and also assists to activate the streetscape. **Figure 27** illustrates an alternative garage arrangement located to the rear (either from secondary road or rear laneway), which increases the frontage of habitable rooms to the street, and also improve the streetscape by reducing driveways which limit street tree potential.

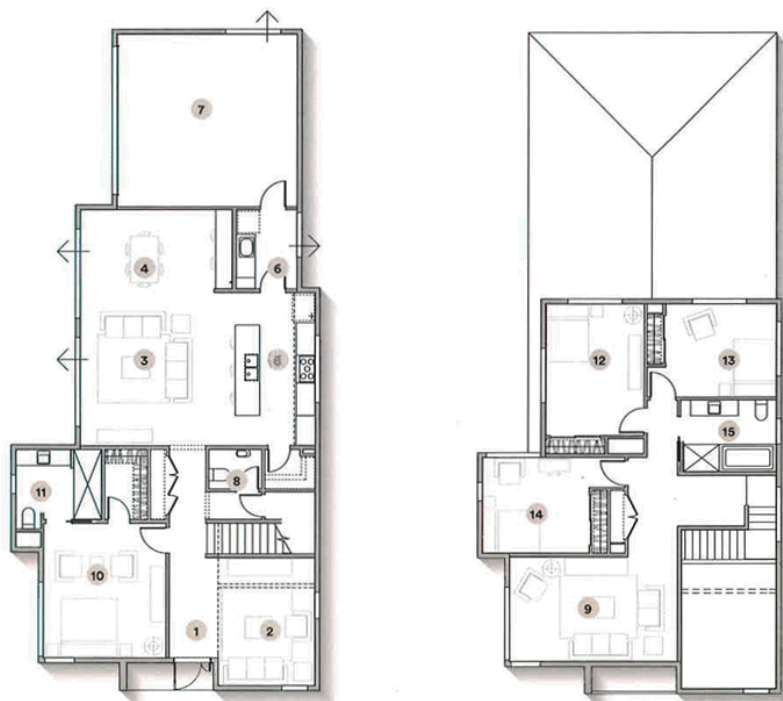


Total House Area 242.0m<sup>2</sup>  
Lot area 500m<sup>2</sup>

#### Legend

- |            |                       |
|------------|-----------------------|
| 1. Entry   | 9. Study              |
| 2. Lounge  | 10. Family            |
| 3. Living  | 11. Principal Bedroom |
| 4. Dining  | 12. Ensuite           |
| 5. Kitchen | 13. Bedroom           |
| 6. Laundry | 14. Bedroom 3         |
| 7. Garage  | 15. Bedroom 4         |
| 8. WC      | 16. Main bathroom     |

**Figure 26:** Housetype 1 - garage to the front (source: Sekisui House)



Total House Area 264.0m<sup>2</sup>  
Lot area 527m<sup>2</sup>

**Legend**

- |            |                       |
|------------|-----------------------|
| 1. Entry   | 9. Study              |
| 2. Lounge  | 10. Principal Bedroom |
| 3. Living  | 11. Ensuite           |
| 4. Dining  | 12. Bedroom 2         |
| 5. Kitchen | 13. Bedroom 3         |
| 6. Laundry | 14. Bedroom 4         |
| 7. Garage  | 15. Main bathroom     |
| 8. WC      |                       |

**Figure 27:** Housetype 2 - garage to the rear (source: Sekisui House)

### **Have Your Say**

The NSW Government is committed to delivering housing to meet the needs of a growing population in NSW. The State Policy provides a fast-tracked approval pathway for delivering new housing as complying development.

Feedback and discussion is encouraged to further explore the Department's proposed options in respect to overcoming barriers to the take-up of complying development in greenfield areas.

All feedback and submissions will be reviewed and the results will be used to inform any changes to the State Policy or other legislation.

Further information on the Policy can be found on the Department's website  
[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)  
and the Department's NSW Planning Portal at  
[www.planningportal.nsw.gov.au](http://www.planningportal.nsw.gov.au)  
or by calling 1300 305 695.

If you cannot make a submission online,  
you can write to us via:

Email: [codes@planning.nsw.gov.au](mailto:codes@planning.nsw.gov.au)  
Mail: Director, Codes and Approval Pathways  
Department of Planning and Environment  
GPO Box 39 Sydney NSW 2001





To have your say on Background Paper  
visit [planning.nsw.gov.au/proposals](http://planning.nsw.gov.au/proposals)



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**1**

## **Chapter 1 – Introduction**

CL17.184 - Attachment 3

## 1.1 What is an Explanation of Intended Effect?

Section 38 of the *Environmental Planning and Assessment Act 1979* (the Act) requires the Minister, before recommending the making of an environmental planning instrument by the Governor, to take such steps, if any, as the Minister considers appropriate or necessary to publicise an Explanation of the Intended Effect (EIE) of the proposed instrument and to seek and consider submissions from the public on the matter.

This EIE has been prepared for the purposes of section 38 and forms an explanation of the intended effect of the proposed amendments to the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (the Codes SEPP).

The proposed amendments will introduce a new 'Greenfield Housing Code' into the Codes SEPP.

This EIE accompanies a Background Paper – *A Review of Complying Development in Greenfield Areas*, which discusses barriers to the take-up of complying development and identifies options to facilitate faster housing approvals and ensure good design outcomes in greenfield areas.

***The introduction of a new Greenfield Housing Code supports the ongoing work to meet the Premier's Priority Target for Faster Housing Approvals, which is to achieve 90% of housing approvals within 40 days by 2019 and the State Priority to increase housing supply across NSW by delivering more than 50,000 approvals every year.***



**Figure 1:** Brighton Lakes, Moorebank (source: Mirvac)



## 1.2 Context

The *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Codes SEPP) allows for the development of 1-2 storey dwelling houses, attached and detached development and alterations and additions to be carried out under a fast track approval process called complying development.

Provided the proposed development complies with pre-determined development standards, approval in the form of a complying development certificate (CDC) can be issued on average within 20 days, compared to 71 days on average for a development application (DA). The development standards were developed in consultation with stakeholders and are designed to preserve neighbourhood amenity through setbacks, landscaping and height controls to reinforce the principles of good design. Complying development is an effective and low cost way to streamline the approvals process and improve housing affordability.

There are significant benefits associated with increasing the uptake of complying development in greenfield areas - such as reduced approval times, reduced development costs and greater certainty - all of which are explained in detail within the Background Paper.

Complying developments can be approved significantly faster than DAs. Accordingly, the Department of Planning and Environment (the Department) is examining opportunities to increase the uptake of residential complying development in greenfield areas by simplifying the development standards and tailoring them to suit these new growth areas.

There are also significant cost savings when carrying out complying development compared to a DA – a cost benefit analysis undertaken for the Department

by The Centre for International Economics (CIE) in 2015 found that there are savings of up to \$15,000 for single dwellings if approved under a CDC instead of a DA.

The 2014/15 Local Development Performance Monitor report showed that:

- CDCs now account for 32% of development approvals, up from 29% in 2013-14;
- \$5.24 billion worth of CDCs were approved under the NSW local development assessment system in 2014-15, up from \$4.43 billion in 2013-14, representing an increase of 18%;
- 29 075 CDCs were approved by council or private certifiers, representing a 17.4% increase from 24 770 in 2013-14;
- CDCs took an average 22 days to determine in 2014-15, an increase of 25% from 18 days in 2013-14.

Current barriers to the uptake of complying development have been identified, such as driveway approvals, complex development standards, and the ability to obtain a CDC prior to lot registration. These issues are explored in more detail in the Background Paper.

In addition to simplifying complying development, the NSW Government recognises that it is critical that new developments in greenfield areas are well designed to create distinct and attractive places for people which are environmentally, economically and socially sustainable.

### 1.3 Objectives and Intended Outcomes

The draft Greenfield Housing Code is intended to fit within the existing Codes SEPP and will be subject to the existing land based exclusions and general requirements that applies to the existing General Housing Code. The definitions contained within the Codes SEPP will also apply to the Greenfield Housing Code.

Consistent with the Departments's review of the General Housing Code, it is proposed that the draft Greenfield Housing Code will also be written using plain English and structured in an easier to use format with explanatory diagrams to assist with interpretation.

The new Code will provide simplified, tailored development standards with a focus on good design outcomes to promote more residential housing in new release areas to be carried out under the fast-tracked complying development approval pathway.

### 1.4 Summary of the Key Elements

The key elements of the Greenfield Housing Code are:

- consistency of rear setbacks with those permitted under Growth Centres DCPs and the Codes SEPP;
- consistent front setbacks for all lot widths and removal of the front setback averaging rule currently required under the General Housing Code of the Codes SEPP;
- simplification of side setbacks to ground and upper levels;
- allowance of a double garage on lots that are 10m wide and over (permissible to two storey houses only on 10m wide lots); and
- criteria for determining different development standards is to be based on lot width rather than lot area, which is more relevant to greenfield areas.

The Department also proposes to include

development standards in the new Code, which will contribute to improving streetscape, building design quality and amenity outcomes. These include:

- a maximum depth of 6m for any habitable room from a window; and
- the requirement to plant a tree in the front and rear setbacks of the lot.

#### Transitional Period

The Department is aware that home builders and developers have designed new housing developments based on current development standards in the General Housing Code and the relevant council LEPs and DCPs.

The Department proposes to allow a transition period of three years between the application of the existing policies for residential complying development (General Housing Code, soon to be replaced with the Simplified Housing Code) and the introduction of the new Greenfield Housing Code for new release areas. This would allow home builders and developers to deliver on their existing products and give them enough time to design new dwellings to comply with the development standards in the Greenfield Housing Code. The DA pathway will continue to be available.



**Figure 2:** Shawood at The Hermitage, Gledswood Hills  
(source: Sekisui House)

2

## **Chapter 2 – The Greenfield Housing Code**

CL17.184 - Attachment 3

## 2.1 Where the Greenfield Housing Code would apply

The Greenfield Housing Code is proposed to apply to land defined as a residential release area under clause 136AB of the *Environmental Planning and Assessment Regulation 1979* (EP&A Regulation), and any other greenfield release areas nominated by councils and identified in a schedule to the Code. Clause 136AB includes land within:

- an urban release area identified within a local environmental plan that adopts the applicable mandatory provisions of the Standard Instrument;
- a land release area identified under the Eurobodalla Local Environmental Plan 2012;
- any land subject to State Environmental Planning Policy (Sydney Region Growth Centres) 2006;
- any area included in Parts 6, 26, 27, 28 and 29 of Schedule 3 of the *State Environmental Planning Policy (Major Development) 2005* (now referred to as SEPP (State Significant Precincts) 2005).

There are also a number of greenfield areas across

the State that have been released by councils for residential urban development that could benefit from the simplified controls in the proposed new Greenfield Housing Code. The Department invites feedback from councils, landowners and industry on any other areas where the new Code should apply.

The Code would apply to new dwelling houses in defined residential release areas on land which follows all of the criteria listed below:

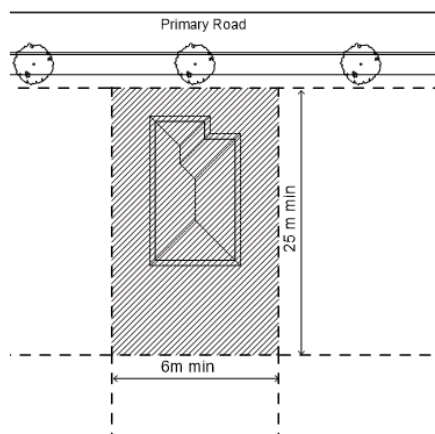
- in a residential zone – R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential, R4 High Density Residential, and RU5 Village;
- has been granted subdivision consent;
- a minimum of 6 metres wide measured at the building line (as defined by the State Policy);
- a minimum of 25 metres lot depth from the frontage to a primary road to the rear lot boundary;
- a minimum lot size of 200 m<sup>2</sup>.

All of the above requirements need to be met in order to use the Greenfield Housing Code. They are illustrated in the following **Figures 4, 5 and 6**.



**Figure 3:** Brighton Lakes, Moorebank (source: Mirvac)

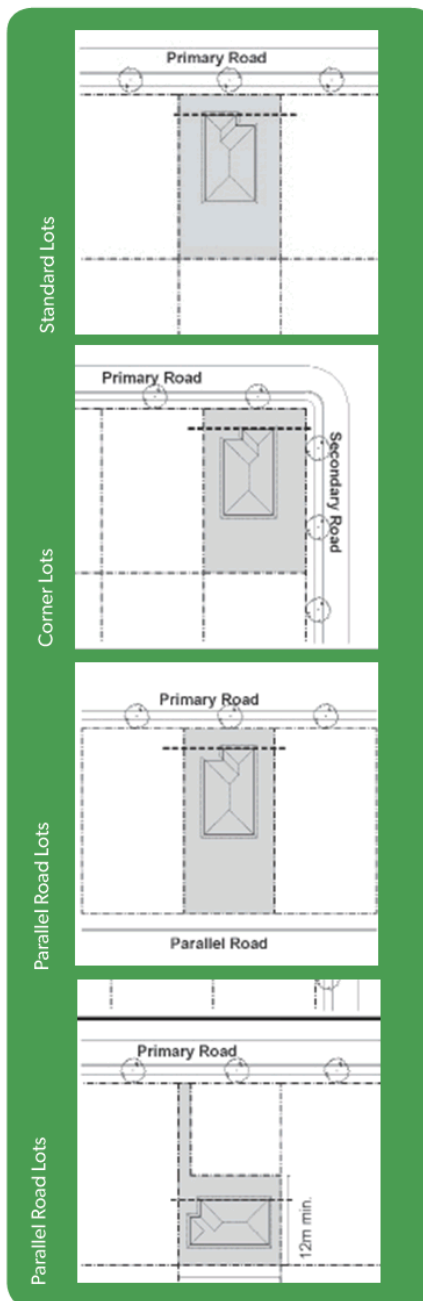
**Figure 4** below illustrates the minimum dimensions for a lot to be applicable under the Greenfield Housing Code.



**Figure 4:** Minimum dimensions for applicable lots

The Greenfield Housing Code would apply to standard lots, corner lots, parallel lots and battle-axe lots as currently defined under the draft Housing Code. These are illustrated in **Figure 5** adjacent and are listed as follows:

- standard lots - with one frontage to a primary road;
- corner lots - with one frontage to a primary road and a second frontage to a secondary road;
- parallel road lots - with one frontage to a primary road and a second frontage to a parallel road;
- and
- battle-axe lots - with driveway access only to a primary road.



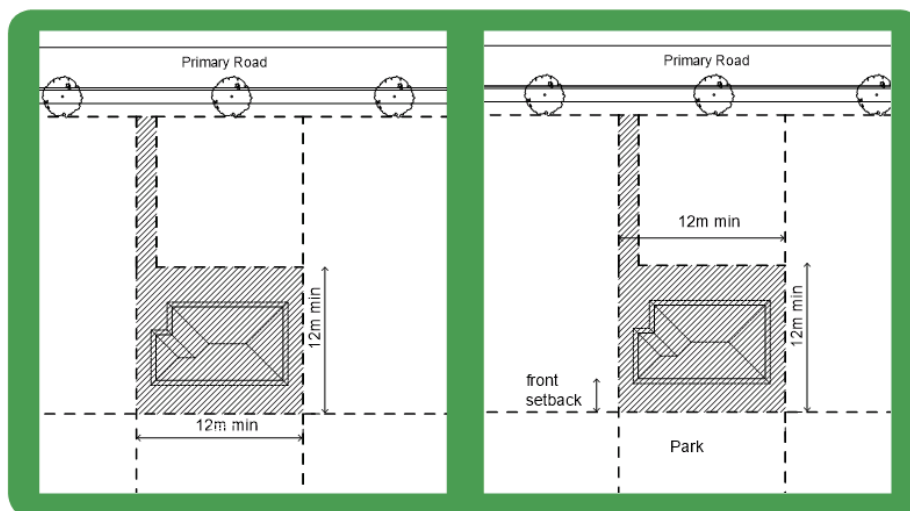
**Figure 5:** Four different lot conditions

While battle-axe lots are not common in new release areas, they are proposed to be included in the Greenfield Housing Code. There are some circumstances where battle-axe lots occur in new release areas, including lots which directly front public land such as a park and irregular shaped land parcels.

The same controls are proposed to apply to battle-axe lots. Determining the orientation of setbacks is the key difference as there is usually no frontage to a primary road. The primary lot boundary (the boundary where the front setback controls apply) is defined for battle-axe lots as:

- the boundary that adjoins a public road (excepting the boundary of a battle-axe access handle) or land reserved or otherwise identified for public recreation, or public infrastructure; and
- where there is no frontage as described above, the boundary closest to the primary street from which the property gains vehicular access (excluding the boundary of any part of the lot that is an access handle).

**Figure 6** below illustrates the required minimum dimensions for a battle-axe lot.



**Figure 6:** Minimum dimensions for battle-axe blocks



#### **Alterations and additions**

The Code would also apply to alterations and additions, allowing changes to houses in new release areas to be carried out as complying development. To remove any future uncertainty, it is important that the same development standards apply to any alterations or additions to houses that are constructed in accordance with the Code.

#### **Secondary dwellings**

Secondary dwellings in greenfield areas are intended to be carried out in greenfield areas under the *State Environmental Planning Policy (Affordable Rental Housing) 2009* (Affordable Housing SEPP). These secondary dwelling controls are currently proposed to be transferred to the Codes SEPP.

#### **Bushfire and flood prone land**

The same conditions and requirements for development on bushfire prone land and flood control lots under the draft Housing Code would apply to complying development under the Greenfield Housing Code. These clauses provide additional requirements for siting and construction of development for lots that are bushfire prone or identified as a flood control lot by the local council.



**Figure 7:** Brighton Lakes, Moorebank (source: Mirvac)

## 2.2 Proposed Structure of the Greenfield Housing Code

To address stakeholder concerns that the Codes SEPP is complex to use and understand, the Department will simplify the structure, language and standards that apply to greenfield areas and align these standards with the development controls of the Growth Centres SEPP and DCPs.

The controls are proposed to be presented based on lot widths. There are 4 proposed categories of lot widths. All primary controls would be set out in a table format with accompanying diagrams that illustrate how the controls apply to lots with different configurations.

This structure is different to how the controls are presented in the draft Housing Code, which is intentional given the unique nature of greenfield areas, where lot width and depth are more relevant to housetype designs. The Code will be simpler to use in greenfield areas if controls are based on lot dimensions, rather than lot area.

The development standards for the Greenfield Housing Code are intended to be divided into the following lot width bands:

- lots that are from 6 metres wide to 7 metres wide;
- lots that are greater than 7 metres wide to 10 metres wide;
- lots that are wider than 10 metres to 15 metres wide; and
- lots that are wider than 15 metres.

The general structure for the Greenfield Housing Code aligns with the proposed divisions as in the draft Housing Code.

The structure of the proposed Greenfield Housing Code is listed as follows:

**Division 1** - sets requirements for Complying Development under this Code.

**Division 2** - sets out development standards for new dwelling houses and attached development (such as balconies and attached garages).

**Division 3** - sets out development standards for detached development (such as detached garages and carports).

**Division 4** - contains similar development standards for associated works and standard conditions for complying development in Greenfield Housing Code.



### 2.3 The intent of the proposed development standards

The development standards in the proposed Greenfield Code are divided under the three design quality principles of Built Form, Landscape and Amenity. Standards under these three principles establish a complying building envelope which ensures good levels of amenity are achieved.

Controls are proposed to be set based primarily on the width of the lot at the front building line (the front setback). Standards such as landscape area and upper level site coverage, which control the amount of development on the lot, are based on the lot area.

The development standards have been formed based on the standards contained within both the Simplified Housing Code and the Growth Centres DCP. The aim is to simplify the standards so that they are easier to use. This simplification includes both the number of the standards to be incorporated and the way in which they will be presented in the Code.

#### Built Form Development Standards

The proposed built form standards (refer to Tables 1, 2 and 3) include:

- maximum building height;
- maximum upper level site coverage;
- minimum front setback (including minimum front garage setback);
- minimum side setback (single and double storey and corner lots);
- minimum rear setback (single and double storey)
- maximum rear garage height;
- minimum rear garage setbacks;
- maximum rear garage width;
- maximum garage door width; and
- maximum driveway width.

The combination of building height, setbacks and articulation zones are the most effective way to establish good streetscape outcomes and ensure

appropriate built form, amenity, privacy and environmental outcomes within lots and dwellings.

Front and rear setbacks ensure good relationships to street and neighbouring properties. Side setbacks contribute further to amenity in terms of privacy and solar access and are intended to ensure a good built form outcome. Upper level setbacks and an upper level site coverage ensure the bulk and scale of the dwelling is appropriate and allow for good solar access to rear gardens and habitable rooms.

#### Landscape Development Standards

Environmental benefits provided by increased landscaped areas include climate change mitigation, carbon storage and sequestration, air and water pollution mitigation, better drainage and soil protection.

Increased vegetation on a block by block basis will also contribute to soil formation, biodiversity habitats for species as well as oxygen production, with very clear benefits in relation to visual amenity, landscape and sense of place.

The proposed landscape standards (refer to Table 4) include:

- minimum landscape area (including minimum requirements within front setback); and
- provision of a tree to the front and rear garden

Landscape development standards control the amount of landscape area that is required on a lot. This ensures that there is adequate area for deep soil planting and facilitates tree planting within front and rear gardens. This improves the conditions discussed within the Background Paper of hotter temperatures (particularly experienced in Western Sydney) by providing shade.

This standard, along with the setback standards (Built Form) limit the building footprint on the site and the overall site coverage.

In addition to this, the requirement of a tree to the front and rear garden benefits the urban environment, in relation to air quality, climate and biodiversity. They also contribute to the streetscape and improve the experience of pedestrians.

#### **Amenity Development Standards**

The proposed amenity development standards (refer Table 5) include:

- no windows and doors to be located within a wall that is less than 900mm from a boundary;
- minimum ceiling height; and
- maximum depth of habitable room from a window.

Amenity development standards ensure adequate levels of amenity to both the proposed dwelling and its relationship with adjoining dwellings including solar access, daylight access and privacy. These in turn help to facilitate good dwelling layouts.

The following section (section 2.4) illustrates the proposed standards, and how they differ from the Housing Code and the Growth Centres DCP. It also illustrates how are to be presented in a simpler form, with standards grouped under key headings.



**Figure 8:** Brighton Lakes, Moorebank (source: Mirvac)

## 2.4 Comparison of the Standards

	Draft Housing Code	Growth Centres DCP	Proposed Greenfield Code
BUILT FORM	Building Height	Building Height	Building Height
	Gross Floor Area		
		Site coverage (ground & upper)	Site coverage (upper only)
	Front setbacks	Front setbacks	Setbacks including front , rear and side
	Rear setbacks	Rear setbacks	
	Side Setbacks	Side Setbacks	
	Corner Setbacks	Corner Setbacks	
	Rear garage setbacks	Rear garage setbacks	
	Front garage setbacks	Front garage setbacks	Articulation including garage setback and garage width
	Front garage	Front garage	
LANDSCAPE	Articulation zone	Articulation zone	
AMENITY		Landscaped Area	Landscaped Area including tree to front and rear garden
		Principle Private Open Space	
	Privacy screens		Privacy screens
		Solar access	Maximum depth of habitable rooms
			Ceiling heights (attics)

Figure 9: Comparison of the Standards



## 2.5 The Proposed Development Standards

**Table 1 – Summary of proposed Built form standards**

Control	Lot width (measured at front setback line)			
	6m to 7m wide	>7m to 10m	>10m to 15m	More than 15m
<b>Maximum Building Height (dwelling)</b>	8.5m	8.5m	8.5m	8.5m
<b>Site coverage</b>	Upper level - no more than 50% of lot area	Upper level - no more than 40% of lot area	Upper level - no more than 35% of lot area	Upper level - no more than 30% of lot area
<b>Minimum front setback</b>	4.5 metres (to front building façade); 3m to articulation zone;	4.5m (to front building façade); 3m to articulation zone;	4.5 m (to front building façade); 3m to articulation zone;	4.5 m (to front building façade); 3m to articulation zone;
<b>Minimum front garage setback</b>	N/A (rear garages only)	5.5 m	5.5 m	5.5 m
<b>Minimum side setback (ground level)</b>	Side A:0m Side B:0m	Side A:0m Side B:0.9m	Side A:0m Side B:0.9m	Side A:0.9m Side B:0.9m
<b>Minimum side setback (upper level)</b>	Side A:1.5m Side B:0m	Side A:1.5m Side B:0.9m	Side A:1.5m Side B:0.9m	Side A:1.5m Side B:0.9m
<b>Maximum built to boundary wall for all development on site</b>	20m or 50% of lot depth (which ever is the lessor). The remainder setback along the boundary is 0.9m	15m or 50% of lot depth (which ever is the lessor)	11m or 50% of lot depth (which ever is the lessor)	n/a
<b>Minimum rear setback (single storey)</b>	3m	3m	3m	3m
<b>Minimum rear setback (double storey)</b>	6m	6m	6m	6m
<b>Corner lots - Minimum secondary street side setback</b>	1m	2m	2m	2m

Side boundary A and side boundary B are nominated by the applicant or nominated on the plan of subdivision / precinct plan. Where the boundaries are nominated by the applicant the following criteria must be applied:

- a) where the adjoining development is built to the boundary this boundary is to be nominated as Side A,
- b) where the adjoining development is setback less than 1.5m from the boundary but not built to the boundary, this boundary is to be nominated as Side B,
- c) where there is adjoining development only on one side, the other side is to be nominated the alternate
- d) a corner lot has two side boundaries and no rear boundary



**Table 2 – Additional controls for rear garages**

Control	Lot width (measured at front setback line)			
	6m to 7m wide	>7m to 10m	>10m to 15m	More than 15m
<b>Maximum Building Height (dwelling)</b>	3.3m	3.3m	3.3m	3.3m
<b>Minimum side setback</b>	0m on both sides for a max. length of 6.5m	0m on one side for a max. length of 6.5m 0.9m on one side	0m on one side for a max. length of 6.5m	0m on one side for a max. length of 6.5m
<b>Minimum rear garage setback (to lane)</b>	0m	0m	0m for a maximum length along rear boundary of 6.5m	0m for a maximum length along rear boundary of 9 metres

**Table 3 – Additional controls for front garages**

Control	Lot width (measured at front setback line)			
	6m to 7m wide	>7m to 10m	>10m to 15m	More than 15m
<b>Maximum garage door width (at the front of the property)</b>	N/A (rear loaded garages only)	7-9m: Single 3.2m 10m: Double 6m (to 2 storey dwellings only)	Double - 6m	50% of the façade width to a maximum of 7.2m
<b>Maximum driveway width (at the front property boundary)</b>	N/A (rear loaded garages only)	3.0m	4.8m (double) 3.0m (single)	4.8m
<b>Maximum garage door width (access from secondary road only)</b>	7.2m max	7.2m max	7.2m max	7.2m max

**Table 4 – Landscape Controls**

Lot width (measured at front setback line)				
Control	6m to 7m wide	>7m to 10m	>10m to 15m	More than 15m
<b>Landscaped area (min. 1.5m wide)</b>	Lot area 200-300m <sup>2</sup> :15% of lot area >300m <sup>2</sup> :50% of lot area minus 100m <sup>2</sup>	Lot area 200-300m <sup>2</sup> :15% of lot area >300m <sup>2</sup> :50% of lot area minus 100m <sup>2</sup>	Lot area 200-300m <sup>2</sup> :15% of lot area >300m <sup>2</sup> :50% of lot area minus 100m <sup>2</sup>	Lot area 200-300m <sup>2</sup> :15% of lot area >300m <sup>2</sup> :50% of lot area minus 100m <sup>2</sup>
<b>Landscaped area (min. 1.5m wide) within front setback</b>	75% of area of the front setback (excluding articulation elements)	75% of area of the front setback (excluding articulation elements)	50% of area of the front setback (excluding articulation elements)	50% of area of the front setback (excluding articulation elements)
<b>Provision of tree</b>	Tree to front garden (min. 3-5m mature height) Tree to rear garden (min. 8-10m mature height)	Tree to front garden (min. 3-5m mature height) Tree to rear garden (min. 8-10m mature height)	Tree to front garden (min. 3-5m mature height) Tree to rear garden (min. 8-10m mature height)	Tree to front garden (min. 3-5m mature height) Tree to rear garden (min. 8-10m mature height)

**Table 5 – Amenity Controls**

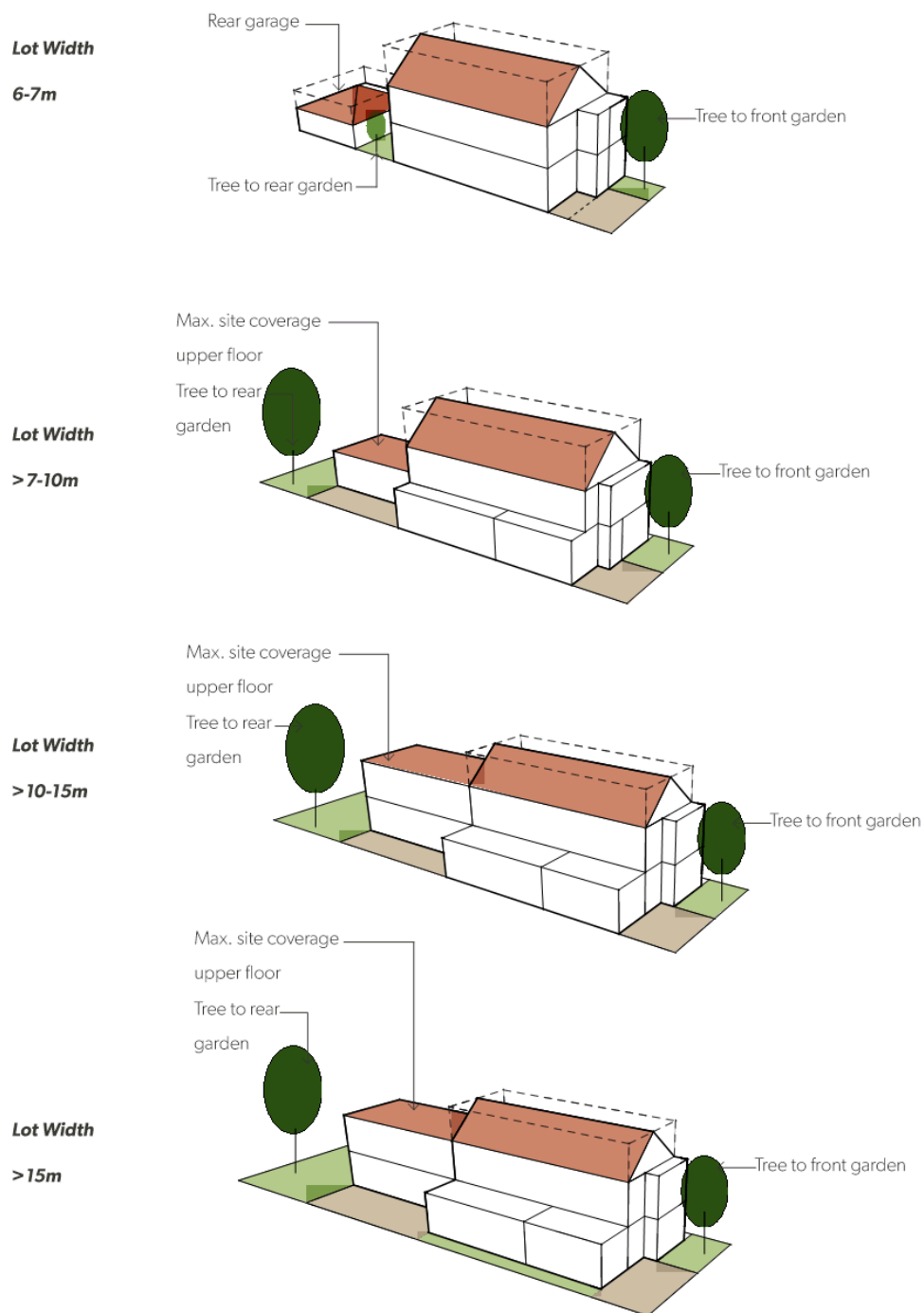
Lot width (measured at front setback line)				
Control	6m to 7m wide	>7m to 10m	>10m to 15m	More than 15m
<b>Windows, doors and other openings</b>	No windows, doors or other openings in any wall that is less than 900mm from a boundary	No windows, doors or other openings in any wall that is less than 900mm from a boundary	No windows, doors or other openings in any wall that is less than 900mm from a boundary	No windows, doors or other openings in any wall that is less than 900mm from a boundary
<b>Minimum ceiling heights*</b>	Living rooms - 2.7m Habitable attics - 2.4m for at least two-thirds of the floor area of the room	Living rooms - 2.7m Habitable attics - 2.4m for at least two-thirds of the floor area of the room	Living rooms - 2.7m Habitable attics - 2.4m for at least two-thirds of the floor area of the room	Living rooms - 2.7m Habitable attics - 2.4m for at least two-thirds of the floor area of the room
<b>Maximum depth of habitable room from primary window</b>	6m	6m	6m	6m

\*When calculating the area of a room in an attic, any part where the ceiling height is less than 1.8m is not counted. For alterations and additions, existing ceiling heights can be retained.

Figures 10 and 11 on the following pages illustrate the indicative intent of the standards.



Figure 10: Indicative proposed standards



**Figure 11:** 3D indicative views

## 2.6 Other Development Standards

Other development standards contained in the draft Simplified Housing Code that address ancillary issues are proposed to be included in the Greenfield Housing Code. Some of these standards, such as requirements for storm water drainage collection and disposal, and requirements for protection of adjoining walls, could be standard conditions for complying development.

Requirements for setbacks from protected trees are typically not an issue when a house is first constructed in a new subdivision, as trees that are retained are normally located on public land. However, this provision is to be included in the Greenfield Housing Code to capture any situations where there are protected trees adjacent to a lot on which complying development is proposed.

## 2.7 Standard conditions of approval

It is proposed that the standard conditions of approval for complying development under the Greenfield Housing Code will include those current standard conditions of approval under the draft Housing Code and additional conditions specific to greenfield areas. The following is a summary of some of the proposed conditions of approval.

### Construction Waste

The Department has received feedback that in certain greenfield areas of Sydney, councils are regularly required to clean up construction waste materials that have been illegally dumped. It has been estimated by one council that the cost to dispose of illegally dumped construction materials was over \$200,000 in the 2015 financial year. This figure covered the cost of disposal and not any staff time to investigate the illegal dumping.

To address this issue, the Department proposes a condition requiring the preparation of a waste management plan before construction starts and evidence of tipping receipts from a waste facility for all construction waste associated with that CDC issued under the Greenfield Code.

Currently the Industrial and Commercial Code in the State Policy includes conditions of consent requiring that a waste management plan and tipping receipts are presented to the certifier for industrial and commercial developments approved as complying development. However, this requirement does not apply to residential developments.



Figure 12: Brighton Lakes, Moorebank (source: Mirvac)

In addition, the following requirements are proposed for the management of construction waste for residential complying developments approved under the new Greenfield Housing Code:

- a garbage receptacle must be provided at the work site before works begin and must be maintained until the works are completed. It must have a tight fitting lid and be suitable for the reception of food scraps and papers;
- identify potential reuse/recycling opportunities of excess construction materials;
- retain all records demonstrating lawful disposal of waste and keep them readily accessible for inspection by regulatory authorities;
- any run-off and erosion control measures required must be maintained within their operating capacity until the completion of the works to prevent debris escaping from the site into drainage systems, waterways, adjoining properties and roads;
- all vehicles entering or leaving the site must have their loads covered;
- all vehicles, before leaving the site, must be cleaned of dirt, sand and other materials, to avoid tracking these materials onto public roads;
- at the completion of the works, the work site must be left clear of waste and debris.

#### **Deferred Commencement**

The Background Paper *Review of Complying Development in Greenfield Areas* is exhibited alongside this EIE, and discusses in detail barriers to the take-up of complying development in greenfield areas with recommended options on how to overcome these barriers.

One identified barrier is the inability to obtain a CDC prior to lot registration – unlike a DA which can be granted subject to a condition that the consent is not to operate until the applicant satisfies the consent authority as to any matter specified in that condition (for example, lot registration). An applicant wishing to build a house in a new release area under the DA pathway could obtain consent prior to lot registration – unlike a CDC.

A way to overcome this barrier is to allow CDCs to be issued for a new dwelling on the condition that the lot is legally created prior to the completion of the development. A deferred commencement condition is where the consent does not operate until the applicant satisfies the consent authority that the lot has been registered. A CDC can be issued with a deferred commencement condition, specifying that construction of the dwelling cannot commence until the lot (as identified on the approved plan of subdivision) is registered.

Further detail on this proposal is set out in the Background Paper, which is exhibited alongside this EIE.





### **Have Your Say**

The NSW Government is committed to delivering housing to meet the needs of a growing population in NSW. The State Policy provides a fast-tracked approval pathway for delivering new housing as complying development.

Feedback and discussion is encouraged to further explore the Department's proposed options in respect to overcoming barriers to the take-up of complying development in greenfield areas.

All feedback and submissions will be reviewed and the results will be used to inform any changes to the State Policy or other legislation.

Further information on the Policy can be found on the Department's website  
[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)  
and the Department's NSW Planning Portal at  
[www.planningportal.nsw.gov.au](http://www.planningportal.nsw.gov.au)  
or by calling 1300 305 695.

If you cannot make a submission online,  
you can write to us via:

Email: [codes@planning.nsw.gov.au](mailto:codes@planning.nsw.gov.au)  
Mail: Director, Codes and Approval Pathways  
Department of Planning and Environment  
GPO Box 39 Sydney NSW 2001



To have your say on Explanation of Intended Effect  
[visit \[planning.nsw.gov.au/proposals\]\(http://visit.planning.nsw.gov.au/proposals\)](http://visit.planning.nsw.gov.au/proposals)

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**Report to Council**

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**Title: 2017 Floodplain Management Australia National Conference**

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<b><u>Date:</u></b>	<b>16 – 19 May 2017</b>
<b><u>Venue:</u></b>	<b>Newcastle Exhibition and Convention Centre</b>
<b><u>Theme:</u></b>	<b>Preparing for the Next Great Flood</b>
<b><u>SCC Representatives:</u></b>	<b>Councillors John Levett, Annette Alldrick, Mark Kitchener</b>
<b><u>Key Note Speakers:</u></b>	<b>Jacky Croke, Quy Nhan Pham, Ngoc Huan Tran</b>
<b><u>Conference Format:</u></b>	<b>Keynote presentations and plenary sessions in the morning, concurrent tutorials and field trips in the afternoon.</b>

**Summary of Presentations:**

While attending the 2017 Floodplain Management Australia National Conference in Newcastle it quickly became apparent that the presentations had a predominance of data related to engineering and planning disciplines. It became necessary to pursue items of a less technical application that could be linked with the Shoalhaven. The subjects presented in this report are: the need for mitigation, floodplain management, the role of the State Emergency Service, flood impact on tourist parks, increasing community engagement and the effect of road closures.

Australia is a world leader in disaster response and recovery but more work needs to be done to further build resilience, limit disaster damage, work together with a shared responsibility and manage flood risk across Australia to further promote inclusive safe sustainable communities.

Natural disasters like severe storms and floods have wide ranging social impacts with both immediate and long term repercussions. Losing everything in a natural disaster increases the possibility of mental health issues, alcohol misuse, domestic violence, chronic disease and short term unemployment. The true cost of natural disasters including costs of social impacts are at least fifty percent greater than previously estimated. Flooding is the most economically damaging natural hazard in Australia, greater than bushfire or drought.

Over the course of time and through implementation of education programs the Shoalhaven community will develop a better understanding of natural disaster preparedness, disaster risk, response and reconstruction stages. Flooding is predictable and inevitable but losses are

preventable. Through educative processes and real life experiences residents will learn recovery starts in the response stage.

IAG, Executive General Manager Tracy Green, informed the conference that flood mitigation is crucial and evidence proves it protects life, property and the Australian economy. Therefore it is necessary to ensure that communities across Australia are better able to prepare for, respond to, and recover from natural disasters. Floods happen on an irregular basis but management strategies and different forms of flood infrastructure need to be conspicuously present all the time.

Floods emerge when floodwaters cover land which is normally dry. Floods impact on people, properties, emergency services, utilities, infrastructure, and communities. Any development on the floodplain is vulnerable to risk. It must be recognized that all flood risk cannot be eliminated. It is simply a matter of when a flood will occur. Individuals and governments consider the risk and determine whether or not it is acceptable, moderate, or unacceptable.

In an ideal world, floodplain development should be prohibited. However, idealism is not reality and floodplain development exists and will continue into the future. All buyers and developers building on the floodplain need to thoroughly understand the risks being taken. There is no such thing as 'no risk' there will always be a residual risk. The Shoalhaven City Council communicate the risks to buyers and developers as Neil Duffy suggested by indicating the potential hazards on the Section 149 certificates.

It is highly likely that floodplain development will increase into the future. There will always be people desiring sites with water views, but recently, unattainable housing prices in cities have put pressure on land affordability causing more people to build in vulnerable locations.

If developers and residents understood and adhered to four simple floodplain classifications there would be better outcomes. Classification one, flood hazard severe – no development in this category. Classification two, flood hazard significant – people living in this zone will have to deal with the consequences of inundations, velocity and evacuation. Development should be encouraged in less constrained areas. Classification three, flood hazard – general, classification four, flood hazard - minimal.

There are different types of floods which bring different problems to solve. The flood categories are: catchment flooding, overland flooding, groundwater flooding, coastal flooding, riverine flooding and flash flooding. Flash flooding is where the real damage occurs and causes the biggest loss of life through vehicles being swept away. The responsibility for flash flood warnings lies with the state government in partnership with local government. Local government will likely lead the lion's share of the agreed actions according to what is affordable and desirable.

The Shoalhaven district is subject to catchment flooding, coastal flooding and flash flooding. Impacts vary depending on the duration of the event, whether or not the flood was in an urban

area, a rural area or a large population centre. Flood risk management, emergency response planning, emergency response time, all significantly contribute to severity of the flood impact and a community's ability to recover. Philip Conway from IAG said, recovery rate depends on exposure of the community, socio-economics, impact on key infrastructure and capital inflow following the event.

A catchment flood, for example, coming off Jerrawangala Mountain watershed in the Shoalhaven, from the navigational markers known as the 'Goal Posts' on Saint Georges Basin to Croppers Cabins by the sea, the Sussex Inlet channel becomes a raging torrent unsafe for emergency rescue boats.

The CBD of Sussex Inlet, on the other hand, floods by incremental creep caused by backup from excess floodwaters encountering high tide and the main road, Jacobs Drive, goes under at 0.9 meters. Central Sussex is categorized as a low flood island. Parts of the quays area, a high flood island, are isolated at 1.2 meters and southern Sussex Inlet where the land is higher, there is rising road access. Sussex Inlet can flood from 1.1 meters to 1.3 meters very quickly isolating residents and impacting on housing.

The three access roads to Sussex Inlet CBD are cut first leaving parts of Sussex Inlet inaccessible. Against explicit warnings from members of the State Emergency Service, some four wheel drive motorists and heavy trucks attempt to negotiate the floodwaters. Older members of the population and residents with smaller vehicles can be trapped at home. If 'Wheels on Meals' are unable to make deliveries due to floodwaters, then the clients don't eat.

Interviews with residents from Sussex Inlet indicate the community is very spirited, altruistic and self-reliant. During natural disaster events residents rise to the occasion and help one another. People keep in contact over the phone but when the lines and mobile services go down there is real cause for concern.

The population of Sussex Inlet is largely made up of elderly retirees (39%), children under the age of fourteen (11.5%) working residents, unemployed residents and tourists. As the population of Sussex Inlet grows older the community, while it should be commended for its independence and tenacity, will be in need of increased additional support in the future. Unless there are residents prepared to travel to Saint Georges Basin for SES training, the installation of a State Emergency Service unit in Sussex Inlet is highly unlikely.

The coastal region of the Shoalhaven is also subject to the effects of east coast low pressure systems and tidal surge. Storm tide inundation can be very dramatic and with the expected increases in severity of wild weather events there will be a corresponding increase in costs to the population and to governments. The Shoalhaven has thirteen intermittently closed and open lakes and lagoons (ICOLLs) that experience storm tide inundation. Several of these ICOLLs are surrounded by residential development.

Dwayne Honor from Bundaberg Council informed the conference that storm surge is a rise in water level caused by high tides, onshore winds and low pressure systems working in unison. Community resilience is the first line of defense in preparing and responding to extreme storm surge. Thousands of volunteers mobilize themselves during a disaster.

In the Shoalhaven some of the State Emergency Service units and the Rural Fire Service units have been working collaboratively during recent flood events. The RFS assists the SES by door knocking communities informing people of risks and possible evacuation. The Ulladulla SES are searching for ways to reciprocate this good will by assisting with logistics during a fire event.

The SES, RFS and the Red Cross in Ulladulla are currently working together to identify locations of the aged, infirm and immobile living in some flood affected regions of the Shoalhaven so these vulnerable people may be assisted during a flood event. This uniting of emergency services is testament to the calibre of Shoalhaven emergency volunteers.

Associate Professor Jacky Croke discussed the learnings from the Lockyer Valley flash flood event in 2011. The flood affected area was the same size of France and Germany combined, there were thirty fatalities with a cost of over thirty billion dollars.

Jacky went on to say there is a general lack of understanding, prediction and good management strategies related to this type of flood crisis. There is a need to study and interpret information directly from the region in which the flood occurs rather than relying on information modelled from floods in other countries. Movement, speed and the passage of flood waters through the landscape is ultimately controlled by a valley's unique catchment geomorphology.

Every time a river floods it leaves a sediment layer and nature records itself in the floodplain. A grain of sand can be back dated to the last time it was exposed to sunlight. This can determine how many large events have occurred over thousands of years. Improved flood frequency prediction is impossible without extending the length of flood records. Forty years of recorded history is not enough.

Flood waters need freedom to adjust and alter width and depth. Flood waters are dynamic and always looking for ways to change the course of the river. This phenomenon can be observed regularly in the navigable reaches of the Shoalhaven River with the constant adjustment of river shoals. Every time the Shoalhaven River realizes its critical threshold it relocates where it finds the path of least resistance. It is therefore not appropriate to build levees in areas where the river is migrating across the valley floor. This river evolution can be observed over decades rather than hundreds of years.

Containing the flood waters in a channel and not allowing it to disperse forces the river to gain flow velocity, volume and power and create greater opportunity to break the levee, increase erosion and generate more damage. Channel size increases with increasing catchment area and determines rate and velocity.



The headwaters of the Shoalhaven River are located at Numeralla near Cooma some two hundred and twenty kilometers away from Crookhaven Heads where the Shoalhaven empties into the sea. With such a large catchment area it is understandable that the Shoalhaven floodplain is inundated from time to time. One could describe flood inundations as pouring a swimming pool of water into a tea cup.

Some of the flood affected townships located on the downstream end of the Shoalhaven River are Nowra, Shoalhaven Heads, Orient Point, Greenwell Point, Terara, and the locality of Bolong. When Broughton Creek floods and impacts on Bolong Road and Coolangatta Road simultaneously, Shoalhaven Heads can be isolated from Nowra for the duration of the flood.

On a smaller scale, Lake Conjola and Sussex Inlet also have a wide expanse of watershed catchment area that is channeled into a very small, constricted opening before dispersing into the ocean. Floodwaters can isolate Sussex Inlet and have significant impacts on the townships of Sanctuary Point, Saint George Basin, Erowal Bay, Old Erowal Bay and Basin View. The Park Drive at Sanctuary Point is a regularly inundated hot spot partially caused by waters breaking the banks of Tomerong Creek and backup from storm water lines while Cockrow Creek can experience raging torrent flash flooding.

Neville Evans stated excess surface water is conveyed downstream as uncontrolled flow via overland flow paths where some of these overland flow paths coincide with public infrastructure and private properties. Thus, lost bridges, changed water courses, widespread damage to roads, agricultural loss, stock loss, fencing loss, home inundations and loss of life are the results. Eighty percent of flood losses occur at locations within high hazard flood zones.

Consequently, floodplains are strategically managed for the sustainable long term benefit of communities and the environment. Information is gathered to inform the community of the flood threat to be faced and how and when to respond to that threat. Several approaches to floodplain management have been developed over time. These include: a cooperative approach across government, a risk management approach, a proactive approach, a consultative approach and an informed approach.

Traditional catchment management strategies to keep soil on the paddocks and minimize flood risk downstream has been to trap sediment on the floodplain by focusing on revegetation from bank top to bank top. Expensive retaining walls, installation of artificial reefs, beach nourishment programs, long lead time nature based solutions like mangroves, salt marshes, seagrass, and kelp beds take many years of planning, financing and implementing.

Managing the flood itself requires a coordinated effort between affected local government organizations, government agencies, the State Emergency Service which is the combat agency for floods and storm damage, other emergency response groups, charitable organizations and private enterprise.

Floodplain management is conducted firstly, at an organizational level by the state and local governments. The State Emergency Service receive a flood warning from the Bureau of Meteorology, then in conjunction with the local Council would attempt to warn residents of imminent flooding and provide emergency response.

These organizations make the best, up to date, flood information available to the public. Information around current situation reports, policies, surveys, guidelines, legislation, and funding is provided. By utilizing scientific data that predicts flood behavior and hazards, possible evacuation routes are identified and communicated to the population. Residents should recognize their individual responsibility inform themselves of available data, become flood aware, consider advice given by authorities and take appropriate action where necessary.

Ben Tate from Water Technology suggested forecast warnings need to be further refined to provide more accurate information on when the flood will eventuate, how quickly it will travel, how far floodwaters are likely to extend, how high the waters will reach and where the waters will end up. While the information provided is extremely valuable, it is not an exact science. The information is made up of predictions, forecasts, previous flood experiences, real time scientific data but the results of every flood change depending on the number of variables encountered.

Over the years the Shoalhaven City Council, along with floodplain management consultants, have been collecting sight specific flood data and working closely with the local State Emergency Service units. From data provided Nowra, Saint Georges Basin and Ulladulla SES units have prepared flood intelligence and flood action plans. What is needed are continuous contour maps of the area with two meter intervals indicating the floor heights of residential buildings. This intelligence and mapping will allow the local SES units to gain some semblance of understanding about flood activity and reasonably predict which houses will flood when the floodwaters reach a particular Australian Height Datum (AHD).

The assistance provided by Shoalhaven City Council flood engineers and the Natural Resource and Flood Plain manager is critical to the development of SES plans. Connecting the SES units of Nowra and Ulladulla directly into the automated 'Environmon' system of warning gauges for the Shoalhaven waterways is also of great benefit.

Updated, real time, live feed information makes the job quicker and more effective for SES members to inform affected residents. Knowing which homes are potentially under threat gives the SES time to respond. Responding to flash flooding with six to twelve hours lead time is problematic and a very difficult task. Local and regional SES members have expressed gratitude towards the Shoalhaven City Council for its continued support in this regard. However, more work needs to be done to further improve response time and overall success during a flood event.

It stands to reason, by helping the SES further improve the performance of flood duties the Shoalhaven City Council will be helping to improve the quality of life for all permanent residents living in the Shoalhaven across the whole city. SES responsibilities vary according to flood

incident circumstances. In addition to hydrology work the SES are involved in tree felling, removing fallen trees from houses, unblocking drains, patching leaking roofs, motor vehicle accident rescues, vertical rescue, physical labour, land search, making safe anything dangerous and flood boat rescues. Preservation of life is the first priority of the SES. Clearly these duties are connected to incidents that occur during major flood events.

Dependable flood intelligence allows the State Emergency Service to distribute personnel and resources efficiently to protect people and property and help those at risk. With one hundred and sixty five kilometers of coastline and forty nine towns and villages in the Shoalhaven, response capabilities of the SES is limited if the Princes Highway is cut by flood waters impeding out of area SES teams from arriving.

Furthermore, the Shoalhaven is a low socio-economic area which traditionally attracted a large number of retirees, some of whom are high risk people living in high risk parts of the city. The elderly living on flood affected areas in the Shoalhaven need more assistance than younger constituents. Some are infirm, disabled, frail or immobile and have demonstrated, through a lack of understanding, a poor response to warning and evacuation orders.

The Shoalhaven has also attracted people on lower incomes who have purchased properties on the floodplain and hundreds of thousands of tourists who visit the area all year round. The Shoalhaven has eighty three tourist parks which are always at varying capacities. Forty two of these tourist parks are flood prone.

Most of the eighty three tourist parks in the Shoalhaven are improving facilities, powering sites, upgrading infrastructure to attract the family demographic and encourage a longer stay thus contributing to an increased population at any given time on these vulnerable floodplain sites.

The managers of many tourist parks in the Shoalhaven are helpful and cooperative and provide the SES with information on current water levels and tourist park visitation numbers. No data, however, is provided to the SES on other visitor numbers such as people staying in motels or residential accommodation through Airbnb and Stayz.

This highlights the need to further improve communications between the emergency services, council and government agencies, implement more education programs building floodplain resilience and increase levels of community engagement.

Danny Rose from Tweed Shire Council spoke on the caravan park conundrum, balancing flood risk, town planning and social impacts. Chinderah in the Tweed Heads Shire for example, is located at the junction of the Tweed River and Pacific Ocean and exposed to catchment floods and storm surge inundation not unlike the smaller townships of Lake Conjola, Shoalhaven Heads, Greenwell Point and Sussex Inlet in the Shoalhaven. During the one in twenty year flood residents of these townships are unable to drive around and can be isolated from the highway. During the one in one hundred year flood residents are exposed to major rescue and evacuation.

The agencies responsible for protecting large numbers of tourists, families and the elderly from the dangers of flood inundation are faced with very complicated challenges. Pre-flood preparation, education, continuous updated communication and public cooperation are significant for a successful response. Mitigation is the most important of all flood processes. Alerts can be valuable flood risk reduction measures. Land use planning plays a critical role in managing flash flood risk. For existing and residual risk, safe evacuation is the best management measure.

Clare Mintern from Wimmera CMA informed the conference that detailed flood risk information improves community preparedness and resilience. A low level of community preparedness equates to confusion, lack of response and denial. Low awareness can also result in widespread panic in significantly affected flood areas. It can also lead to wasted resources and ineffective strategies that put pressure on council and the State Emergency Service.

Clare Mintern suggested flood information needs to be transmitted in property specific flood warning charts. Property specific charts empower individuals to better evaluate their options, take action, reduce confusion, protect dwellings, remove valuables and allow people to better prepare, leading to faster recovery and more resilient communities. Continued flood exposure and large flood impacts however, perpetuate low flood resilience.

Andrew Gissing from Risk Frontiers spoke on adopting community participatory approaches in emergency planning. Traditional approaches only recognized citizens as spectators. Providing people with a lot of information to digest doesn't have a good track record. It is very difficult for a resident to read and understand a five hundred page technical flood report.

Community members have good local knowledge which can be converted into prediction. One could expect this local experience should be listened to and considered by decision makers during floodplain management events and incorporated into an overall strategy.

Community engagement is preferable but not necessarily possible. Moving a culture forward to acquire a greater appreciation of floodplain management can be a difficult and frustrating task. Communities have different priorities, residents from Sanctuary Point on St Georges Basin for example, are more likely to be engaged with decisions about the provision of law and order rather than floodplain management.

After experiencing a large flood people are lured into a false sense of security thinking 'well we survived that flood' and 'we'll be right mate' and become complacent over time. But many of these residents might have never experienced a major flood. In the southern Shoalhaven for example, 1974 witnessed a flood height of 3.1 meters, 1991 a height of 2.4 meters and 2015 a height of just 1.8 -2.0 meters.

Where evaluated, engagement processes enabling community participation in emergency planning strategies, are proven to be beneficial. Some of the benefits include stronger local relationships, enhanced social capital, a wider appreciation of flood risks, improved

engagement capacity between NSW State Emergency Service volunteers and the community, improved awareness of roles and of the local flood plan and emergency management problems.

It has been identified that top down government programs are unable to deliver solutions unless there are interconnected networks and a shared ownership of problems. Giving power back to the community helps to deliver more at less cost. Community initiated recovery with shared control over decisions, resources, volunteers and implementation contributes to a positive shift in community resilience.

Camille White from North Central Catchment Management Authority addressed the conference on maximizing local community involvement to prepare for flood events. Since the introduction of flood study management plans community involvement has been the key focus.

However, some of the strategies suggested by the community might not be appropriate. Issues like levee syndrome and prisoner of experience can hinder successful outcomes. Levee syndrome is where people feel safe behind the levee walls. Prisoner of experience is where people recall the past and project the risk into the future not realizing catchment size changes and runoff increases. Local knowledge needs to be assessed against floods coming from different directions or from different systems.

Nonetheless, the community cannot be dismissed. Shared views and action plans need to have trusted community members address or participate in the presentation to the local community. Treating all stakeholders with respect and dignity builds and maintains relationships between authorities and local residents.

Tara Vanturini from Kellogg Brown and Root Pty, Ltd said the value of face to face engagement must not be ignored. Online methods work where online behavior is commonplace. More traditional methods need to be used in less technologically advanced communities. Public involvement in emergency management is fundamental to success, it requires strategic planning, resourcing and time for implementation.

Neil Dufty from Molino Stewart asked, how can community engagement for floodplain management be improved? Risk perception doesn't necessarily lead to engagement. Some community involvement can be done very well or it can be a major disaster where the community actually disengages. There is only one chance to get the process right so guidance should be given to authorities on how to approach the community, otherwise negative comments and outcomes will abound. Some residents have no confidence in authorities, won't listen and refuse to leave their greatest material possession during a flood event.

Camille White gave examples such as 'you don't have to have letters after your name, the locals have the experience and know the land,' or 'no one could do a damn thing until the rubber stamp gods gave approval,' and 'they're good at round table discussions over coffee but no good at putting plans into action.'

It is alarming the number of people during a flood event who are unwilling to listen to the view of authorities. Authorities cannot control the behavior of the community so more connections between community engagement and floodplain management are necessary. Changing a culture is a difficult task that can only be achieved slowly, one strategy at a time but must include an incessant, reoccurring, cyclical education process that informs people of the multi-faceted, complexity and dynamic nature of hydrology on the floodplain.

Flood awareness education programs should be more focused on people impacted by flooding, providing more detailed flood risk information and developing systems that enable the incorporation of local knowledge via community flood observer network websites. Local knowledge stream gauge data can be instantly uploaded to a web page, viewed and shared between agencies and the community to link and monitor valuable real time stream information during a flood.

Flood information needs to be relevant, easily understood and available. Communication needs to be early and frequently used information should form council studies that encourage people to prepare for floods. Stream gauge board signs should be located in commonly flooded hot spots readily visible to the community. Lake Conjola in the southern Shoalhaven, for example has a gauge board adjacent to the local bottle shop.

Angela Halcrow presented information on why flood risk is harder to sell than bushfire risk. Bushfires are unpredictable and change direction with the wind. Floods, however are relatively confined to waterways, the flood plain and the coastal fringe. Fire risk is shown on a gauge and people are constantly reminded of fire safety. Flood risk is difficult to interpret visually and not reinforced daily. Fire risk is translated into action by fire danger ratings and clearly indicate that people shouldn't be in high risk areas. Flood probabilities are hard to understand and involve lots of agencies such as the Bureau of Meteorology, State Emergency Service, council, insurers, media, planners, engineers and they all use different language and have different objectives.

Road flood indicators show depth but don't indicate what might be under the water. People won't drive into a bushfire but will drive into floodwaters with minimal hesitation putting lives at risk. It is reasonable to think if a motorist drives past a road closed flood barrier, as a deterrent, the motorist should be served with a negligent driving charge, fined and all insurance cover should be forfeited.

Andrew Vitale from Engeny Water Management, delivered his presentation on assessing flood closures for major transport corridors. Spatial variation in rainfall, east coast low pressure systems, flash floods, availability and characteristics of alternative access routes, closures of individual crossings are some of the factors contributing to the closure of highways and local roads during a major flood event. Upgrading the crossings on the Princes Highway from Berry to Eden to achieve consistent flood immunity will have positive outcomes for the entire south coast of New South Wales.



There are those who would move to the Shoalhaven for the coastal lifestyle, affordable living costs, cheaper housing and quality of life but cannot jeopardize regular incomes because of unreliable transport networks. People need to be shifted around for work requirements and there is an ever increasing demand for reliable public transport facilities.

Many people are living on very tight budgets and cannot afford to miss instalment payments for fear of bank foreclosures. In order to guarantee a consistent income there must be a dependable road network for people to get to work. Flood proofing the Princes Highway and other Shoalhaven hot spots will add to income security for local workers and contribute to attracting prospective residents.

Regular flood hot spots around the Shoalhaven include, Hillcrest Avenue, Quinn's Lane, Central Avenue, Warra Warra Road, Hockey's Lane, Coolangatta Road and the Princes Highway south of Nowra and at Wandandian. Recent floods at Broughton Creek in the Shoalhaven saw passengers needing to be rescued from six vehicles that were driven into floodwaters on Bolong Road. Previous floods have seen water from the Shoalhaven River expand right across to Berry closing Coolangatta Road near the Sport and Recreation facility. The new Berry bypass will also affect the flow of water but the consequences won't be known until the next heavy rain.

One could suggest that flood proofing the Princes Highway and Shoalhaven road system to guarantee income security makes good sense. It is reasonable to think, in addition to providing questions, concerns and issues, the Shoalhaven City Council needs to discover other ways of assisting its local members to keep raising the profile of Shoalhaven roads.

Over the years the local members have become great advocates for the region's roads as witnessed by the current improvements to the surrounding highways and bridges. What the local members have done in the past is important to Shoalhaven constituents but what is more important, is what the local members are doing now and what they intend to do in the future.

Local government needs to maintain its ability to lobby state and federal governments to get the money necessary to bring the Shoalhaven roads up to the standard of other local government areas. Eventually, a coordinated effort between all tiers of government will improve the Shoalhaven road network.

With the opening of the Berry Bypass, the proposed commencement of the Albion Park bypass, improvements to the Kings Highway and main road 92, the construction of Burrill Lake and Termeil Creek bridges, improved access to Flinders Industrial Estate, the proposed construction of Nowra bridge and dual carriageway from Bomaderry to Berry and the upward spiraling cost of housing in metropolitan areas, the Shoalhaven is becoming a very attractive option for people living in Wollongong, Canberra and western Sydney. The Shoalhaven has become the 12<sup>th</sup> hottest property in Australia.

There are already many people living in the Shoalhaven and commuting north for employment, while others, living in southern Wollongong and western Sydney are commuting south to work. Guaranteeing open road access to and from the Shoalhaven during all-weather events is crucial to the future growth, development and prosperity of the region.

One could believe delivering flood mitigation and floodplain management, helping the State Emergency Service improve its response time, continuing education on flood impacts, escalating safety strategies for the vulnerable, intensifying community engagement and flood proofing the regions road networks will help provide a secure, sustainable community for Shoalhaven's future generations. While working collaboratively with all stakeholders will further strengthen a coordinated resilient response to the next great flood.

**Recommendation:**

That council report on possible funding sources and costs for delivering a staged approach to providing the local State Emergency Service Units with the following:

- Siting of gauge boards at Burrill and Tabourie lakes, so residents may gain an understanding of current water depths and provide the SES with additional data, to correlate with the automated gauges, located at different sites in the same lake.
- Install rainfall gauges in Lake Burrill and Lake Tabourie catchments in order to correlate rainfall data with lake levels.
- Mapping of possible evacuation areas and routes with contours to enable the SES to rapidly provide evacuation details for door-knocking teams.
- Provide a system to obtain from Shoalhaven City Council information related to road closures due to flooding.
- Provide updated tourist park evacuation plans to the SES.
- Provide electronic contour maps of 200 mm intervals to the SES.
- Provide 'Road Closed' sign boards to the SES
- Provide for all local SES units, contour maps with floor heights of residential buildings for the towns in their precincts. Ulladulla for example would need maps for Lake Conjola, Conjola Park, Lake Tabourie, Lake Burrill, Narrawallee, and Fisherman's Paradise.
- Support the Shoalhaven SES units financially by subsidizing the SMS emergency alert system during a major flood event. (approximately 3 x \$200 per major event)
- A flood information pack to be distributed with new Development Applications.
- Hold discussions with the four SES controllers of the Shoalhaven and determine an appropriate priority list for the above.

Councillor Mark Kitchener