

NOTE: This Chapter should not be read in isolation. You may need to consider other chapters of this DCP when preparing your application.



CHAPTER N18: HUSKISSON TOWN CENTRE

Chapter N18: Huskisson Town Centre

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Amendment history

Version Number	Date Adopted by Council	Commencement Date	Amendment Type
1	14 October 2014	22 October 2014	New
2	23 June 2015	1 July 2015	Amendment

1 Purpose

The purpose of this chapter is to encourage the **development** of the Huskisson tourist town centre incorporating the business centre with a tourist town focal point. It gives direction and guidance to encourage the **development** of a special identity for the business centre.

Advisory Note: In addition to the provisions outlined in this Chapter, you must refer to Chapter N18 – Supporting Documents 1-3 (contained in the one file).

2 Application

This chapter applies to commercial zoned land in the Huskisson Town Centre bounded by Bowen, Currambene, Morton, Sydney and Tomerong Streets, and the foreshore area of Currambene Creek and Jervis Bay, as shown in Figure 1 below.



Figure 1: Subject Land Map

3 Context

The desired future character for Huskisson Tourist Town Centre is set out below:

The Huskisson Tourist Town Centre is the gateway to Jervis Bay, and is:

- A Tourist Town in a unique and pristine environment;
- A centre with a rich boat building history;
- A business centre orientated to take advantage of bay side views and traditional waterside activities; and
- A **community** which lives in harmony with its natural environment and the future.

4 Objectives

The objectives are to:

- i. Encourage and **develop** a special identity for the business centre by:
 - Incorporating a Tourist Town focal point;
 - Promoting a retail shopping link between the business centre and Currumbene Creek public wharf;
 - Minimising overshadowing of pedestrian orientated spaces;
 - Protecting views to Currumbene Creek and Jervis Bay, particularly from the Tourist Town focal point; and
 - Improving streetscapes.
- ii. Maintain Huskisson's role as the "Gateway to Jervis Bay" by establishing an appropriate scale of urban **development** that is in keeping with the surrounding natural features.
- iii. Maintain Huskisson with a level of retail **development** that would not compete with the Vincentia District Centre by only permitting single commercial **development** of up to 1500m².
- iv. Encourage a compact and accessible retail core.
- v. Ensure there is adequate **car parking** for shoppers, tourists and workers in the business centre and that such **car parking** is as close to the Tourist Town focal point as is economically feasible.
- vi. Improve traffic movements to, from and around, the business centre so that traffic movement routes are clear, safe and convenient for both vehicles and pedestrians.
- vii. Maintain and improve off-street service access to commercial and retail premises.
- viii. Maintain and promote water based activities and allow for future expansion of water based infrastructure on the foreshore of Currumbene Creek.
- ix. Provide for **ecologically sustainable development** and use of resources.
- x. Encourage tourist related opportunities within the commercial core which have the potential to generate activities outside of normal business and shopping hours.
- xi. Provide detailed building controls to ensure that **development** on Lot 2 DP 571682, 59 Owen Street (north-west corner with Currumbene Street), Huskisson is of an appropriate scale and form to make a positive contribution to the existing streetscape and character of the Huskisson Tourist Town Centre

whilst maintaining a **view corridor** along Currambene Street to the creek estuary.

5 Controls

5.1 Land Uses in the Town Centre (see Map 1)

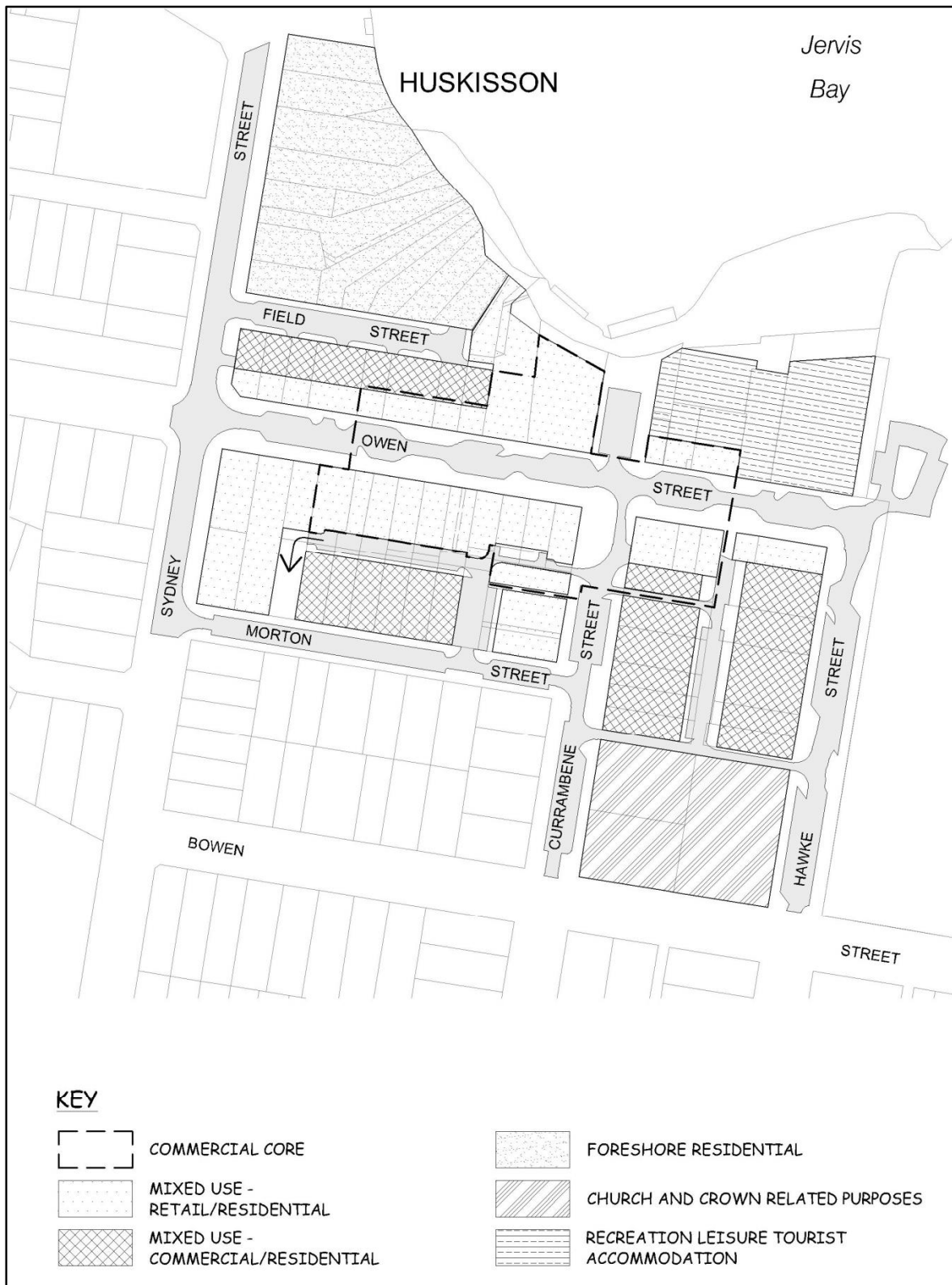
Existing retail and personal services are primarily focused on Owen and Currambene Streets. **Council** encourages residential uses to be attached to shops and commercial premises, however, future retail and personal service activities should be confined to the commercial core shown on the maps. Retailing outside this zone will only be considered where the applicant can demonstrate that this is ancillary to the primary objective of the mixed use zone. Supermarkets may also be located outside the commercial core but must be within the zoned commercial area of the Tourist Town centre.

Mixed residential/commercial uses have been located in areas which support the commercial core and can take advantage of views to Jervis Bay and Currambene Creek.

Residential accommodation shall be restricted within the B2 Local Centre zone unless it is above ground floor retail and commercial activities.

Implementation:

- You must comply with the land uses outlined on Map 1.
- Retail and personal services must be located primarily in the commercial core area.
- Mixed uses are to be located to reinforce the retail sector or to take advantage of views to Currambene Creek and Jervis Bay
- Supermarkets are permitted outside the retail core but must be within the zoned commercial area.
- If your development proposes residential accommodation within the B2 Local Centre zone it must be above ground floor retail/commercial development, or within the B4 Mixed Use zone over Lot 2 DP 571682, 59 Owen Street Huskisson it must be attached to retail/commercial **development**.



Map 1: Land Use in Huskisson Town Centre

5.2 Tourist Town Focal Point

5.2.1 General principles

The Tourist Town focal point is identified as generally the intersection of Currambene Street and Owen Street. To function effectively, the Tourist Town focal point requires sufficient pedestrian open space for people to meet, sit and appreciate those assets which contribute to the Tourist Town character.

Implementation:

- During streetscape works, **Council** will allow for widening of footpaths and narrowing of the carriageway generally in the Owen Street/Currambene Street intersection area. Currambene Street between the wharf and Owen Street is will be narrowed to an 8 metre roadway.
- Overshadowing of pedestrian areas will be avoided by limiting the height of adjoining buildings.
- Establish retail/community/café uses adjoining the pedestrianized areas.

5.2.2 Views and vistas

Views to the Currambene Creek Estuary contribute most to the character of the Tourist Town. These views are unique to Huskisson and reinforce its role as the gateway to Jervis Bay. Views should also be generally maintained looking east along Owen Street from the focal point to Jervis Bay and Point Perpendicular. There are additional **setbacks** over Lot 2 DP 571682, 59 Owen Street, Huskisson in order to increase the views to the Currambene Creek Estuary.

Implementation:

- If your **development** has frontage to Currambene Creek, you should provide elevated outdoor café and sitting areas to take in advantage of northern views.
- Streetscape planting in Owen Street should frame views to the east.
- If your **development** is within town focal point and particularly if it has frontage to Currambene Creek, your **development** must have high quality architectural designs incorporating modulating facades.
- If you are developing Lot 2 DP 571682 (59 Owen Street), you must complying with the setbacks shown on Map 3 – this will increase views to Currambene Creek and encourage an appropriate scale of **development** in keeping with the existing centre.
- You should generally maintain views looking east along Owen Street from the Tourist Town focal point.
- You must not erect temporary or permanent structures or the like that would impede the views to the creek within the building **setbacks**.

5.2.3 Huskisson Wharf

The wharf on Currambene Creek is an important element in strengthening the relationship between the Tourist Town centre and Jervis Bay. The wharf and surrounding land should be protected from inappropriate **development** to ensure water-based activated can expand in accordance with expected future demand. Pedestrian/vehicular conflicts should be minimised.

Implementation:

- If your **development** is located between the wharf and the Tourist Town focal point, you are to provide a retail/commercial link through retail frontages. Retail frontages are to be provided to at least the western side of Currambene Street.
- You must maintain adequate manoeuvring space between the wharf and any proposed **development** to ensure that reversing movements are avoided.
- A bus set down area must be provided adjacent to the wharf area.
- The access road to the wharf should be constructed in a unit paved material to indicate primary pedestrian usage. Vehicle access should be restricted to service vehicles and buses, and delineated through the use of bollards or other effective devices.

5.3 Height Controls (see Map 2)

Note: The maximum height of buildings is set by the **Shoalhaven LEP (SLEP) 2014** as shown on the **Height of Buildings** Map. This section provides detail on how building heights are to be achieved.

The purpose of height controls is to ensure that new **buildings** are appropriately scaled in relation to the existing built form, street widths and desired future character.

Although **mixed use development** will mean larger and higher **developments**, any development needs to conform to the objectives of the zone.

Development will also need to maintain a design relationship to the natural environment - particularly in regard to the treed backdrop, avoid the overshadowing of public places, and incorporate principles of ecologically sustainable design.

Buildings having strong corner architectural elements are encouraged at the entrance to Owen Street to reinforce the sense of arrival.

Council may consider a bonus provision through increased building height where **lot** consolidation achieves a more efficient design of basement **car parks** and good architectural design is achieved through significant façade articulation.

Further **development** on the site of the Huskisson Hotel will be permitted to 14 metres (as set by the SLEP 2014) and 4 storeys.

Implementation:

General provisions

- Your **development** must comply with the height controls shown on Map 2.
- All heights are measured from the natural ground surface.

Bonus provisions:

Council may consider approving one bonus level (3 metres high) for your **development** but it is limited to a maximum of 50% of the building footprint, subject to the following:

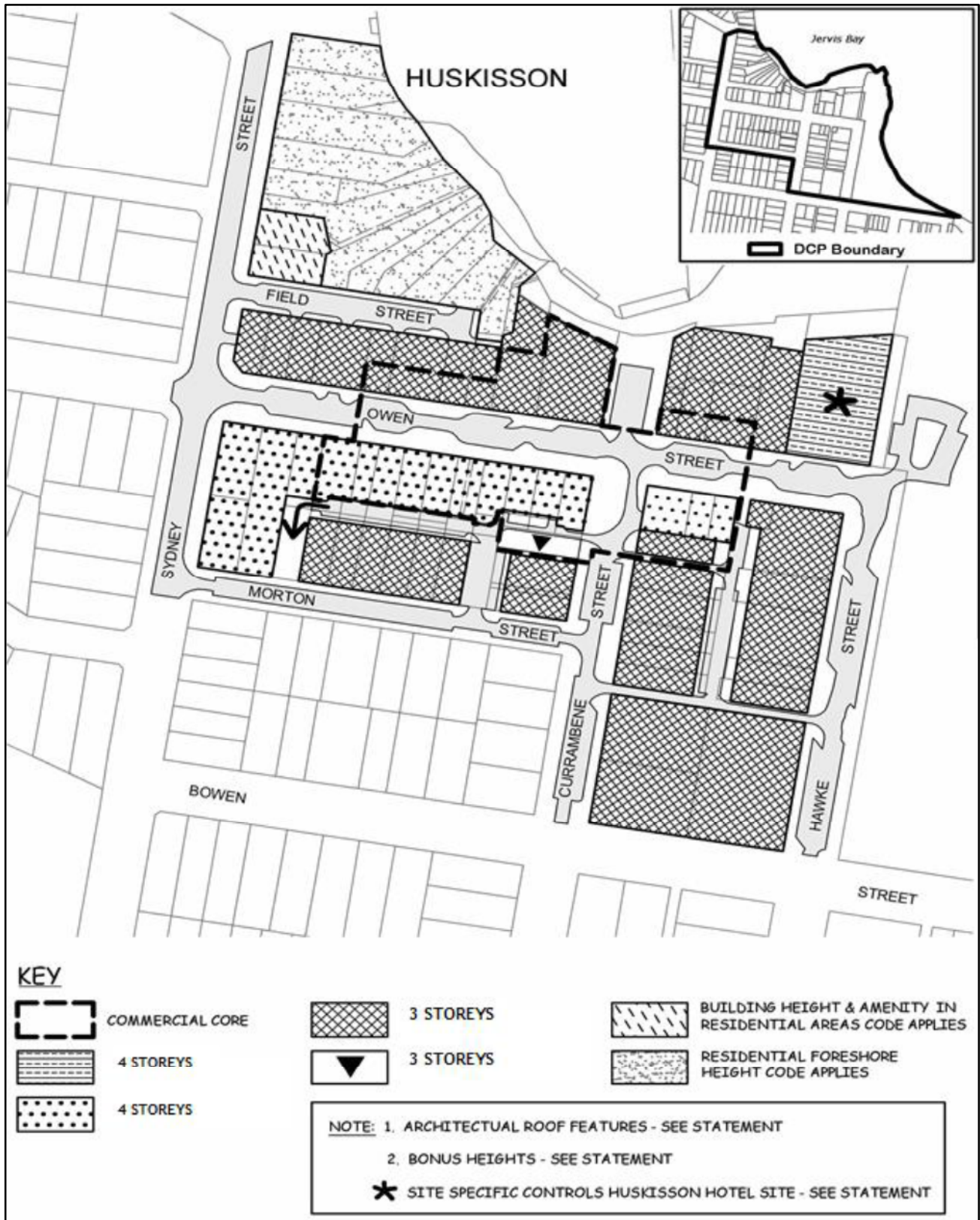
- The lot on which your **development** is proposed is over 2000m² or you consolidate 2 more lots over 1200m²;

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- Your development includes basement car parking which allows two way traffic flow and turning movement in accordance with *Chapter G21: Car Parking and Traffic*;
- Your development has a high degree of building articulation and architectural design merit, and
- Your development follows good urban design practice, including contributing quality design to the public domain and minimises overshadowing of the public domain and residential properties (refer to Figure 2 below).

Notes:

- Huskisson Town Centre Urban Design Guidelines will be prepared as a supplementary document to this Chapter of the DCP.
- Until the Guidelines are prepared, you will need to submit an urban design assessment report as part of your development application if your development is over 3 storeys.
- The urban design assessment report must be prepared by a qualified design professional and should address a series of good design principles that apply to the development and how the development will contribute to the desired character for Huskisson.



Map 2: Height Controls in Huskisson Town Centre

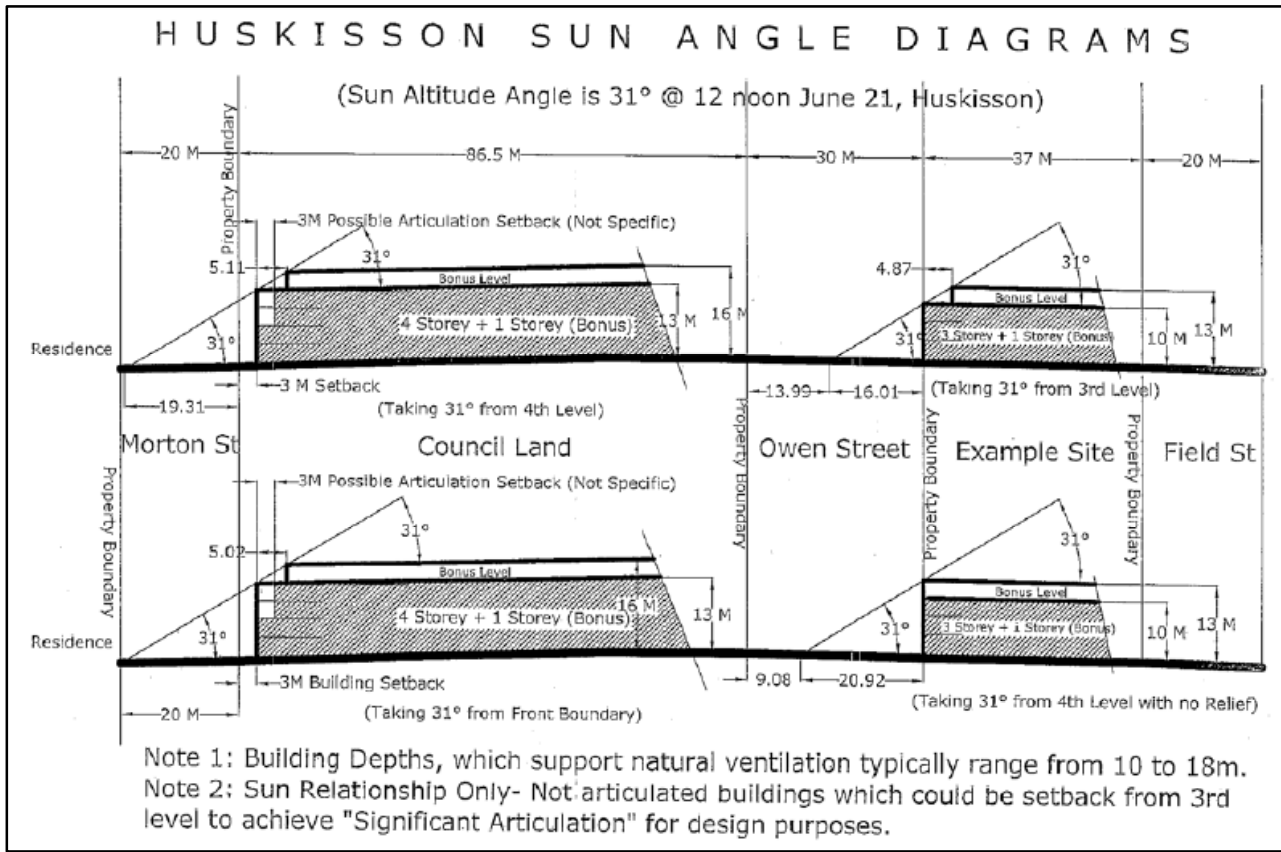


Figure 2: Huskisson Sun Angle Diagrams

5.4 Setbacks (see Map 3)

Setbacks determine how a building is placed on a site in relation to the street and adjoining buildings and help to maintain the special character of the area. In commercial areas, they also help to facilitate the provision of future infrastructure for service vehicle deliveries, footpaths, car parking and rear lane access.

In the main commercial core, buildings are built to the front boundary to maintain pedestrian amenity, active frontages, window shopping and provide continuous awning cover to provide wet weather protection.

Setbacks in village business areas and from the rear lanes in the retail business centre, where residential apartments are likely to predominate, should be designed to create landscaped (garden) frontages to residential units thereby creating an attractive streetscape.

Implementation:

- In order to maintain the special character of the Tourist Town and to ensure that new development contributes to infrastructure requirements, your development must comply with the setbacks shown on Map 3.

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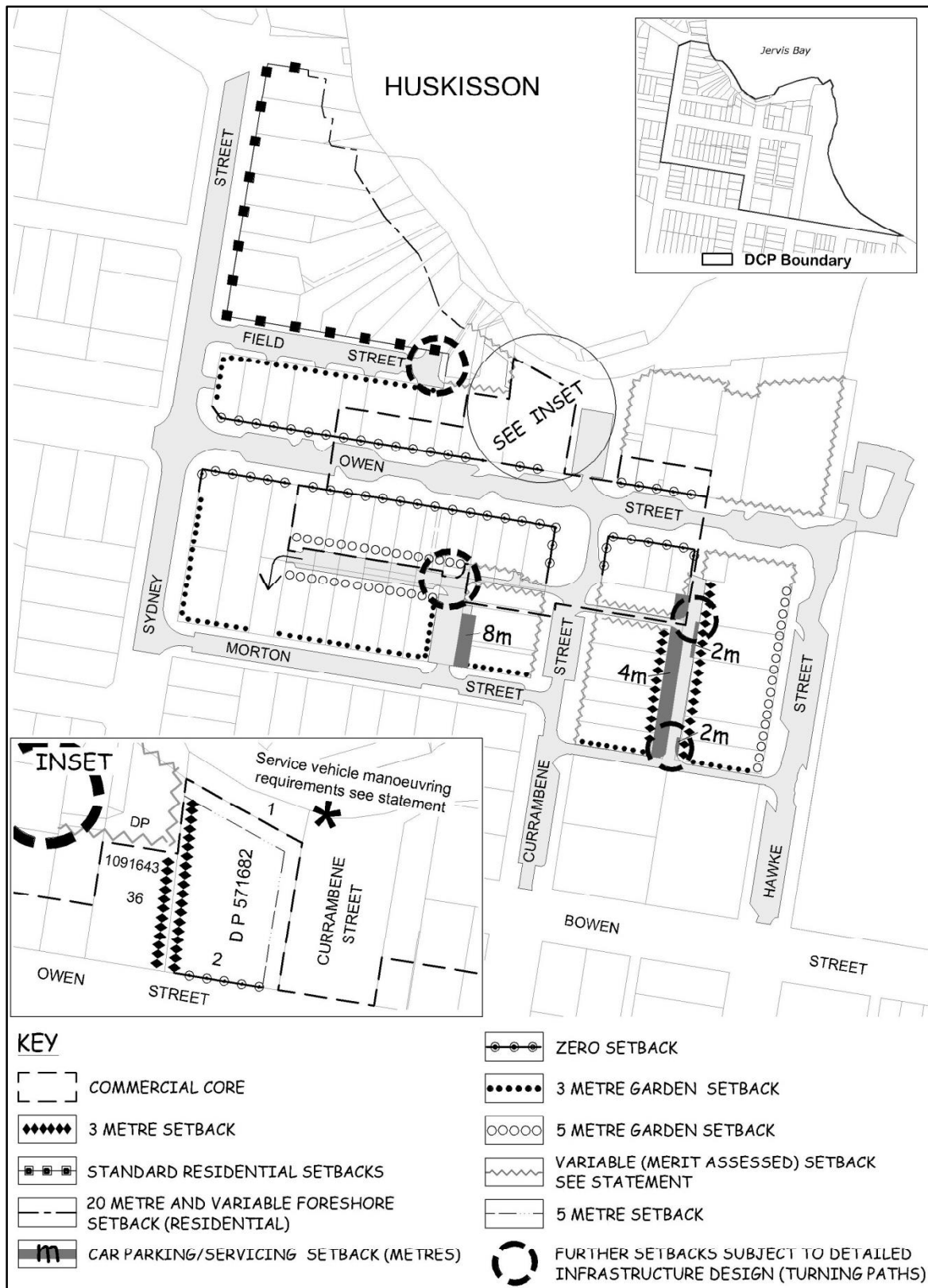
- You will only be allowed building setbacks from the front boundary alignment in the commercial core where you can demonstrate that is desirable for outdoor dining activities and that an activated street frontage will be maintained.
- You are required to provide rear building setbacks to proposed rear access lanes to facilitate rear service access, footpaths and car parking. Landscaping of open space associated with mixed use development will also need to conform to the setbacks shown on the map.
- A foreshore building line of variable width is as shown on Map 3 applies if your development is located in the residential area adjoining Currumbene Creek. Generally the width of this setback is 20 metres.

Note 1: In commercial zones, awnings, balconies, pergolas and architectural roof elements may be permitted to encroach into the nominated setbacks where it is demonstrated that the objectives of the setback can be maintained.

Note 2: Any open balconies may encroach into public road reserves to a maximum depth of 450mm.

Note 3: Minor structures built in association with a residential dwelling, including freestanding swimming pools, gazebos and other similar lightweight buildings that do not exceed a footprint of 10m², may be built within the foreshore building line to Currumbene Creek.

Note 4: The intent of the 20m and variable foreshore setback between Field and Sydney Streets, along Currumbene Creek is to locate more intense development back from the edge of the creek and potentially enable opportunities in the future (subject to funding opportunities or rezoning) for foreshore public access or commercial development in the long term, along the creek between Huskisson Town Centre and the Lady Denman Museum complex. Any request to vary setback distances provided in Section 5.4 Setbacks and Map 3 must be supported by a detailed variation statement that addresses visual impact issues, safe pedestrian access and State Environmental Planning Policy No. 71 – Coastal Protection.



Map 3: Setbacks in Huskisson Town Centre

5.5 Development Guidelines for Residential Flat Buildings

The *Residential Flat Design Code (the Design Code)* and the *State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development* will generally be the primary design guideline for all development within the Huskisson Tourist Town Centre regardless of whether it contains a residential component. Development may follow the template for urban based apartments described in the *Residential Flat Design Pattern Book*.

In the Design Code the following additional requirements apply:

- a) Zero side setbacks should apply to the first two commercial levels.
- b) Subsequent levels relating to building separation be based on merit.
- c) Mixed use can allow a combination of tourist or permanent residential apartments; however, in any case parking assessments will be based on permanent residential requirements.

5.6 Car Parking

To ensure that the retail sector is compact and accessible, future car parking (approximately 96 spaces) is to be provided within the existing wide road reserves and additional rear lane access. Maximum site coverage is encouraged for the main retail core. Tourist accommodation/residential units and large space uses are required to provide the total component of car parking on site.

Implementation:

- Maintain and increase angle/parallel parking on streets with 30 metre road reserves.
- Integrate additional angle/parallel parking into future rear lanes.
- Maintain a compact and accessible retail area by maximising site coverage for retail developments fronting Owen Street.
- Full car parking requirements are to be provided on site for tourist accommodation/residential units and large space uses.

5.7 Road Network

To minimise possible congestion in Owen Street, provision has been made for a relief road via Sydney and Bowen Streets. To encourage rear servicing to all retail developments, a network of rear lands and side streets, some of which will require construction and/or widening, is allowed for in the Chapter. Traffic calming devices aimed at limiting speeds to 50kph or less will be provided to all roads having retail, commercial or tourist frontages.

A proposed roundabout at the intersection of Owen and Sydney Streets will form an integral part of the gateway element and will increase car parking accessibility in the main street (Owen Street).

Implementation:

- Allow for the construction of a future roundabout at the intersection of Owen and Sydney Streets, to increase car parking accessibility in the main street (Owen Street).
- Make provision to relieve traffic in Owen Street by upgrading Sydney and Bowen Streets and providing a roundabout at the intersection of Bowen and Hawke Streets.
- Provide rear service access to all retail development where possible and/or service embayments, as shown on the accompanying maps.
- Introduce traffic calming devices on streets having retail, commercial or tourist functions to ensure that vehicle speeds do not exceed 50kph.

5.8 Foreshore Open Space

Many of the public reserves are capable of further utilisation. A management plan has been prepared to guide future uses containing the following principles:

- a) Set aside areas for active and passive uses;
- b) Reinforce tree planting including foreshores subject to erosion;
- c) (Rationalise boundaries of the existing car park and provide shade planting;
- d) Provide for a cycle path;
- e) Incorporate view lines from the Tourist Town focal point to Jervis Bay/Currumbene Creek.

To improve public access, pedestrian linkages should be provided between such reserves, the retail centre and car parks.

Implementation:

- Further development of foreshore open space is to be carried out in accordance with the adopted relevant Plans of Management.
- Provide car parking facilities close to reserves and/or provide linkages between such reserves and future off-street car parks via pathways, arcades etc.

5.9 Streetscaping

Future streetscaping includes the embellishment of the main shopping and residential accommodation streets through improved planting, paving, lighting and street furniture. The wide road reserves make it possible to increase the footpath widths, particularly on the sunny side. Difficult street cambers can be reduced by allowing a terraced footpath on the southern side. Landscaping using shade trees would be provided to future and existing off-street car parks. A gateway element at the intersection of Owen and Sydney Streets is encouraged to enhance the entry to the commercial core. Streetscape works are to be provided in accordance with the adopted Streetscape Plan for Owen Street and Chapter G18: Streetscape Design for Town Centres.

Implementation:

- Adopt a maritime/leisure theme.

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- Provide for a landscaped gateway element at the intersection of Owen and Sydney Streets.
- Exclude parking and minimise service traffic from the Tourist Town focal point to maximise pedestrian open space.
- New or enlarged developments will be required to upgrade the footpath adjoining their development in accordance with proposed, detailed landscape plans.
- Street trees and planting themes, apart from pedestrian orientated areas, are to be predominately Australian natives. Streetscape works are to be provided in accordance with the adopted Streetscape Plan for Owen Street and Chapter G18: Streetscape Design for Town Centres.

5.10 Building Guidelines for Huskisson Hotel Site

This section sets guidelines for the site known as the “Huskisson Hotel” which is located on Lot 2 DP 209436 and Portion 87 Parish of Currumbene, Owen Street, Huskisson. If you intend to carry out any development on this site, the development must comply with this chapter of the DCP and these specific guidelines.

Note: The recommendations from the Urban Design Review and the Dain Simpson Report, noted in the supporting document to this chapter, should also be considered.

The following additional objectives apply to development of this site. These specific guidelines are to:

- Define a building envelope for future development which recognises the sensitive nature of the site both in context of the town setting as well as the site’s wider setting within Jervis Bay.
- Identify the most appropriate location for vehicle access to the site.
- Define car parking requirements for the site.
- Enhance the tourist related opportunities for the site and the business centre of Huskisson.
- Preserve the existing 1929 Huskisson Hotel building and ensure that any additional development has sympathetic heritage qualities.
- Define building form and envelope requirements which define setback, massing and height requirements for any new development.

5.10.1 Heritage qualities of the existing Huskisson Hotel

The main hotel building was designed by Rudder and Grout and built by Stan Dengate in 1929 for the then owner Mr Frank O’Brien. This building is to be preserved and restored as a key element in the Owen Street streetscape. Adjoining development should not detract from the style and form of this building. The interior of the building is particularly important. The form of the building should remain intact.

Implementation:

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- You must preserve the built form and massing of the existing building as a dominant feature of the Owen Street streetscape.
- If developing adjoining buildings, you must respect the character, mass and detail of the hotel building and not detract from its significance through incompatibility.
- You must respect the mass of the main building by keeping adjoining structures slightly separated and recessive so that the dominance of the existing building mass within the streetscape is not diminished.
- If developing adjoining buildings located along the Owen Street frontage, you must design them in a sympathetic architecture style and scale to the hotel.

Note: Conservation of the hotel should generally be consistent with the heritage assessment prepared by Graham Brooks and Associates 1997, noted in the supporting document to this chapter.

5.10.2 Height of development

Due to the unique opportunity that this site represents for a tourist resort development, the site has a greater height limit set in the LEP than for any other site within the Huskisson Tourist Town Centre. However, development on this site will need to be sensitive to the nature of surrounding land uses (particularly public open spaces) as well as the surrounding Jervis Bay and Currumbene Creek areas.

Implementation:

- Development located along and fronting the eastern and northern boundaries of the site (towards the adjoining public car park and public foreshore reserves) is to have an maximum unrelieved façade height above natural ground level of 8 metres and two storeys. To reduce the visual bulk of the development, any building above 8 metres and two storeys shall be set back a minimum of 1.5 metres from the outer face of the façade of the floor immediately below where a flat roofed profile is provided, or a minimum 3 metres to the top of the roof for a pitched roof.
- With appropriate design, the building envelope to the rear of the hotel can be increased to a height of 14 metres and 4 storeys above natural ground level (subject to defining the curtilage of the hotel).

5.10.3 Building form and setbacks

The development of the subject site is to be undertaken in a manner which is sympathetic to the character of the Huskisson Tourist Town Centre as well as the surrounding Jervis Bay and Currumbene Creek setting. The bulk and scale of the development should be considered in the context of the relationship of the development to the surrounding area and ensures that the bulk and scale do not adversely affect the visual amenity of the locality.

Implementation:

- You may incorporate architectural roof features in your development that exceed the maximum height by 1 metre.

- You must provide modulated and stepped facades. You must not have any one segment of façade more than a maximum of 12 metres in length.
- You must ensure an appropriate transition between your development and the adjoining foreshore reserve areas by providing a landscaped area of a minimum 1.5 metre in width between accommodation units and the northern and eastern boundaries.
- You must ensure there is adequate design relief to adjoining public spaces by providing setbacks to adjoining public spaces. These setbacks will range from a minimum of 3 metres at the north-western corner to 7.5 metres at the north-eastern corner and an average of 2 metres along the eastern frontage. This setback relates to the building form and should not be attached to verandas or awnings.
- If your development is above 8 metres and two storeys, you must provide significant design articulation of the western elevation. This should include setbacks of the upper levels from the western boundary, modulation of facades, and building proportions that reduce the visual impact and bulk of this elevation.

5.10.4 Car parking and vehicle entry

Development of this site is to include car parking on site to meet the demands of any tourist accommodation/residential component as a minimum. Vehicle entry will be via Owen Street.

Implementation:

- You are to comply with *Chapter G21: Car Parking and Traffic*.
- You are to provide vehicle access from the south-western corner of the site. You are to also provide for a potential common vehicle entry for the adjoining site to the west.
- You are to provide for loading and unloading of all commercial and delivery vehicles on site.

5.10.5 Streetscaping

Future streetscaping includes the embellishment of the main shopping and tourist accommodation streets through improved planting, paving, lighting and street furniture. The wide road reserves make it possible to increase footpath widths.

Implementation:

In developing this site, you will be required to upgrade the footpaths adjoining the development in accordance with any approved streetscape plan and the Chapter G18: Streetscape Design for Town Centres.

6 Advisory Information

6.1 Other legislation or policies you may need to check

Note: This section is not exclusive and you may be required to consider other legislation, policies and other documents with your application.

Council Policies & Guidelines

- Contributions Plan

External Policies & Guidelines

- Residential Flat Design Code
- Residential Flat Design Pattern Book

Legislation

- Shoalhaven Local Environmental Plan 2014
 - State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
 - State Environmental Planning Policy No. 71 – Coastal Protection
-