

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



# CHAPTER NB1: MUNDAMIA URBAN RELEASE AREA



# Chapter NB1: Mundamia Urban Release Area

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### **Amendment history**

<b>Version Number</b>	<b>Date Adopted by Council</b>	<b>Commencement Date</b>	<b>Amendment Type</b>
1	14 October 2014	22 October 2014	New
2	7 November 2016	30 November 2016	Amendment

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### 1 Purpose

The purpose of this Chapter is to guide the development of land within the Mundamia Urban Release Area (URA), in line with Part 6 of [Shoalhaven Local Environmental Plan \(SLEP\) 2014](#).

**Advisory Note:** In addition to the provisions outlined in this Chapter, you must refer to:

- The supporting map: Chapter NB1 – Map 1.
- Chapter NB1: Mundamia Colour Palette
- Chapter NB1: Mundamia Species List
- Chapter NB1: Typical Road Side Bio Swale Cross Section
- Chapter NB1: Typical OSD Wetland and Bioremediation Basin

### 2 Application

This Chapter applies to land at Mundamia, off George Evans Road, as shown on the Location Map (see Figure 1). The area is approximately 5 km west of the Nowra CBD (by road) and adjoins the University of Wollongong Shoalhaven Campus.

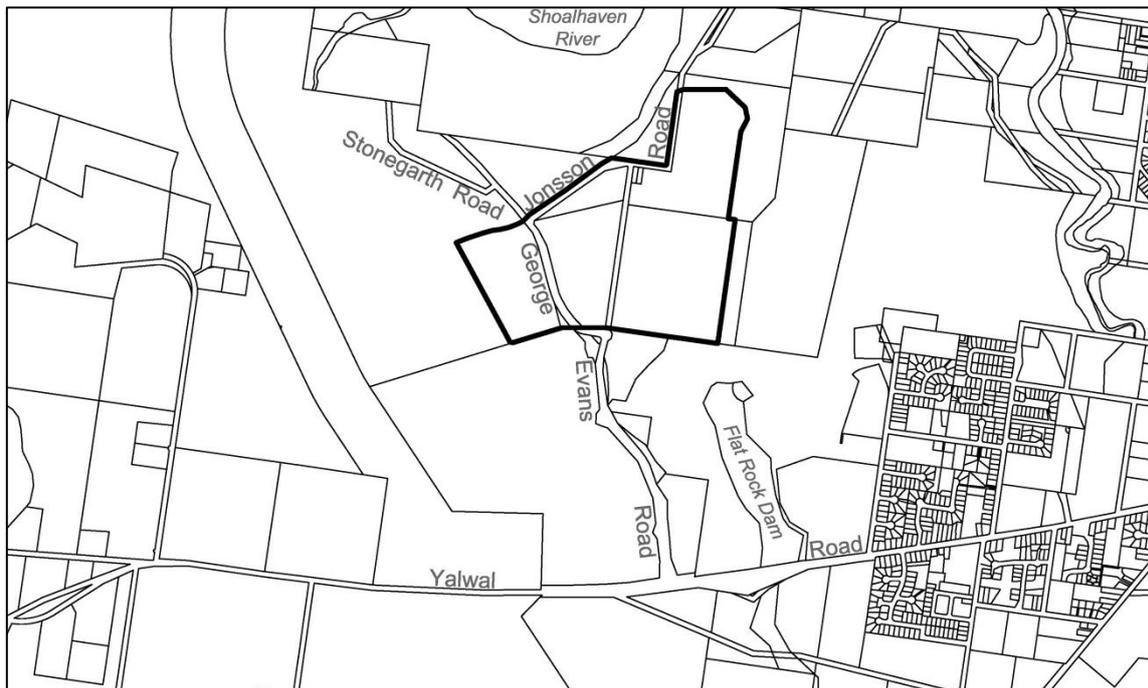


Figure 1 - Location Map

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### 3 Vision

Mundamia will become a unique and attractive urban area that compliments its natural environment and rural outlook. A neighbourhood hub will provided for the needs of the Mundamia and broader West Nowra communities and become the focal point of the URA. Design of the area will create pedestrian dominated environments with strong connectivity between residential areas, local parks and the neighbourhood hub to create social networks and enhance the quality of life for residents.

### 4 Controls

#### 4.1 Neighbourhood design

The Mundamia URA will be a contained area of primarily urban residential development in a separate village style atmosphere with a mix of standard, larger and medium density residential opportunities.

The South Coast Settlement Planning Guidelines 2007 sets a target of 30% medium density dwellings for all new residential development within the Shoalhaven Local Government Area. To achieve this target, the DCP requires a minimum of 20% medium density dwellings (this includes dual occupancy development and integrated housing) within the URA. However, if it is demonstrated that there is no demand for medium density dwellings, the DCP does not restrict large medium density lots from being further subdivided for single residential development once the majority of the subdivision has been released.

#### Objectives:

- i. To create a safe and interesting urban environment that meets the diverse and changing needs of the community and offers a wide choice in good quality housing.
- ii. To create a mix of lot sizes, residential densities and dwelling types to create a unique and appealing residential area.
- iii. To achieve high quality built form and aesthetics of buildings, streetscapes and public spaces.
- iv. To ensure a range of land uses are provided that generally conform to the supporting Plan.
- v. To ensure that subdivision layouts capitalise on the natural environment and rural outlook.
- vi. To establish a neighbourhood identity through appropriate landscaping.
- vii. To enhance community interaction and outdoor activity.
- viii. To ensure that development incorporates ESD principles for both subdivision design and construction of buildings, including solar access.

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<b>Performance Criteria</b>	<b>Acceptable Solutions</b>
P1 Provide a range of residential densities with a reasonable proportion of medium density.	A1.1 The minimum residential densities are: a) Medium Density – 20 dwellings / ha.

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		b) Detached Residential – 12 dwellings / ha.
	A1.2	A minimum of 20% of all dwellings in the URA will be medium density dwellings (including dual occupancies and integrated housing).
P2 Provide for a range of lot sizes to accommodate different densities and dwelling types.	A2.1	Larger, medium density lots to be concentrated around the neighbourhood hub within a 400m walking distance, and
	A2.2	Medium density lots can be provided throughout the URA but must be nominated and approved by the consent authority at the time of subdivision approval. No higher density uses will be permitted around the perimeter of the URA adjacent to bushfire asset protection zones.
P3 Provide for a range of dwelling types to provide housing choice in the URA.	A3.1	Development could include detached and medium density housing (including villas, flats, terraces, townhouses, studio flats and dual occupancies).
P4 Provide for dual occupancy developments, preferably on larger corner lots.	A4.1	The overall target is for a minimum of 5% of single residential lots to be assigned for dual occupancy development which forms part of the overall minimum of 20% medium density dwellings for the URA.
	A4.2	Subdivision of dual occupancy development is permissible for such lots only where these are nominated on the approved overall subdivision plan for each major landholding.
P5 Provide short and longer distance views to the surrounding rural outlook.	A5.1	Design of street patterns is to create view corridors to the rural outlook.
P6 Neighbourhood identity should be reinforced through similar landscaping of public reserves, along the main spine road and along other key roads in the area.	A6.1	You must submit landscaping plans as part of any subdivision application that are consistent with the Landscape Strategy for the URA (Section 4.7 of this chapter), or
	A6.2	You must submit landscaping plans as part of any subdivision application that demonstrates an improvement to the Landscape Strategy for the URA (Section 4.7 of this chapter).
P7 Provide for local public reserves throughout the URA with road frontages on at least 2 sides.	A7.1	Local public reserves must comply with the requirements of the Shoalhaven City Council Public Open Space Plan, or

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	A7.2	Local public reserves are to demonstrate improvements to the Shoalhaven City Council Public Open Space Plan.
P8 Provide for legible subdivision layouts that allow for good solar access.	A8.1	The subdivision layout shall be designed to maximise the number of north-south orientated lots.

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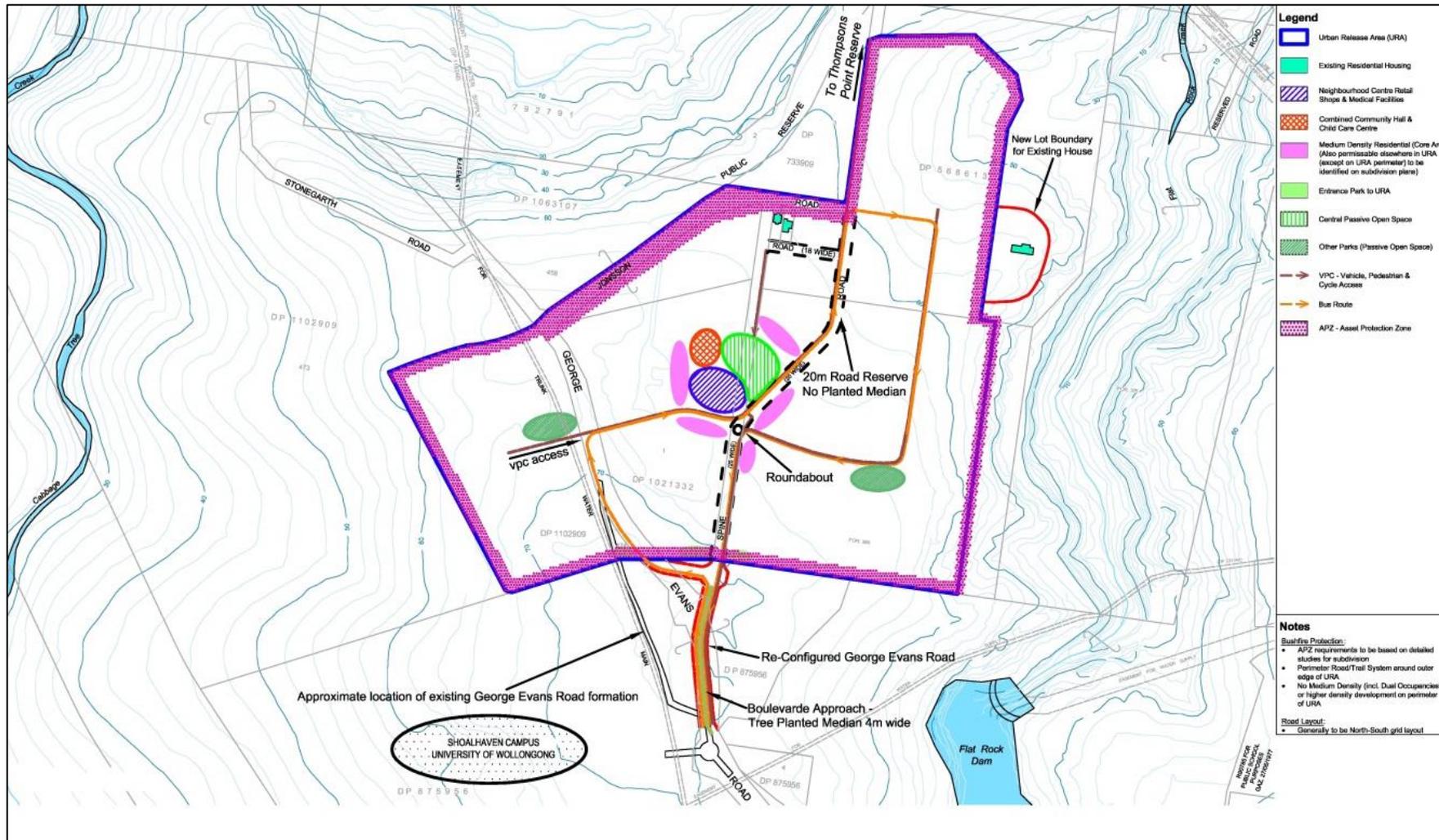


Figure 2 – Development Control Map

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**4.2 Neighbourhood Hub**

The neighbourhood hub will be the focal point for the URA and will provide for neighbourhood shopping, a community facility/child care centre, a medical centre, a central public reserve and shop top and medium density housing. The neighbourhood hub will be located on the western side of the spine road as shown indicatively in Figure 2.

**Objectives:**

- i. To create a focal point for the URA that will service the needs of the Mundamia and broader West Nowra community.
- ii. To create a neighbourhood hub that functionally and aesthetically integrates the neighbourhood shopping centre with the adjoining community/childcare centre and central open space.
- iii. To create a development that is attractive when viewed from the access roads and central public open space.
- iv. To provide high quality design within the neighbourhood hub area to reduce the bulk and scale of the buildings.
- v. To create a mix of dwelling types and opportunities for higher density residential accommodation in close proximity to the neighbourhood hub.

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<b>Performance Criteria</b>	<b>Acceptable Solutions</b>
P9 Provide for a range of commercial and community uses.	A9.1 You must demonstrate how land uses within the neighbourhood hub area are consistent with or provide a demonstrated improvement to the Neighbourhood Hub concept design (Figure 3).
P10 Provide for active uses to street frontages, central open space and public spaces where possible in the neighbourhood hub.	<p>A10.1 Ground level development in the neighbourhood shopping centre to be open to the street or public areas to encourage activation, with minimal impediments to visual connections between internal and external spaces; and</p> <p>A10.2 The medical centre and community/ child care centre are to provide frontages which provide demonstrated interest and activation to the street in other ways; and</p> <p>A10.3 Car parking and similar hard stand areas should be located such that they do not dominate the streetscape. Ideally, car parking should be located behind the built form.</p>
P11 Development in the neighbourhood hub should be appropriate bulk and scale	A11.1 Development within the neighbourhood hub area is to be a maximum of 2 storeys; or

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Performance Criteria	Acceptable Solutions
and provide design relief as the building height increases.	<p>A11.2 Council may consider an increase to 3 storeys where appropriate, if quality design and strong justification is provided. A 3rd storey would need to be recessed from the front building alignment.</p> <p>A11.3 Development shall be broken down into small elements, avoiding long and large areas of continuous walls, and utilising built form elements such as pavilions with individual roof elements.</p>
P12 Design to incorporate safer by design principles, including good passive surveillance.	A12.1 Central open space and public domain areas should be viewable from the main spine road, active shop frontages and residential areas and should be sufficiently lit up at night.
P13 Provide for medium density living in close proximity to the neighbourhood hub.	A13.1 Shop top housing and medium density housing is encouraged around the neighbourhood hub.
P14 No vehicular access to the neighbourhood hub should be provided from the Spine Road.	A14.1 Rear service access is to be provided to the retail and community/childcare centre.
P15 Provide for central open space to service the needs of the community.	A15.1 The neighbourhood hub should comprise a minimum of 5,000m <sup>2</sup> of central public open space.

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Figure 3 - Neighbourhood Hub Concept Design

**Note:** The Neighbourhood Hub Concept Design is only a concept. Roads and buildings are shown diagrammatically only and the final development outcome may vary from the concept design.

### 4.3 Movement and Access

Design of the Mundamia URA will create pedestrian dominated environments with strong connectivity between residential areas, local parks and the neighbourhood hub. Subdivision applicants need to show proposed pedestrian and cycle routes within their land, how they connect to the trunk routes shown on the DCP Map and how they relate to those on adjoining land, where applicable.

**Objectives:**

- i. To ensure a well connected network allows effective movement into and around the neighbourhood for vehicles, pedestrians and cyclists.
- ii. To encourage walking, cycling and the use of public transport.

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Performance Criteria	Acceptable Solutions
<p>P16 Provide a legible street hierarchy to allow effective movement of vehicles (including buses) throughout the URA including:</p> <ul style="list-style-type: none"> <li>• A main spine road.</li> <li>• Major residential streets.</li> <li>• Minor residential streets.</li> <li>• Perimeter roads for both access and bushfire asset protection.</li> </ul>	<p>A16.1 Road layout is generally consistent with the trunk routes shown on the supporting map.</p> <p>A16.2 Road designs allow for bus movements generally in accordance with the bus route shown on the supporting map.</p> <p>A16.3 Indented bus bays are to be provided along the spine road in the vicinity of the neighbourhood hub area.</p>
<p>P17 Provide for lateral cycle/ pedestrian routes linking the neighbourhood shopping centre, public open space and the main north-south shared pathway.</p>	<p>A17.1 Shared pathways be provided along trunk routes shown on the supporting map.</p>

**4.4 Entrance/Gateway**

Access to the URA will be via a boulevard style road running north from the university campus roundabout. George Evans Road, north of the university access roundabout, is to be realigned and reconstructed within a new road reserve. A main spine road is to continue through the area from the southern boundary of the URA as shown on the DCP Map and the Gateway Streetscape Detail Map. Retention and supplementing of native vegetation within the road reserve is to occur to continue the existing theme along George Evans Road from Yalwal Road.

**Objectives:**

- i. To create a sense of arrival and establish a neighbourhood identity through the development of a boulevard road entry and a gateway residential area along the spine road into the URA.
- ii. To create a unique residential living area with high quality built form and attractive street presentations.

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Performance Criteria	Acceptable Solutions
<p>P18 Provide an attractive entrance into the URA through a boulevard road.</p>	<p>A18.1 You must demonstrate how the entrance into the URA is consistent with the Gateway Streetscape Detail Map (Figure 4) in any subdivision or development application; or</p> <p>A18.2 You must demonstrate how the entrance into the URA provides a demonstrated improvement to the Gateway Streetscape Detail Map (Figure 4) in any subdivision or development application.</p>
<p>P19 Provide for highly articulated, medium density development within the gateway residential area that compliments and frames the boulevard entry into the URA.</p>	<p>A19.1 Terrace style housing within the gateway residential area is encouraged.</p> <p>A19.2 Front building lines to be 3m back from the lot boundary, with rear setbacks 7.5m from the boundary to allow for vehicle parking.</p> <p>A19.3 Front boundaries shall be defined using landscaping to frame the boulevard entry.</p>
<p>P20 Dwellings on both sides of the spine road, between the entrance of the URA and the neighbourhood hub, will have no direct, front vehicular access.</p>	<p>A20.1 Vehicles will gain access from service lanes or roads to the rear as shown on the Gateway Streetscape Detail Map (Figure 4).</p>

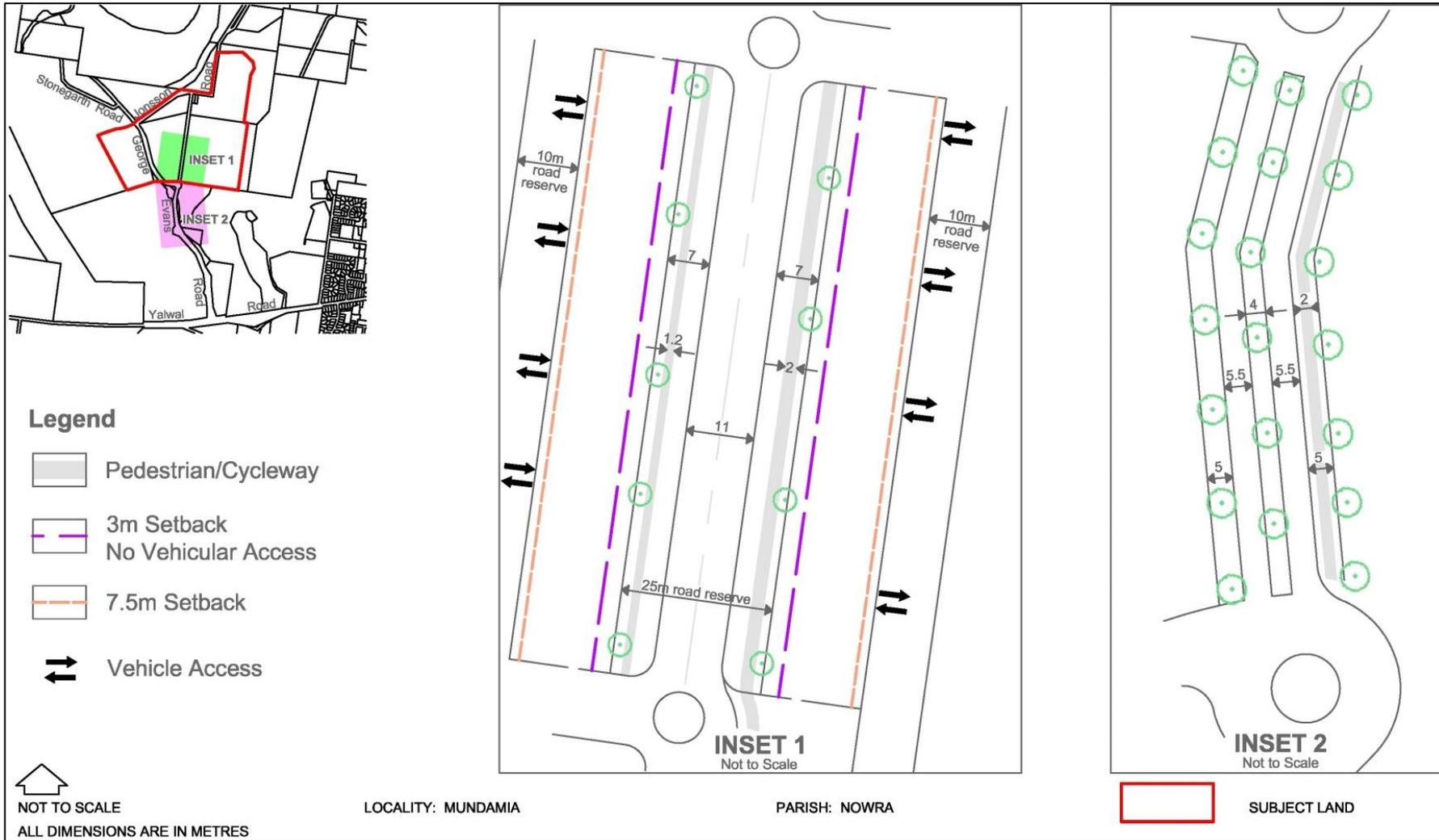


Figure 4 - Gateway Streetscape Detail

## 4.5 Environment

A range of threatened plant species have been found on land surrounding the Mundamia Urban Release Area. They are protected by State and Federal environment legislation and large fines apply for the removal or damage of these species. The Ecologically Sensitive Lands Map shows the key areas of habitat for these species identified as 'ecologically sensitive land'.

The Ecologically Sensitive Land includes known and potential habitat locations for the critically endangered *Pterostylis* Sp. Flat Rock Creek (Spring Tiny Greenhood Orchid) as well as for *Triplarina nowraensis* (Nowra Heath Myrtle).

Protection of the orchid's habitats is critical so development within the URA requires careful control of stormwater runoff (quality, volume and velocity) and upper groundwater systems to maintain appropriate water flow across to the sandstone rock shelves near to the orchids' habitats. Investigations to date indicate that groundwater systems will need to be recharged throughout the URA using appropriate mechanisms to counter the loss of stormwater infiltration e.g. increase in impervious surfaces within the proposed built up area. Details are to be submitted for approval with applications for development of this land and shall show that pre development water flows and quality are retained at pre development levels at the periphery of the URA.

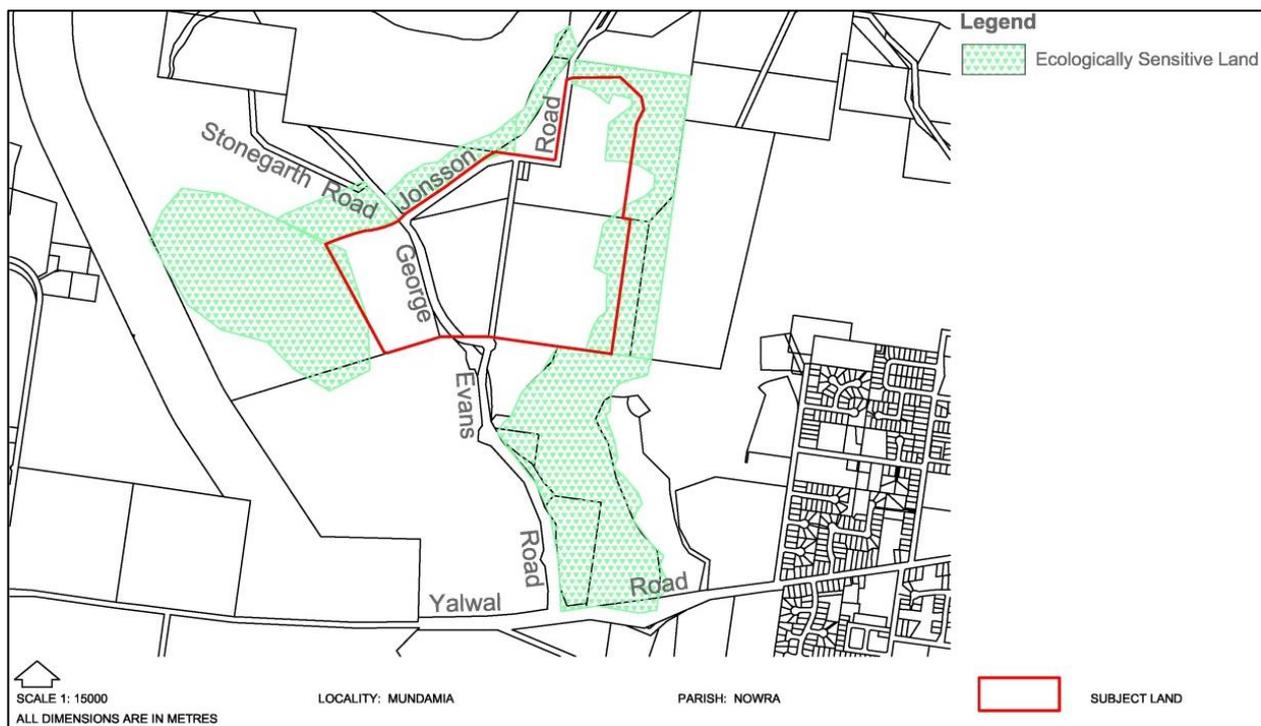


Figure 5 - Ecologically Sensitive Land

The outer boundary of the URA is to be fenced to prevent the movement of vehicles and people into environmental areas. Details are to be submitted for approval with applications for development.

An environmental management plan needs to be provided as part of any subdivision application over land identified on the Ecologically Sensitive Land Map.

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An environmental management plan is to address any protection or rehabilitation works. Such works need to be carried out by the developer at their own cost, before any key environmental areas are brought into public ownership.

### Considering the impacts of the proposed development:

Section 5A of the Environmental Planning and Assessment Act 1979 sets out a 'seven-part test' for considering the potential impact of a proposed development on critical habitat, threatened species, populations or endangered ecological communities, and their habitats.

As development of land in the URA will potentially impact on known threatened species habitat, an assessment known as a 'seven-part test' will be legally required as part of the development assessment process. A Species Impact Statement will need to be prepared if the seven-part test concludes that there will be a significant impact.

**Note:** The presence of the listed orchid species and its habitat mentioned above, means that development within the URA may affect the orchid's natural hydrology and therefore trigger the need for development applications to be referred to the Commonwealth Government for approval under its Environment Protection & Biodiversity Conservation Act 1999.

### Objectives:

- i. To protect and maintain areas of natural bushland, riparian corridors and native habitats identified for retention, in and immediately adjacent to, the URA, in particular, areas identified as containing *Pterostylis* Sp. Flat Rock Creek (Spring Tiny Greenhood Orchid Sp. Flat Rock Creek) and *Triplarina nowraensis* (Nowra Heath Myrtle);
- ii. To minimise the change to the hydrological flows (surface and subsurface) due to development in the stormwater catchment.
- iii. To achieve a neutral or reduced post development pollutant load compared to existing conditions.

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Performance Criteria	Acceptable Solutions
<p>P21 Provide for the retention of threatened species and their habitats.</p>	<p>A21.1 Significant clusters of <i>Triplarina Nowraensis</i> (Nowra Heath Myrtle) to be protected through areas of either public open space or undeveloped parts of lots, and</p> <p>A21.2 Significant clusters of Hollow Bearing Trees to be protected through areas of either public open space or undeveloped parts of lots.</p>
<p>P22 Provide supplementary groundwater recharge to achieve no net change in hydrological flows</p>	<p>A22.1 Structures/devices, such as roadside bio swales, that promote groundwater recharge shall be located in the public domain. The amount of recharge required is dependent on the impervious area created by development. Requirements for a range of impervious areas are provided at Table 1 below. Typical cross sections for a roadside bio swale are provided in the supporting documentation. In conjunction with these swales, recharge may be incorporated into devices that also achieve water quality and onsite detention (OSD) objectives. A typical OSD wetland and bioremediation basin section is shown in the supporting documentation. Recharge areas shall be hydraulically connected to the threatened species habitats down slope of the development. Designs shall consider:</p> <ul style="list-style-type: none"> <li>• Subsurface drainage under pavements and buildings in conjunction with seepage level spreaders (or similar distribution system) to avoid seepage concentration;</li> <li>• Permeable road and footing sub-base to ensure that buildings and roads do not impede groundwater flows;</li> <li>• Under road culverts at specific locations; and</li> <li>• Specific siting of roadside swale and bioswale and bioremediation basin outlets to discharge flows such that discharges are dispersed evenly and freely to reach these areas.</li> </ul> <p>Devices shall be located to ensure recharge is distributed across the site</p>
<p>P23 Surface flow regimes shall mimic predevelopment flows for peak stormwater discharges up to and</p>	<p>A23.1 OSD solutions should be integrated into open spaces and must be designed with consideration to ongoing maintenance requirements and public</p>

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<b>Performance Criteria</b>	<b>Acceptable Solutions</b>
including the 1 in 5 year storm.	safety. OSD and water quality requirements should be incorporated into a single device.
P24 Stormwater outlets are to be engineered to ensure that discharge regimes as near as possible mimic predevelopment flow regimes.	A24.1 Outlets shall include an appropriate flow spreader/ energy dissipater to replicate existing flow conditions. A nominal 20m setback should be established between site stormwater outlets and areas of sensitive vegetation.
P25 Annual average sediment and nutrient loads to receiving environments shall be reduced through the implementation of water quality improvement structures.	A25.1 The stormwater ‘treatment train’ should be designed to maintain post-development water quality as near as possible to pre-development condition to minimise impacts on native vegetation, whilst also adhering to the following post-development pollution retention targets: <ul style="list-style-type: none"> <li>• Total Suspended Solids – 85%</li> <li>• Total Phosphorus – 65%</li> <li>• Total Nitrogen - 45%</li> <li>• Gross Pollutants – 90%</li> </ul>

<b>Site Impervious Area (%)</b>	<b>Groundwater Seepage Shortfall (ML/ha/yr)</b>	<b>Recharge Area Required (m<sup>2</sup>/ha)</b>	<b>Length of Roadside Bioremediation Swale Required<sup>1</sup> (m/ha)</b>
40	1.89	125.0	83.3
45	2.13	140.9	93.9
50	2.37	156.7	104.5
55	2.60	172.0	114.7
60	2.84	187.8	125.2
65	3.08	203.7	135.8
70	3.31	218.9	145.9
75	3.54	234.1	156.1
80	3.78	250.0	166.7
<b>Note:</b> 1 Assumes 1.5 m wide base of swale.			

**Table 1 – Minimum Recharge Levels**

**4.6 Bushfire Protection**

**Objectives:**

- i. To ensure that appropriate bushfire assessment and mitigation measures are undertaken in developing this land.

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### Controls:

1. You must demonstrate how any development or subdivision application complies with the Planning for Bushfire Protection Guidelines.
2. A perimeter road must be included in any subdivision application for access and bushfire asset protection.
3. No higher density residential uses will be permitted around the perimeter of the URA adjoining asset protection zones.

### 4.7 Landscape Strategy

In accordance with Section 5.1 of this Plan (Neighbourhood Design), landscaping plans are to be submitted as part of any subdivision application and are to be consistent with or demonstrate an improvement to this Landscape Strategy.

#### Objectives:

- i. To create a unique and quality subdivision that embraces the native bushland character of the surrounds, connecting residents with the natural environment.
- ii. To create a quality and pleasant environment that encourages outdoor activities and social interaction creating a sense of place for the subdivision.
- iii. To achieve continuity and containment providing a high quality setting for the housing development.
- iv. Promote biodiversity through careful plant selection and integration of landscaped bioswales and landscaped retention ponds within the subdivision.
- v. Encourage native plantings within private development to reinforce the natural bushland character of the subdivision
- vi. Provide landscaped entrances and roundabouts to the development with native grass planting and sculptures utilising the natural elements of the area.

#### Strategy:

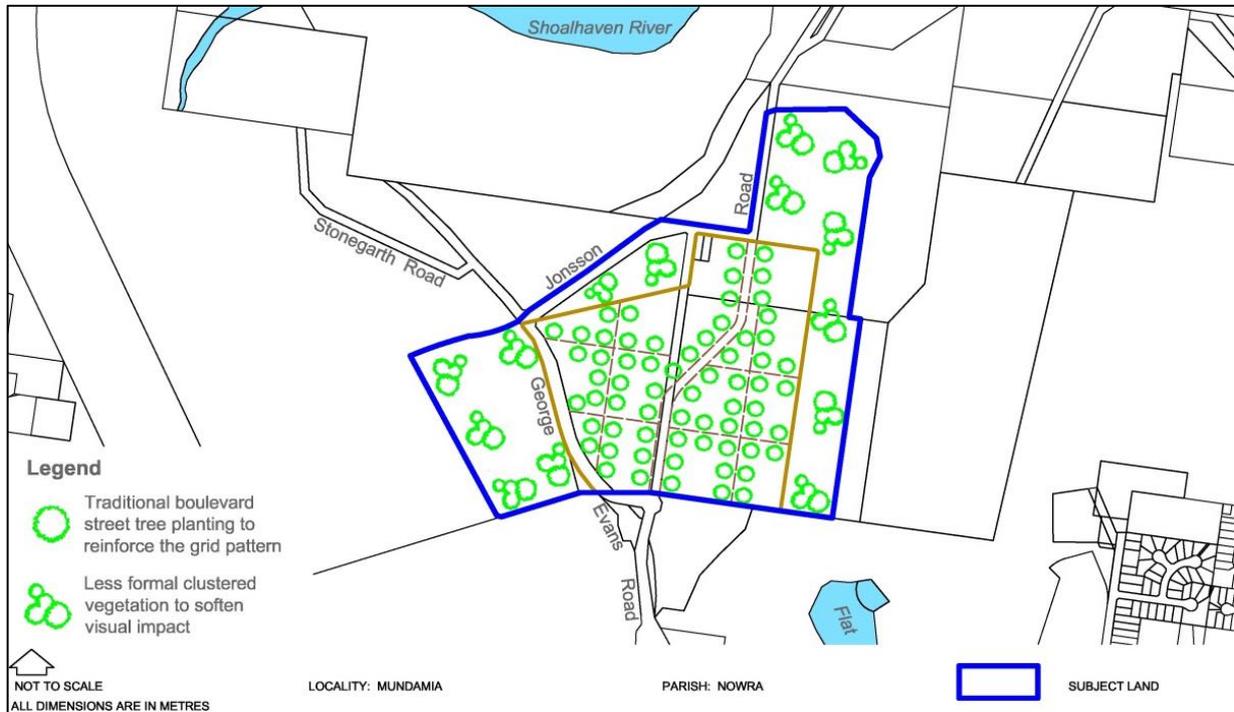
The road network surrounding and within the subdivision will be unified with street trees, which when mature, will be the most prominent landscape element. They are intended to help define boundaries, reduce traffic speeds, provide shade and habitat for fauna, and be integrated with stormwater management systems. Mundamia will be formed by green streets which create a sense of place.

The overall landscaping strategy is to be based around local native species endemic to this area. The theme established by the landscaping along George Evans Road to the University campus should be carried through the Urban Release Area.

Such a theme applies to public areas being road reserves, public open spaces and the front yards of all proposed lots. Species are to be nominated and shown by developers/subdividers on overall landscape plans of their land and submitted to the Consent Authority for approval and must be consistent with the Species List in the supporting documentation.

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Street tree planting is to be consistent with the Landscape Strategy Map below (Figure 6). The centre of the URA is to consist of traditional, boulevard style street planting to reinforce the grid pattern of the subdivisions and the outlying areas are to consist of less formal, clusters of trees to soften the visual impact of the built form and blend in with the natural environment.



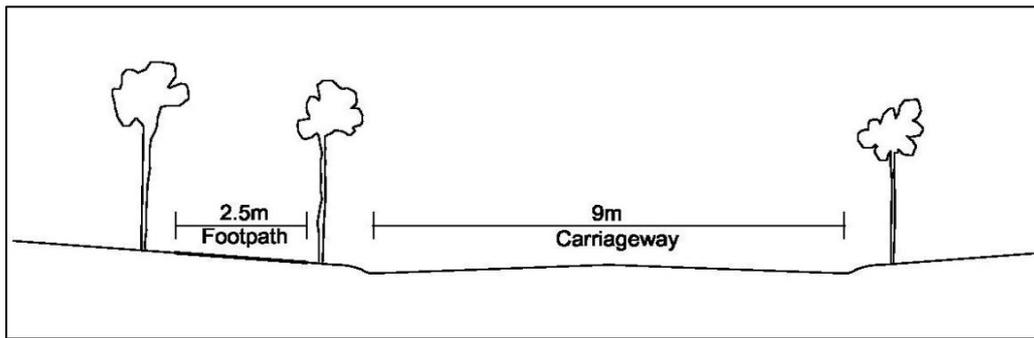
**Figure 6 - Landscape Strategy**

Colours used in public open spaces, streetscaping and community facilities should be in harmony with the surrounding native bushland and must be consistent with the colour pallet provided in the supporting documentation. The planting and material palette reinforces the existing native bushland and landscape in the area immediately surrounding and bordering the URA.

The proposed vehicle, pedestrian and cycleway access routes along the major residential streets are shown on the supporting map. A concept landscape strategy for these major residential streets is shown in the cross section below (Figure 7).

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**Figure 7 - Major Residential Streets Landscape Concept**

**Principles:**

1. Provide extensive landscaping and tree planting in all streets and retain existing trees where possible, particularly in open space areas.
2. Landscaping and street planting shall provide continuity and take the focus off the built form.
3. Provide continuity and consistency in the streetscape with linear elements such as trees, colour, garden and materials, ensuring it continues through the intersections.
4. Driveway crossovers to be same colour and material as foot path to provide continuity.
5. Consistent use of street furniture throughout the subdivision will ensure continuity and a sense of place.
6. Deciduous trees (preferably native) on East-West orientated streets.
7. Landscaping of verge between path and kerb shall be native grass to reduce maintenance.
8. Use of public art and unique landscaping will be used at the intersections to the main roads and will be used to signal a point of arrival.
9. Water sensitive urban design elements shall be integrated into the open space area and in certain streetscapes.

**4.8 Residential Character**

**Objectives:**

- i. To create a unique residential living area with high quality built form and attractive street presentations.
- ii. To offer a wide choice in good quality housing that meets the diverse and changing needs of the community.
- iii. To minimise the effects of development on the local stormwater hydrology.

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Performance Criteria	Acceptable Solutions
P26 Dwellings shall be appropriate bulk and scale and provide design relief as the building increases in height.	A26.1 Dwellings are to be a maximum of 2 storeys with the 2nd storey set back from the bottom level.
P27 Dwellings shall provide an attractive street presentation.	<p>A27.1 The front facade must contain the entrance to the house and shall face the street</p> <p>A27.2 Dual occupancies on corner lots must utilise both street frontages, one for each dwelling.</p> <p>A27.3 Houses located on corners shall address both street frontages to add to the overall streetscape appeal.</p>
P28 Development shall be broken down into small elements, avoiding long and large areas of continuous walls, and utilising built form elements such as pavilions with individual roof elements.	A28.1 Continuous walls exceeding 6m in length must incorporate design elements to soften the visual impact to the street frontage.
P29 Provide for a range of materials, colours and finishes in building designs to create attractive dwellings.	<p>A29.1 The use of a mix of materials/colours and finishes is essential for the front facade of all dwellings and desirable for the remaining facades, and</p> <p>A29.2 Colours shall reflect the natural surrounds. Bright colours and black will not be supported.</p> <p>A29.3 Face brick is to be smooth or matte finish and uniform in shape. Brick blends are not accepted.</p> <p>A29.4 All roofs shall be a colour that compliments the house colour, with eaves overhanging a minimum of 450mm.</p>
P30 Provide for garages and carports that do not dominate the streetscape.	<p>A30.1 Garages must be set back a minimum of 1m behind the building line of the dwelling.</p> <p>A30.2 Garages must have a maximum width of 6m and occupy no more than 50% of the frontage.</p> <p>A30.3 Garage doors must compliment the colours of the home and be plain panels or roller doors without patterns</p> <p>A30.4 Vehicle crossovers to footpaths are to be 3m for single garages and 3.5m for double garages. The crossover shall be constructed perpendicular to the carriageway kerb.</p>

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Performance Criteria	Acceptable Solutions
P31 Provide ancillary structures that complement the building design.	<p>A30.5 Driveways must be constructed of plain coloured concrete, asphalt or pavers. Driveway crossovers shall be the same colour and material as foot path to provide continuity</p> <p>A31.1 Letterbox design shall compliment house design and colour.</p> <p>A31.2 Fences for rear and side boundaries shall be setback 2m behind the main building line.</p> <p>A31.3 For corner lots, a fence is permissible forward of the main building line on the secondary street frontage where that fence is providing privacy to the principal area of private open space. Such a fence shall be offset a minimum distance of 12m from the primary street lot boundary.</p> <p>A31.4 All service areas containing items such as bins, water tanks, clotheslines, A/C units etc., shall be located to the rear or side of the building and be adequately screened.</p>
P32 Provide quality landscaping on individual lots.	<p>A32.1 Each lot shall contain a minimum of 1 tree in the front yard. The tree must have protective fencing around it during construction.</p> <p>A32.2 Front boundary definition shall be created through landscaping.</p>
P33 Provide adaptable housing to suit the lifetime needs of occupants.	<p>A33.1 As a minimum, 50% of medium density dwellings (including dual occupancies) provided in the URA are to meet adaptable housing standards equivalent to Class C Adaptable Houses in AS4299-1995.</p>

**4.9 Staging**

All subdivision applications are to include an internal staging plan, in accordance with the following and indicating how the proposal will ensure the targets in the DCP will be met.

Initial stages are to start from the southern boundary of the URA and will require the relocation / construction of George Evans Road along the new alignment up to the southern end of the Crown road reserve.

Thereafter, stages are to progress northwards to give access to the proposed neighbourhood centre. Subdivision of the neighbourhood centre and the adjoining central public reserve is to occur within release of the first 25% of lots. This requirement shall not

## Chapter NB1: Mundamia Urban Release Area

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restrict the development of adjacent lots, however is intended to ensure that land is made available for the neighbourhood hub and central open space as early as possible.

Releases after that should radiate out from the neighbourhood centre to promote the centre's presence and importance in the release area.

## 5 Advisory Information

### 5.1 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.

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<b>Council Policies &amp; Guidelines</b>	<ul style="list-style-type: none"><li>• Shoalhaven Contributions Plan 2010</li></ul>
<b>External Policies &amp; Guidelines</b>	<ul style="list-style-type: none"><li>• Nil</li></ul>
<b>Legislation</b>	<ul style="list-style-type: none"><li>• State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</li></ul>

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