



KIAMA MUNICIPAL COUNCIL
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Kiama Development Control Plan 2020

Chapter 5. Subdivision, Consolidation and Boundary Adjustment



RESPECT



INNOVATION



INTEGRITY



TEAMWORK



EXCELLENCE

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Chapter 5. Subdivision, Consolidation and Boundary Adjustment

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Introduction

This chapter of the DCP outlines the objectives and detailed controls for residential subdivision in addition to the planning controls contained in [Kiama LEP 2011](#).

The purpose of this chapter of the DCP is to provide Council's detailed requirements for urban residential subdivision development and subdivision in rural areas.

Topic 5.1 – Residential Subdivisions

General Requirements

Objectives

- | | |
|----------|--|
| O:5.1.1 | To facilitate a range of lot size to permit a range of housing styles and housing mix, in order to meet the changing demographic profiles and housing requirements for residents in the Kiama Local Government Area |
| O:5.1.2 | To encourage residential design that promotes community interaction, active transport and recreational green space over the dominance of motor vehicles in residential areas |
| O:5.1.3 | To ensure the subdivision of land is responsive to inherent site conditions and constraints |
| O:5.1.4 | To ensure that all subdivisions are designed to take into account the principles of ecologically sustainable development and solar energy efficiency, to assist in ensuring that subsequent development is significantly more energy efficient |
| O:5.1.5 | To ensure subdivisions achieve high quality urban design outcomes through maximising the number of new lots with principal street frontage and to restrict the number of battle-axe lots |
| O:5.1.6 | To ensure that lot sizes, dimensions and layout are consistent with best practice in terms of urban design, solar access orientation and energy efficiency |
| O:5.1.7 | To establish a clear hierarchy of different road types which cater for different types of traffic movement through residential subdivisions |
| O:5.1.8 | To ensure that the majority of residential allotments are within a 400 metre walking distance from an existing or proposed new bus stop |
| O:5.1.9 | To facilitate accessibility within and beyond the subdivision especially by buses, bicycles and pedestrians |
| O:5.1.10 | To protect and enhance any riparian lands and its associated values for ecological systems and biodiversity |
| O:5.1.11 | To minimise site disturbance for soil erosion, land stability and urban visual impact reasons |
| O:5.1.12 | To design public places in a way that enhances resident's safety |
| O:5.1.13 | To protect the subdivision's perimeter housing from the threat of bushfire and conflict of land uses |
| O:5.1.14 | To incorporate the design guidelines for "creating healthy places" |

O:5.1.15 To ensure all finished residential lots are provided with a satisfactory fall towards the stormwater drainage system, in order to guarantee satisfactory stormwater run-off from each lot and to ameliorate against any potential water ponding impacts within the subdivision

Controls

- 5.1.1 All lots to be oriented in accordance with the recommended 5-star rated solar design standards unless it can be demonstrated that this not possible for topographical reasons to facilitate the design of energy efficient housing including the opportunity to exploit cooling summer nor-easterly breezes for house summer microclimate control.
- 5.1.2 All lots can provide for on-site stormwater detention and re-use of rain water for domestic use.
- 5.1.3 Internal roads should be based on a grid pattern to facilitate accessibility.
- 5.1.4 The subdivision must achieve a high level of accessibility within the subdivision by car, bus, cycle and pedestrian routes and design the streets (including a bus stop) for use of this route by buses. In cases where this is not possible Council may consider an alternative approach of showing the linkages from the new subdivision to existing bus routes.
- 5.1.5 The subdivision must connect the new streets with the existing street system including road and pedestrian/cycle ways.
- 5.1.6 Design must limit the need for site excavation for road and housing construction to minimize the potential for soil erosion, site sub floor drainage problems, land instability and the need for expensive and visually unattractive retaining walls within the streetscape.
- 5.1.7 The subdivision must protect and enhance all riparian lands on site.
- 5.1.8 The layout should permit rural views to be exploited within streets to enhance the public's use and enjoyment of the public domain area of the subdivision.
- 5.1.9 Crime Prevention Through Environmental Design Program (CPTEP) principles must be incorporated into the detailed design of public places to enhance the subdivision's security and safety and to deter crime.
- 5.1.10 Ensure that adequate bush fire protection measures (including access by fire fighting vehicles and asset protection zones) are considered in the design of subdivisions. It should be noted that perimeter streets must define the boundary of new subdivisions.

- 5.1.11 The subdivision's subdivision layout and associated engineering design must comply with the following standards:
- All compliant engineering and environmental sensitivity standards included in the Council documents, [Kiama Development Code](#) and the Kiama Municipal Council [Water Sensitive Urban Design Policy](#).
 - Streets shown in the subdivision layout must be designed in conformity with the subdivision street design layout in that plan. However, Council may vary the location and street cross section design where it considers this is appropriate in particular circumstances and is consistent with the plan's subdivision objectives and performance standards
 - It should be noted that street design and typology will have an impact on whether Council is able to service the subdivision for waste management.
 - Perimeter streets, embellished by planting within the street or in public reserve land adjacent to these streets, must define the edge of the subdivision.
 - Other streets must include street planting to enhance the street environment.
 - Any riparian reserves and children's playground reserves must be designed to achieve:
 - enhanced neighbourhood character and residential amenity.
 - casual surveillance of the public reserves for enhanced safety.
 - aesthetic design urban edge.
 - Residential lots must be designed so that resultant dwellings achieve high levels of solar orientation and that each dwelling achieves a minimum 4-star energy rating.
 - Council may require the establishment of building envelopes in order to achieve view sharing by new and existing residents.
 - Planting and revegetation of public reserves and streets must primarily use locally endemic and other appropriate native species to increase biodiversity.
 - All residential lots must be connected to the appropriate services.
 - Electricity and telecommunication service cables must be placed underground.
 - Council will require dwellings to provide on-site rainwater reuse and on-site stormwater detention systems at the dwelling construction stage.
- 5.1.12 All finished lots shall have a minimum 1% fall towards the proposed stormwater drainage system, in order to allow for suitable stormwater run-off from the site and to help minimise any potential water ponding.

Allotment Size & Dimension Requirements

Objectives

- | | |
|----------|---|
| O:5.1.16 | To ensure the subdivision of residentially zoned land is consistent with the objectives and minimum subdivision lot size requirements of Kiama LEP 2011 |
| O:5.1.17 | To ensure any subdivision of land is sympathetic to the surrounding subdivision pattern and the amenity of the residential neighbourhood in that particular locality is maintained. |
| O:5.1.18 | To ensure any subdivision of land provides sufficient site area to cater for the future intended housing. |

- O:5.1.19 To ensure the design of any proposed residential subdivision takes into account inherent site constraints and minimises any potential adverse environmental impacts.
- O:5.1.20 To ensure residential lots are designed to provide sufficient lot width and depth, to cater for a suitable range of dwelling styles having regard to any site constraints or environmental qualities of that land.
- O:5.1.21 To ensure residential lots in low density residential areas provide sufficient site area to cater for detached dwelling-houses with sufficient rear private open space which gains appropriate sunlight access during mid-winter.
- O:5.1.22 To encourage conventional residential subdivisions with direct public road access, rather than a series of battle axe allotments one behind each other, in order to maintain the residential amenity and character of the locality.
- O:5.1.23 To minimise the potential adverse streetscape and amenity impacts upon the locality arising from a number of battle axe lots sharing a common access corridor.
- O:5.1.24 To ensure each battle axe lot has a sufficient site area with a suitable building envelope to accommodate a range of different dwelling styles, in order to minimise any potential amenity or privacy impacts upon adjoining residential properties.
- O:5.1.25 To ensure each battle axe lot has a sufficient site area to provide satisfactory on-site parking with suitable vehicular access and manoeuvring areas.
- O:5.1.26 To ensure each residential lot has a suitable building envelope to accommodate a range of different dwelling styles, in order to minimise any potential amenity or privacy impacts upon adjoining residential properties.
- O:5.1.27 To ensure the building envelope for each residential lot takes into account all relevant constraints of the site and / or any easement or other restrictions pertaining to the land.
- O:5.1.28 To ensure the building envelope for each residential lot takes into account any area of the subject land which contains significant remnant trees or other significant vegetation (including riparian vegetation).
- O:5.1.29 To ensure building envelopes are appropriately positioned to maximise solar access opportunities and energy efficiency for future dwellings and rear private courtyards for each residential lot

Controls

- 5.1.13 For a battle axe allotment, the minimum subdivision allotment size required by the [Kiama LEP 2011](#), excludes that portion of the proposed lot which forms the battle axe access handle.
- 5.1.14 Larger allotments may be required in certain circumstances such as battle-axe lots (especially irregular shaped battle axe lots), lots containing steeply sloping land or land containing a watercourse or land fronting an arterial road.

- 5.1.15 A maximum of two (2) battle-axe allotments will be permitted behind an allotment which has direct frontage to a dedicated public road in the proposed subdivision. Under no circumstances will Council favourably consider any subdivision proposal involving a series of battle-axe lots, one behind each other.
- 5.1.16 All battle-axe allotments must have direct access to a dedicated public road, through the provision of an access handle attached to each battle-axe lot or via a shared access corridor (ie maximum of two (2) lots may share a common access corridor).
- 5.1.17 The minimum access corridor width for a battle axe allotment shall be 5 metres with a minimum carriageway width of 3 metres for the entire length of the access handle.
- 5.1.18 A 1 metre wide landscaping strip shall be provided along each side of the required 3 metre wide road pavement. The landscaping strip shall be planted with suitable small trees, shrubs and groundcovers.
- 5.1.19 A shared access corridor may be permitted for a maximum of two (2) battle axe allotments where, in the opinion of Council, the proposed access arrangement will satisfactorily cater for safe vehicular and pedestrian access to each of the lots and that satisfactory sight line distances are available between the subject lots and the public road.
- 5.1.20 Any access corridor shared between two (2) battle axe allotments must be created through reciprocal rights of carriageway under [Section 88B of the Conveyancing Act 1919](#). The minimum shared access handle width shall be 5 metres with a minimum road pavement width of 3 metres for the entire length of the access handle. However, the shared access handle must be designed wide enough to satisfactorily cater for the placement of garbage and recycling bins (ie associated with the dwellings on the two battle axe lots) adjacent to the access handle road pavement.
- 5.1.21 A minimum 1 metre wide landscaping strip must be provided along each side of the required 3 metre wide road pavement of any shared access handle. The landscaping strip shall be planted with suitable small trees, shrubs and groundcovers and shall also include a hard stand area on one side of the access handle for garbage and recycling bins (ie directly abutting the public road reserve). The opposite 1 metre wide landscaping strip in the shared access handle shall include letterboxes for the two lots (ie directly abutting the public road reserve).
- 5.1.22 All battle-axe lot access corridors must be provided with all-weather road pavement. All access handle driveway crossings must be of a full concrete or asphalt construction and must be designed having regard to current fire regulations for fire hydrants. Driveways must be sited to allow for visibility of vehicles entering and leaving the site.
- 5.1.23 Driveway construction must give consideration to driveway drainage, utility servicing and retaining structures.
- 5.1.24 Within bush fire hazard areas, access to allotments shall be in accordance with the requirements of the NSW Rural Fire Service document [Planning for Bush Fire Protection](#) guidelines. In the event of any inconsistency between the access requirements to lots between this part of the DCP and the *Planning for Bush Fire Protection* guidelines, the *Planning and Bush Fire Protection* guidelines will prevail.

- 5.1.25 Each battle axe access corridor must have capacity for compliant vehicular turning facilities, passing bays at no greater than 30 metre intervals and two (2) on-site parking spaces for each battle axe lot. A maximum 50 metre access corridor length should be considered.
- 5.1.26 Access corridors within bush fire prone areas must provide a suitable turning area, in order to enable the satisfactory manoeuvring of fire fighting vehicles in accordance with the requirements of the NSW Rural Fire Service [Planning for Bush Fire Protection](#) guidelines.
- 5.1.27 The maximum gradient for any access way required for a battle axe lot subdivision should be 25%.
- 5.1.28 The gradients for access handles for allotments within bush fire prone areas shall be in accordance with the requirements of the NSW Rural Fire Service [Planning for Bush Fire Protection](#) guidelines.
- 5.1.29 Stormwater drainage on driveways must be contained in kerbs or a central dish and conveyed to the Council stormwater drainage system via the public road.
- 5.1.30 Any allotment without direct frontage to a public road (including access handles to battle axe or hatchet-shape lots) must provide sufficient area, exclusive of required private open space, for on-site vehicle manoeuvring so that all vehicles can exit the site in a forward direction.
- 5.1.31 For sites zoned [R5 Large Lot Residential](#), each proposed allotment must be capable of containing a building platform having minimum dimensions 15 metres x 20 metres.
- 5.1.32 For sites zoned [R5 Large Lot Residential](#), allotments should ideally be orientated so that one main axis is within 30° east and 20° west of true solar north. Where allotments are unable to meet the correct orientation requirement, the designated building platform must have an orientation within 30° east and 20° west of true solar north.
- 5.1.33 For sites zoned [R5 Large Lot Residential](#) in the South Kiama Drive area, direct access to South Kiama Drive is denied to those properties in David Smith Place and Stewart Place.
- 5.1.34 For sites zoned [R5 Large Lot Residential](#) in the South Kiama Drive area, any proposed plan of subdivision must indicate a building envelope which maintains a rear building line setback of 5 metres, or 6 metres in the case of properties fronting both Stewart Place and South Kiama Drive.

Servicing & Utility Requirements

Objectives

- | | |
|----------|--|
| O:5.1.30 | To ensure the provision of infrastructure servicing / utilities is carried out in accordance with the requirements of Council and the relevant infrastructure servicing authority. |
| O:5.1.31 | To maximise the opportunities for shared (common) trenching and to reduce constraints on landscaping within road reserve verges |

Controls

- 5.1.35 Shared common trenches for service infrastructure are preferred in order to also enable the planting of trees and other landscaping within the road verges.

- 5.1.36 It is recommended applicants consult with servicing authorities at an early stage in the planning process to ensure that all allotments can be appropriately serviced by reticulated water and sewerage and, electricity and telecommunications supplies.
- 5.1.37 In the event that the urban residential subdivision cannot be adequately serviced by reticulated water and sewerage supplies, then Council is unlikely to support any such application.
- 5.1.38 Where a subdivision is approved, a condition of consent will be imposed requiring the submission of a Notice of Requirements from Sydney Water Corporation to Council prior to the release of the Construction Certificate for the proposed subdivision. Additionally, a separate condition of consent will be imposed requiring the submission of a [Section 73 certificate](#) from Sydney Water Corporation which confirms that satisfactory arrangements have been made for reticulated water and sewerage infrastructure to the subdivision and the original Section 73 Certificate lodged with the Subdivision Certificate application.
- 5.1.39 Electricity distribution must be underground in all new residential subdivisions. Accordingly, the subdivision plan should provide details of the location of any required electricity sub-stations.
- 5.1.40 Telecommunication services are to be provided to all proposed lots. The submission of documentary evidence from a telecommunications carrier will be required for any approved subdivision, prior to the release of the Subdivision Certificate.
- 5.1.41 All allotments must be designed to enable the suitable provision for waste facilities. In cul-de-sacs, the head of the cul-de-sac must be designed to provide sufficient road reserve width (footpath area), in order to enable the storage of garbage and recycling bins without hindering access to adjacent properties.
- 5.1.42 Battle axe allotments shall be designed to include sufficient area within the existing public road reserve verge to cater for the provision of garbage and recycling bins. Alternatively, a garbage and recycling bin storage area may be provided within close proximity to the adjoining public road, but will be subject to private waste servicing arrangements being made by the property owner in the event that Council's waste contractor is not able to service the bin storage area.
- 5.1.43 Applicants are encouraged to liaise with Council's Waste Services Section, in order to guarantee satisfactory waste service arrangements and to minimise potential future problems arising from poorly designed waste and recycling storage facilities.

Major Residential Subdivisions

Objectives

- O:5.1.32 To ensure the staging of a major residential subdivision is well planned and that all relevant roads, drainage and other infrastructure services are provided for each stage in the subdivision.

- O:5.1.33 To ensure the staging of the development minimises any potential adverse noise or amenity conflicts, arising from construction equipment and plant operating on later subdivision stages upon residents in early release stages
- O:5.1.34 To ensure large residue lots or super lots for future dual occupancy or medium density housing are well planned and are strategically placed to reflect future traffic management conditions and other environmental conditions.
- O:5.1.35 To encourage large residue lots to be earmarked for dual occupancy or medium density housing early in the residential subdivision process.
- O:5.1.36 To provide public open space (ie both active and passive) within reasonable proximity for all residential lots within existing urban areas and new release areas.
- O:5.1.37 To ensure the provision and embellishment of public open space is consistent with Council's planned requirements, to meet the recreational needs of the community.
- O:5.1.38 To preserve remnant native bushland including endangered ecological communities within public open space buffers, where possible.
- O:5.1.39 To minimise costs of on-going maintenance of public open space.
- O:5.1.40 To ensure appropriate acoustic fencing is provided for subdivisions which are subject to potential adverse noise impacts, in order to provide a pleasant acoustic environment for all residential lots within the subdivision.
- O:5.1.41 To provide suitable street trees within residential subdivisions, in order to improve the streetscape character of the locality.
- O:5.1.42 To improve the general residential amenity of the subdivision.
- O:5.1.43 To ensure the planting of street trees in new subdivision is appropriate and compatible with existing street tree planting within the locality.
- O:5.1.44 To provide effective street lighting along all roads within the subdivision, to maximise vehicular and pedestrian safety.
- O:5.1.45 To provide appropriate street lighting at key intersections and pedestrian crossings as well as traffic calming device locations to maximise vehicular and pedestrian safety.
- O:5.1.46 To provide appropriate lighting along all pedestrian pathways and/or shared pathways/cycle ways, in order to maximise pedestrian and cyclist safety.

Controls - Staging

- 5.1.44 In cases of a major residential subdivision, a staging plan will be required which shows the proposed staging program. Additionally, the Statement of Environmental Effects shall provide a detailed outline of the proposed staging program, including the proposed total number of lots within each relevant stage.
- 5.1.45 The subdivision staging should be designed to minimise conflicts arising from construction plant and equipment operating during the construction of later subdivision stages impacting upon the amenity of residents living in dwellings within the earlier subdivision stages. This may also require the provision of temporary access arrangements for heavy vehicles associated with the stages under construction separate from the first stage(s) of the subdivision. The provision of suitable landscaping treatment and / or acoustic walls may also be necessary to minimise potential privacy, amenity or noise impacts upon first stage residents.
- 5.1.46 In the event that the staging of the subdivision is approved, all necessary subdivision works (including road works, drainage works, water and sewerage infrastructure, telecommunications, electricity supplies etc) must be completed for each relevant stage, prior to the release of any Subdivision Certificate for that stage.

Controls – Super Lots for Integrated Housing or Medium Density

- 5.1.47 The configuration and lot size of residue or super lots shall be designed to meet the future planning requirements for either dual occupancy or multi dwelling development contained in this DCP. Accordingly, the subdivision plan accompanying the Development Application shall indicate the intended future residential use of the residue lot.
- 5.1.48 In the event that the residue lots are not designed to comply with the future planning requirements for the intended future residential development, then a reduced dwelling yield may occur when the Development Application for the development of the residue lot is assessed.
- 5.1.49 Large residue lots should be located in strategically placed locations in subdivisions and generally not at the end of cul-de-sacs. However, in certain circumstances, the positioning of a residue lot at the end of a cul-de-sac may be supported where individual site circumstances such as traffic management and other environmental conditions, support this arrangement.

Controls – Public Reserves

- 5.1.50 Council will not accept the dedication of land for the purposes of public reserve where in the opinion of Council, there is already sufficient public open space in the locality.
- 5.1.51 Any approved public reserve lot shall be fully embellished in accordance with Council's requirements, prior to the release of the Subdivision Certificate.
- 5.1.52 Wherever possible, riparian corridors should form the 'spine' for public open space within a subdivision.

Controls – Acoustic Fencing

- 5.1.53 Acoustic rear boundary fencing will be required in most circumstances for residential lots abutting an arterial or sub-arterial road.
- 5.1.54 The acoustic fencing shall be of a masonry construction with either decorative artwork emblazoned on the masonry and / or horizontal banding. The maximum height of acoustic fencing shall be restricted to 3 metres above natural ground level at the common property boundary.
- 5.1.55 The full details of the proposed acoustic fencing shall be submitted with the Development Application.
- 5.1.56 Acoustic barriers must be augmented with suitable buffer screen planting within the road verge between the proposed footway / cycleway and the barrier structure. The full details of the proposed buffer screen planting shall be shown on a detailed landscape concept plan which is to be submitted with the Development Application.

Controls - Tree Planting

- 5.1.57 The planting of street trees shall be integrated with driveway crossings, utility services and street lighting.
- 5.1.58 Council may require the planting of a specific tree species for certain roads in a subdivision, especially if there is already an existing street tree scheme in the locality.

Controls – Street Lighting

- 5.1.59 Street lighting systems are to be provided for roads and intersections, cycle ways and pathways, as well as pedestrian crossing and traffic calming device locations in accordance with AS/NZS 1158.

Controls - Stormwater Management (Including Water Sensitive Urban Design)

- 5.1.60 A detailed stormwater drainage concept plan together with calculations is required to be submitted with the Development Application.
- 5.1.61 The proposed stormwater drainage system for the subdivision shall be designed in accordance with the requirements of [Kiama Development Code](#) and Council's [Water Sensitive Urban Design Policy](#).
- 5.1.62 Where it is necessary to connect into Council's existing stormwater drainage system, the capacity of the existing stormwater drainage system is to be checked to ensure its capacity of accepting the additional developed run-off from this development. All costs associated with any necessary upgrading of the stormwater drainage infrastructure is to be borne by the developer.

Masterplans

In certain areas of the Kiama Municipality Masterplans have been prepared to provide greater clarity to the community about the intended use and design of the areas. Masterplans have been prepared for:

- Elambra Estate, Gerringong,
- Cedar Grove Stage 1, Kiama,
- [Gerringong Headland, Gerringong](#), and
- Spring Creek, Kiama

5.1.63 Subdivisions in these areas need to respond to the constraints identified in their respective Masterplans. These Masterplans are contained in the [Appendices](#) of this Chapter.

Topic 5.2 – Rural Subdivisions

In this chapter "Rural" refers to land zoned either rural or environmental protection/management under the [Kiama LEP 2011](#).

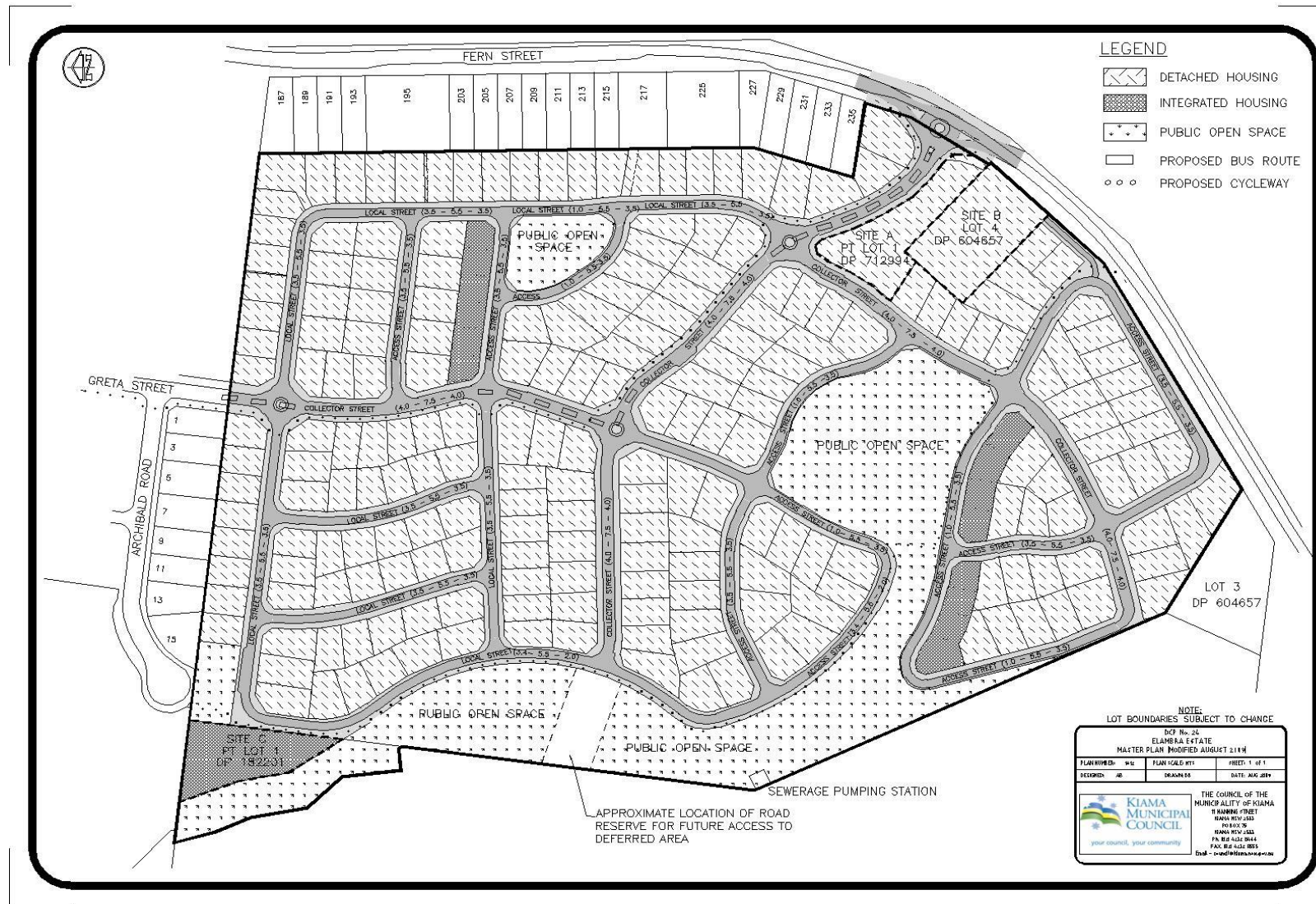
Objectives

- O:5.2.1 To control rural subdivision by taking into account the rural character and scenic environmental quality of the surrounding locality, inherent site constraints and available infrastructure.
- O:5.2.2 To ensure rural allotments are of sufficient size and shape to cater for a range of rural land uses and to minimise potential land use conflicts within the rural / non-urban zones or other adjoining zones.
- O:5.2.3 To prevent the fragmentation of rural land for rural residential purposes.
- O:5.2.4 To maintain the ability of agricultural land to be used for agriculture.
- O:5.2.5 To allow for the erection of dwellings on rural land that meets minimum lot size standards.
- O:5.2.6 To consider the potential impacts of bushfires in subdivision of land for rural residential purposes.
- O:5.2.7 To minimise the impacts of subdivision on native vegetation, endangered ecological communities, threatened species, waterways and riparian land and the scenic landscape.
- O:5.2.8 To minimise lots with frontages to riparian lands/waterways.

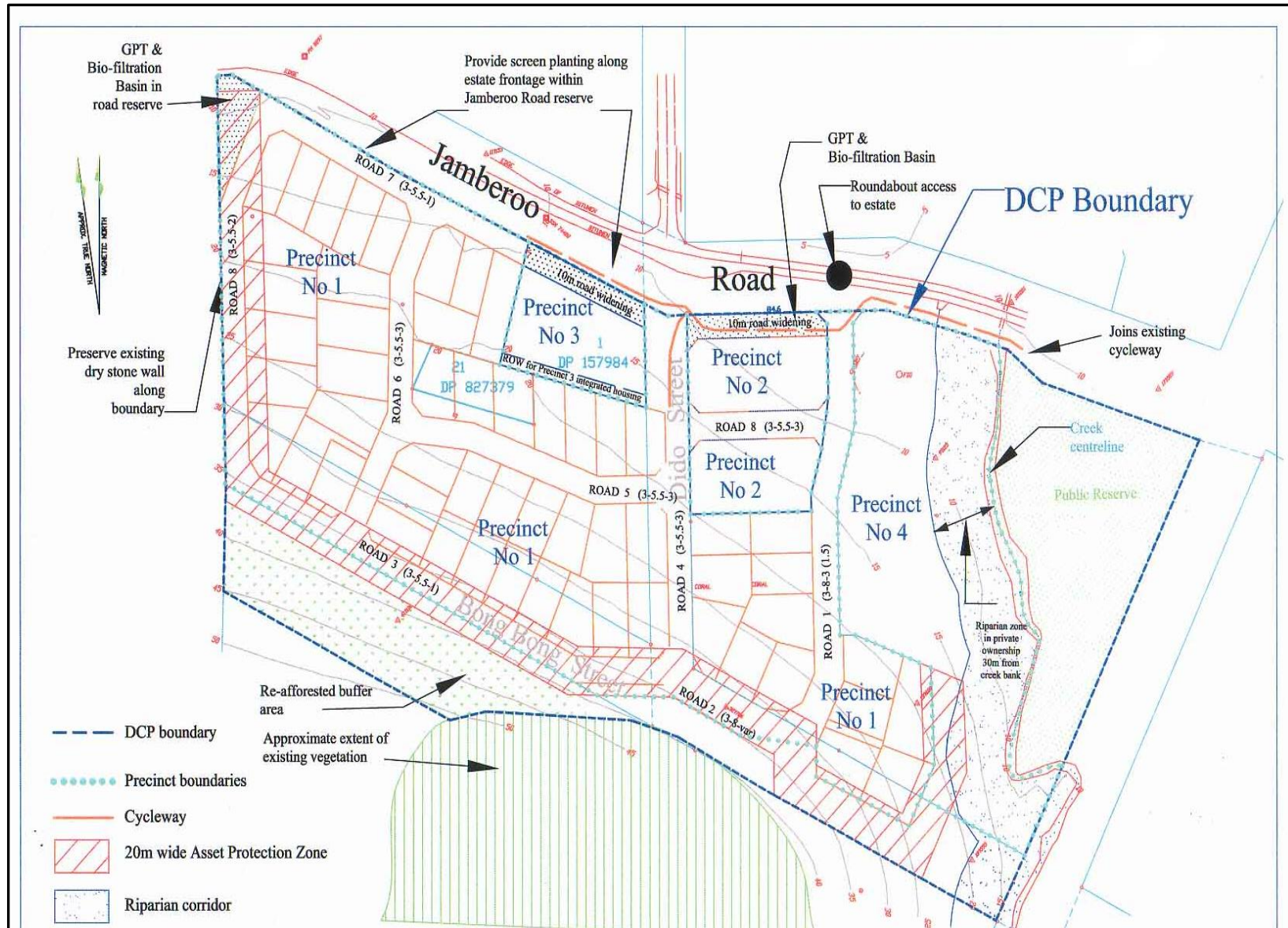
Controls

- 5.2.1 A rural lot containing two or more existing dwellings must not be subdivided to create each dwelling on a separate lot unless each lot will meet [the minimum area requirements](#) of Kiama LEP 2011.
- 5.2.2 Any subdivision must not create a greater number of lots with frontages to waterways/riparian lands.
- 5.2.3 Each lot in a subdivision of land for the purposes of erecting a dwelling house must identify a building envelope of sufficient size to accommodate a principal dwelling, a secondary dwelling and ancillary development on each lot on which a dwelling is proposed to be erected that:
- maximises the separation distance between a rural residential building envelope on the land and any existing or approved agricultural use on adjoining land,
 - enables compliance with the "[Planning for Bushfire Protection](#)" requirements,
 - avoids/minimises the need to clear native vegetation, and
 - avoids/minimises the environmental impact of development on waterways, biodiversity and the scenic landscape.

Appendix 1 Elambra Estate, Gerringong - Masterplan



Appendix 2 Cedar Grove Stage 1, Kiama - Masterplan



master plan

Prepared by Hill Thalys Architecture + Urban Projects Pty Ltd
for the Noble Family and Kiama Municipal Council - September, 2003

Gerringong Headland Master Plan - Option 1

4

4.3 Master Plan

The Gerringong Headland Master Plan presents an opportunity to interpret the specific qualities of one of the most significant headlands of the Kiama region and to reconsider the interface of the Town Centre with the Headland Foreshore Reserve.

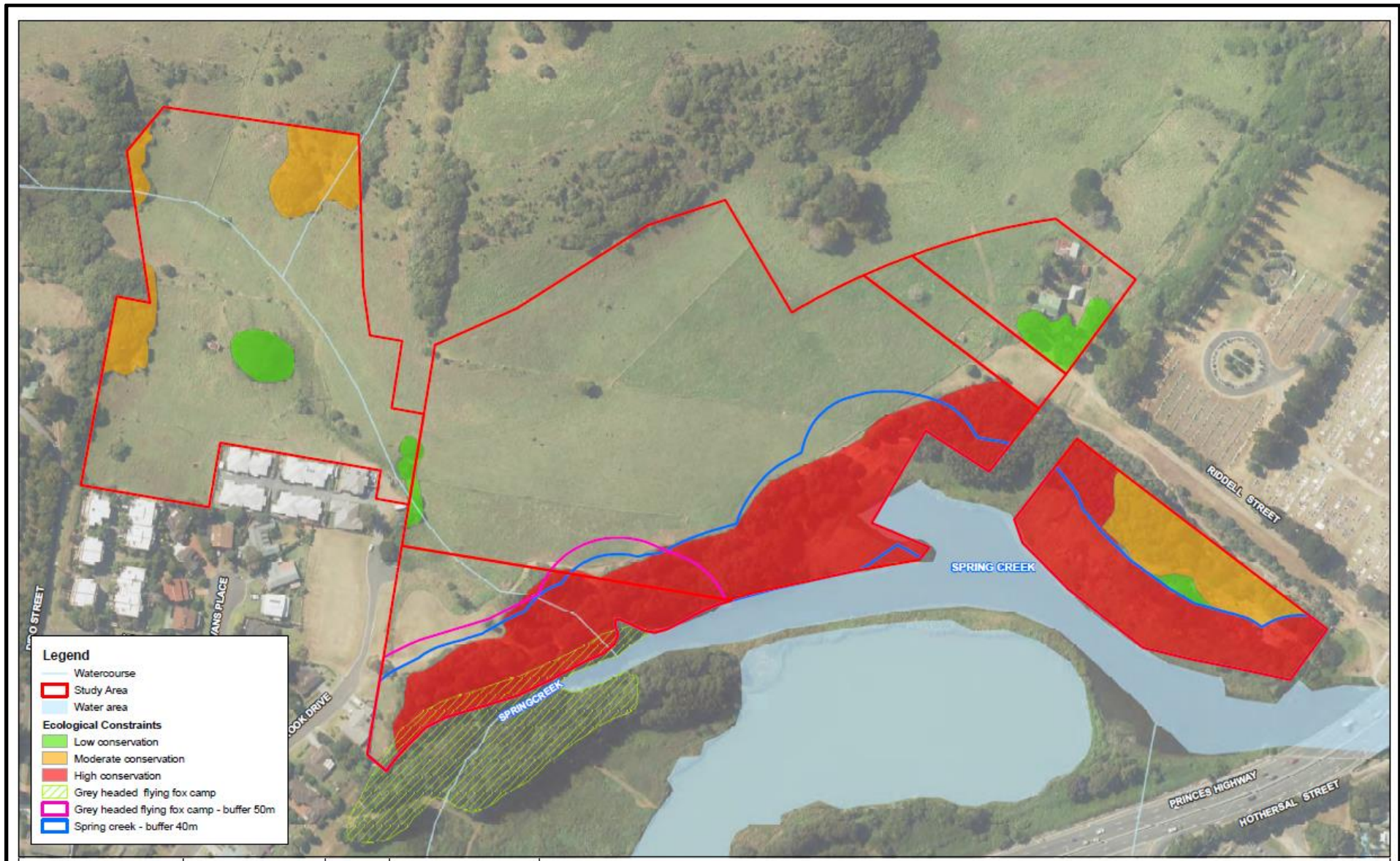
The Master Plan addresses the 'missing link' along the coastal foreshore, completing the town edge and providing continuous public foreshore access from Werri Beach to Boat Harbour.

1. **Edge Street - "Mitchell Street"**
 - Provides continuous access to Foreshore Reserve
 - Creates impressive civic street to complete town edge
 - Increases permeability and improves vehicular access
 - Provides on street parking for Foreshore Reserve
2. **Geering Street Intersection**
A shared use threshold to reduce traffic speeds and prioritise pedestrian movements.
3. **Public Accessway/Stairway**
Linking the Noble Lands and Geering Street to Pacific Avenue and Werri Beach
4. **Residential Lots**
Residential Lots with Geering Street frontages.
5. **Osborne Street link - "Osborne Way"**
Vehicular and pedestrian connection between Osborne Street, Mitchell Street and the Foreshore Reserve.
6. **Residential Lots**
Lots with Mitchell Street frontages.
7. **Armstrong Avenue link**
Pedestrian connection to Mitchell Street and Reserve
8. **Crossing Points**
Shared use thresholds slow traffic speeds and provide pedestrian crossing points along Mitchell Street.
9. **Residential Lots**
Lots with Belinda Street frontages.
10. **Pine Planting**
 - Extension of pine planting to end of Belinda Street.
 - Planting to mark original town plan alignment of Blackwood Street.

Figure 4.2(i)

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Appendix 4 Spring Creek, Kiama - Masterplan



How to contact Council

Post

General Manager
Kiama Municipal Council
PO Box 75
Kiama NSW 2533

Telephone

+61 (02) 4232 0444

Facsimile

+61 (02) 4232 0555

Online

Email: council@kiama.nsw.gov.au

Website: www.kiama.nsw.gov.au

Office hours

Our Administration Building located at
11 Manning Street Kiama is open 8.45 am to 4.15 pm
Monday to Friday (excluding public holidays)



KIAMA MUNICIPAL COUNCIL
your council, your community