

# Nambucca Shire Council

## Valla Urban Growth Area

### Development Control Plan

May 2018

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# 1. Introduction

## 1.1 Land to which this part applies

This Part applies to Stage 1 of the area known as the Valla Urban Growth Area (Valla UGA), as shown on Figure 1-1.

## 1.2 Relationship to other plans and policies

Where there is any inconsistency between this Part and any other Part of this DCP, this Part prevails.

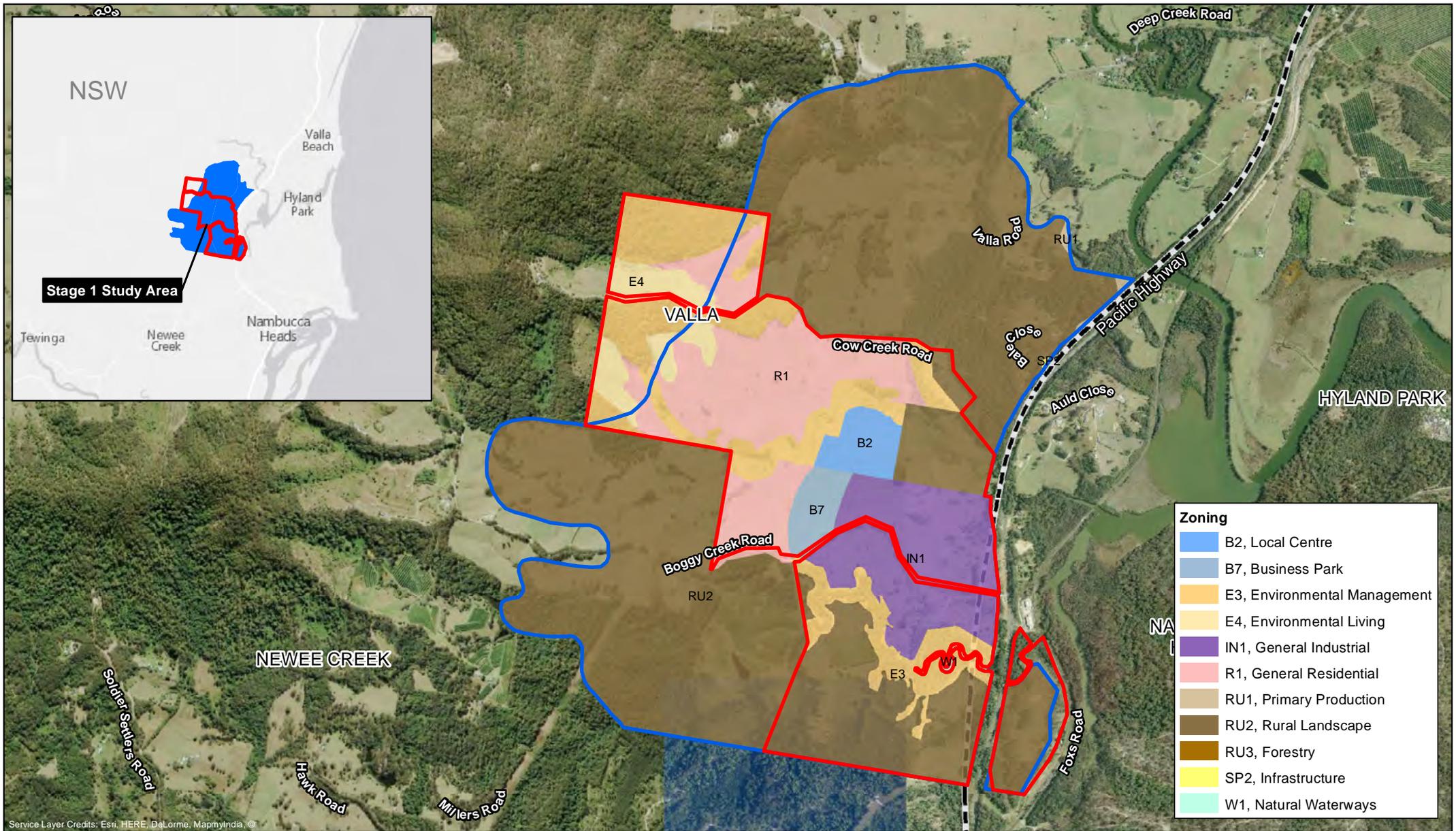
Where there is any inconsistency between this Part and any State Environmental Planning Policy (SEPP), the *Nambucca Local Environmental Plan 2010* (NLEP) or other Act applying to or within the Valla UGA, the other Plan or Policy prevails.

## 1.3 Objectives of this part

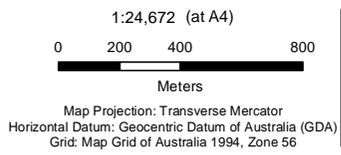
The overall objective of this Part is to encourage the functional development of the Valla UGA that is responsive to the environmental characteristics of the site and provides an attractive and appealing place to live and work.

## 1.4 Commencement

This Part was adopted by Council on 15 March 2018 and commenced on 29 March 2018.



Zoning	
	B2, Local Centre
	B7, Business Park
	E3, Environmental Management
	E4, Environmental Living
	IN1, General Industrial
	R1, General Residential
	RU1, Primary Production
	RU2, Rural Landscape
	RU3, Forestry
	SP2, Infrastructure
	W1, Natural Waterways



- LEGEND**
- VUGA Study Area
  - Stage 1 Study Area
  - Current Pacific Highway Alignment



Nambucca Shire Council  
VUGA DCP

Job Number 22-18722  
Revision  
Date 13 Nov 2017

Valla Urban Growth Area

**Figure 1-1**

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## 2. Vision and master plan

### 2.1 Vision and character statement

#### 2.1.1 Vision

The Nambucca Valley is renowned for its spectacular coastal and hinterland environment and natural beauty. The area offers a relaxed atmosphere and it is intended the Valla UGA is an extension of this character.

*“Valla will be a self-sufficient community where residents can live, work and play in the one area. The growth area will be focused on a new town centre which will provide shops and services for the growing community as well as employment opportunities for people living in the area. The growth area will also offer a range of passive and active recreational pursuits within an idyllic natural environment.”*

#### 2.1.2 Existing character

Valla is currently characterised as rural land with extensive areas of natural vegetation and rolling hills to steeper escarpments. Large areas have been used for cattle grazing offering views towards the lower lying waterways and riparian areas. Dwellings are interspersed throughout and offer an idyllic lifestyle being in close proximity to the services and facilities in Nambucca Heads.

#### 2.1.3 Desired future character

The desired future character for Valla UGA would be typified by:

- A tree lined, dual carriageway boulevard/ collector road upon entry to the area with separated pedestrian and cyclist pathways.
- A mix of dwelling types, dominated by one to two storey, detached buildings, constructed of lightweight materials with density decreasing as the distance from the town centre increases and in response to the topography.
- Medium density development in the town centre which affords good access to shops and close proximity to public transport.
- A town centre that reinforces a local village character with frontage to a plaza for local farmers and artesian markets and offering a sense of place for locals and visitors alike. The centre provides for the daily and weekly convenience needs of the local community. It also provides business services including medical, accounting and household services.
- An embellished natural riparian zone with parkland, playground and picnic facilities, shared pedestrian and cyclist paths linking the plaza at the town centre with the playing fields, school and residential and employment land uses beyond.
- A new school to cater for the incoming population which further reinforces a local community feel for the area.
- Facilities for the aged that are close to the embellished parkland for passive recreation and linkages to the town centre.
- Medium to light industrial development to support employment in the area with attractive facades and landscaping, especially those fronting the highway.
- Accessible and safe playing fields with associated facilities for weekend sports which blend with the adjacent riparian zone.

- Extensive landscaping and water sensitive urban design infrastructure to soften the built form, provide a buffer between different land uses and treat urban stormwater runoff.
- Conservation, enhancement and integration of environmentally sensitive areas.

## 2.2 Master plan

Based on a review of the opportunities and constraints of the Valla UGA (GHD, 2017), a number of master plan options were developed. The preferred master plan is illustrated in Figure 2-1 and Figure 2-2. This shows the industrial areas located adjacent to the Pacific Highway to maximise exposure of the businesses to passing traffic and provide a buffer between the highway and residential areas. Closer to the Town Centre is an area of employment land uses which generally need less area and are less intrusive to neighbouring land uses than industrial development. The industrial and commercial areas have been located in the more level areas, while the residential areas are located on steeper areas with good aspects.

The commercial areas are intended to form a small town centre that could also accommodate a school and/or seniors living development. The Town Centre is shown to be well landscaped, pedestrian friendly and with good access to the main collector road.

Surrounding the Town Centre, an area of medium density residential development is shown, as a transition to low density residential.

The road network has been designed to use existing infrastructure as much as possible and minimise the amount residents need to travel through the industrial areas to access the Valla UGA. It also allows light and heavy vehicles, accessing the industrial areas, to be separated as much as possible. The intent of the main access road is to provide a visually attractive entrance to the Valla UGA and provide a visual buffer between the industrial land uses and the commercial and residential areas to the west. Bike and walking tracks are shown to facilitate easy access between the residential and employment areas without a vehicle.

Environmentally sensitive areas (e.g. creeks, vegetation) have been protected and areas subject to flooding, with good access to the Town Centre, are shown as public open space.

Figure 2.1

# Master Plan

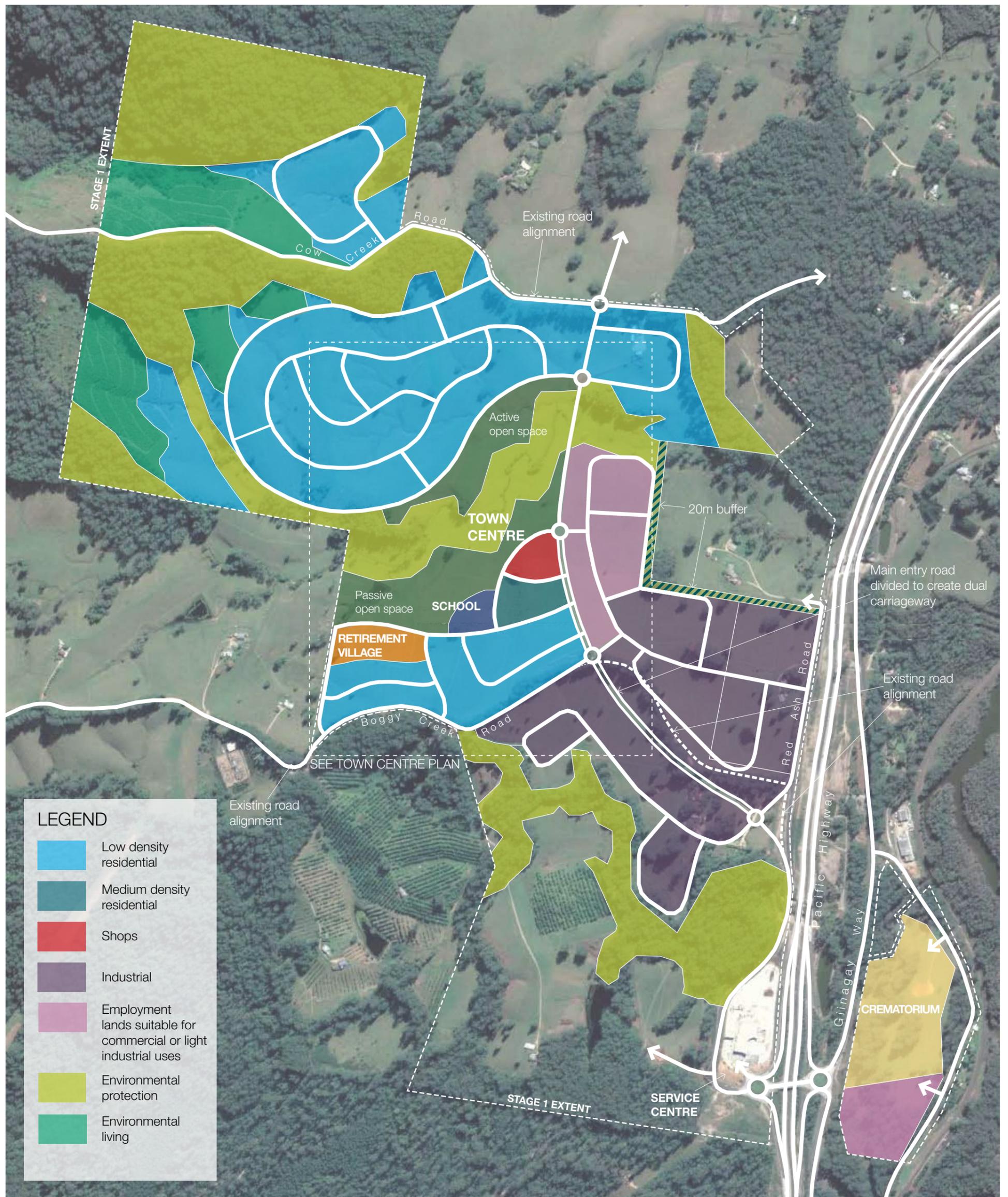
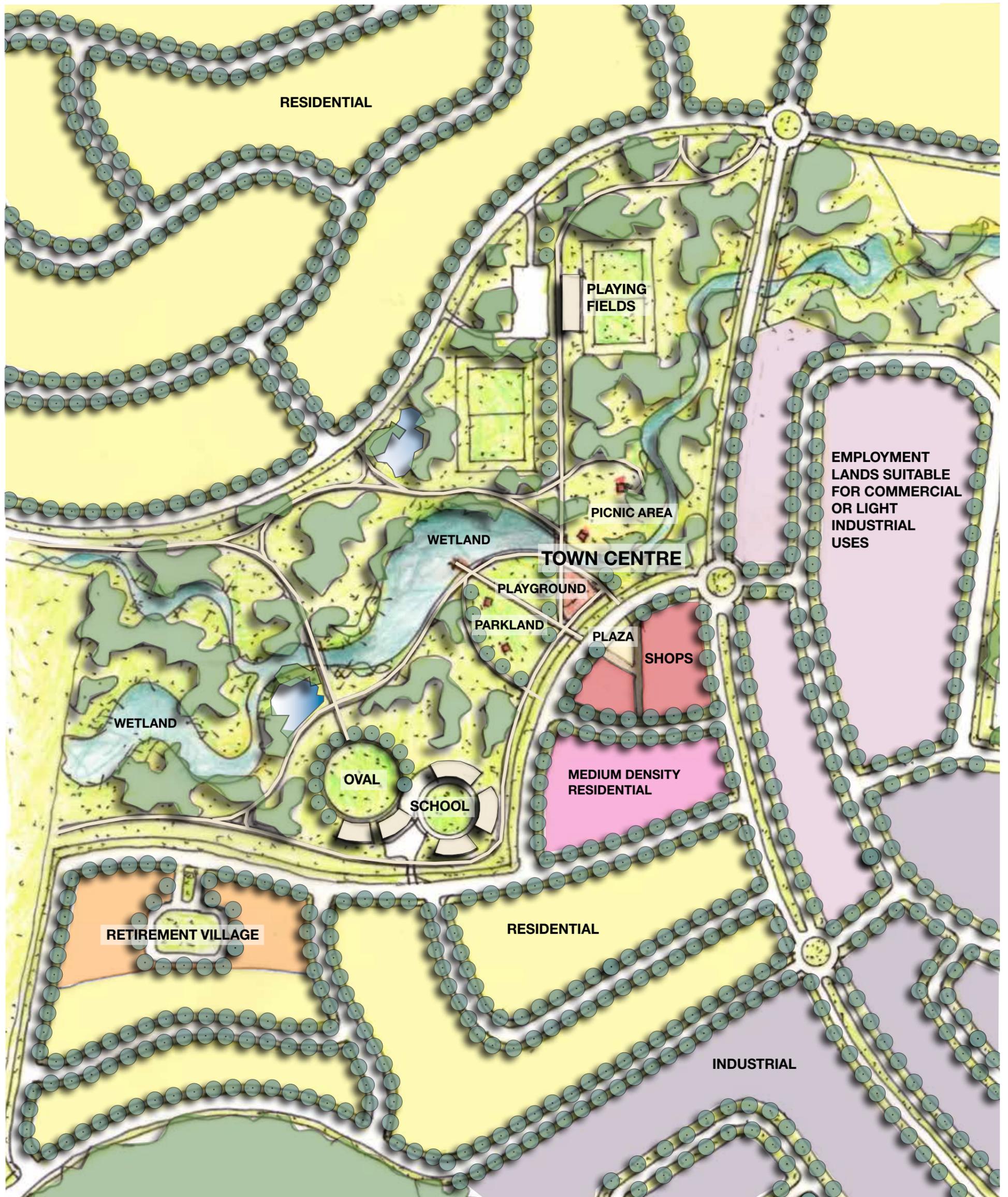


Figure 2.2

# Town Centre



## 2.3 Staging

As the Valla UGA is expected to take at least 30 years to be fully developed, it is proposed to stage the development of the area. To ensure the orderly, functional and practical development of the Valla UGA, a staging plan is shown in Figure 2-3. No development is to occur within each Stage, until reticulated water and sewerage services, and road access are available to the land.

The infrastructure of each stage must be completed prior to the following stage commencing, unless agreed by Council.

### 2.3.1 Stage 1

The first stage concentrates on the establishment of the industrial area and southern portions of the employment lands area to the north of the existing Boggy Creek Road. To establish a more level area that is more suitable for industrial land use and improve the grade of the future collector road, Stage 1 will involve significant earthworks, as shown on Figure 2-4. Following earthworks, Red Ash Road would need to be rebuilt and upgraded to cater for industrial traffic. Red Ash Road would also be the main access to the Valla UGA until the main collector road is constructed.

Water will be required to be made available from the existing water supply system to the south of the Valla UGA. Council may accept connections to the existing water supply system located at Foxes Road for initial developments in this stage. This would be subject to the applicant satisfactorily demonstrating that the capacity of the reticulation system would appropriately service the proposed development.

A sewer pumping station would need to be established in the vicinity of Red Ash Road which would connect to the Nambucca Heads Sewerage Treatment Plant. Council may accept connections to the existing sewer system located at Foxes Road for initial developments in this stage. This would be subject to the applicant satisfactorily demonstrating that the capacity of the reticulation system would appropriately service the proposed development.

### 2.3.2 Stage 2, 3 and 4

Stage 2 would involve the extension of the road network to create an alternative access for residents along Boggy Creek Road. Some residential and commercial development could also occur once the road network is complete.

Revegetation and landscaping of the environmental protection area adjacent to Cow Creek would commence during Stage 2. This would ensure the area starts to revegetate as early as possible to provide a habitat linkage and wildlife corridor through the Valla UGA. It will also ensure the area is well established when the future stages are developed, creating an attractive outlook for the Valla UGA. The development of the open space area south of Cow Creek should also commence during Stage 2, to provide some passive recreation areas for future residential and commercial development. The open space is to be developed in stages reflective of the development in the Valla UGA.

Once the alternative access for Boggy Creek Road residents is complete, major earthworks associated with removing the existing Boggy Creek Road and constructing the main collector road can commence (i.e. Stage 3). The material removed from Boggy Creek Road would be used to level the Stage 4 area.

During the construction of the collector road, the entrance to the industrial area will be relocated and part of Red Ash Road would become redundant. This area could be landscaped to provide an attractive entrance to the Valla UGA.

Once the main collector road is complete, Stage 4 would involve the development of the industrial area to the south of the collector road and the residential area along Boggy Creek Road, as shown on Figure 2-3.

Depending on demand, the establishment of a low level reservoir along Boggy Creek Road may also be warranted during Stage 3 or 4. Additional stormwater treatment areas and sewer pumping stations would also be required during the development of Stage 4.



*Image: Indicative entrance statement*

### 2.3.3 Stage 5

Stage 5 would involve the construction of the collector road from Red Ash Road to Cow Creek Road. Cow Creek Road and Valla Road will also need upgrading during Stage 5. The construction of the collector road would facilitate the establishment of the residential area to the north of Cow Creek. Due to bushfire risks, it is considered important to have the collector road completed before large areas of residential development occurs, so there is more than one access and egress option.

The active recreational areas to the north of Cow Creek should also be established during Stage 5.

Depending on the uptake of the areas released in the previous stages, the employment lands area could be expanded to the north and the Stage 2/4 residential/seniors living area expanded to the west.

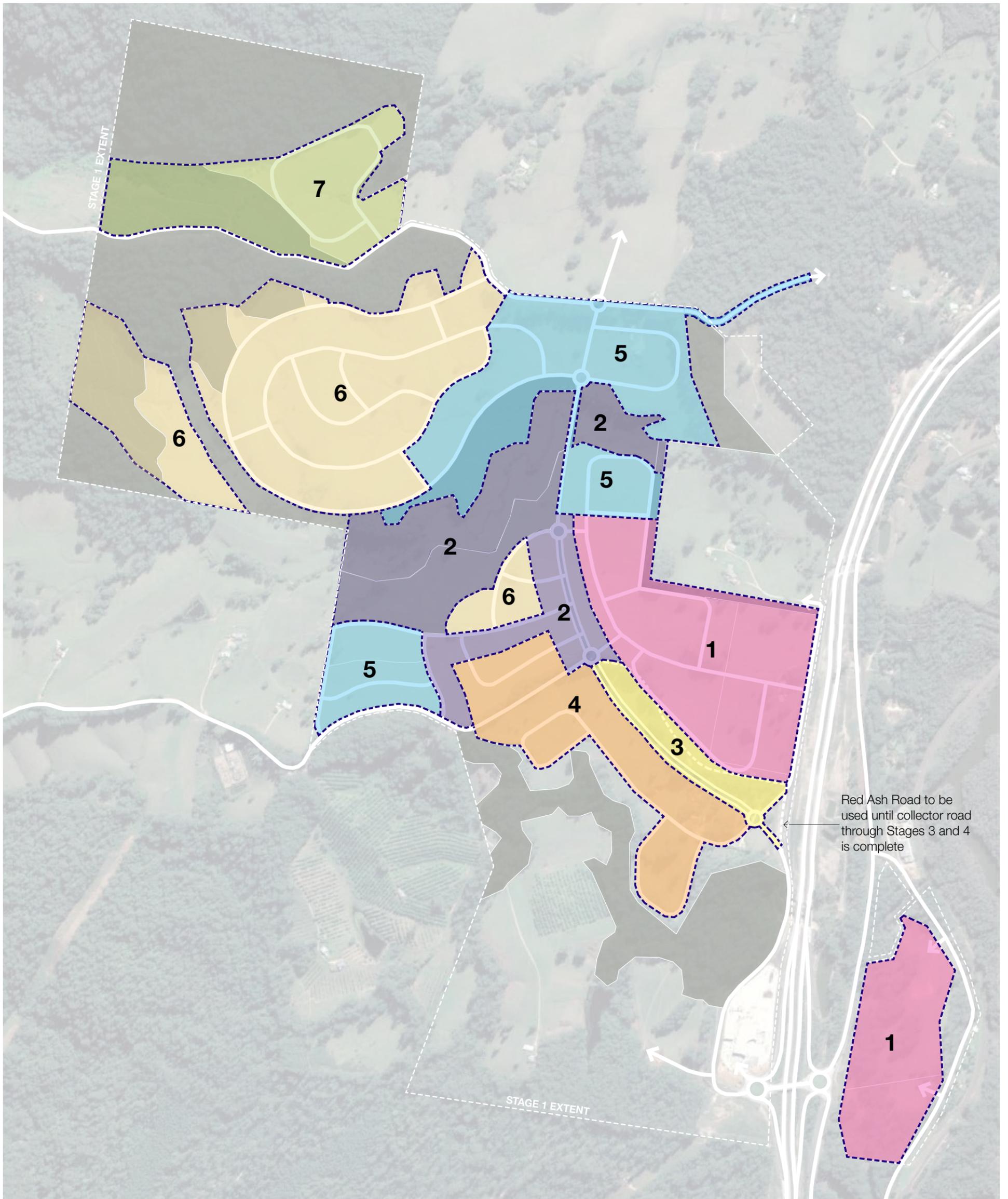
Stage 5 would also require the extension of sewer, stormwater and water infrastructure.

### 2.3.4 Stage 6 and 7

As the residential areas from previous stages are exhausted, Stages 6 and 7 can be progressively released. Prior to the development of Stages 6 and 7, a high level water reservoir would be required.

Figure 2.3

# Staging Plan





## 3. Planning strategy

### 3.1 Environmental strategy

#### 3.1.1 Objectives

- To maintain and enhance the natural assets of the area.
- Protect significant heritage areas.
- Provide controls that minimise the risk to life and/or property from natural hazards.
- To manage the quantity and quality of urban stormwater runoff.

#### 3.1.2 Controls

##### **Biodiversity**

- Maintain and enhance habitat linkages and wildlife corridors, as shown on Figure 3-1.
- Vegetated buffers are to be established, in accordance with Part F1.3.3 of this DCP, as part of the development of land with sensitive environmental receptors, as defined by Part F1.3.4 of this DCP.

##### **Flooding**

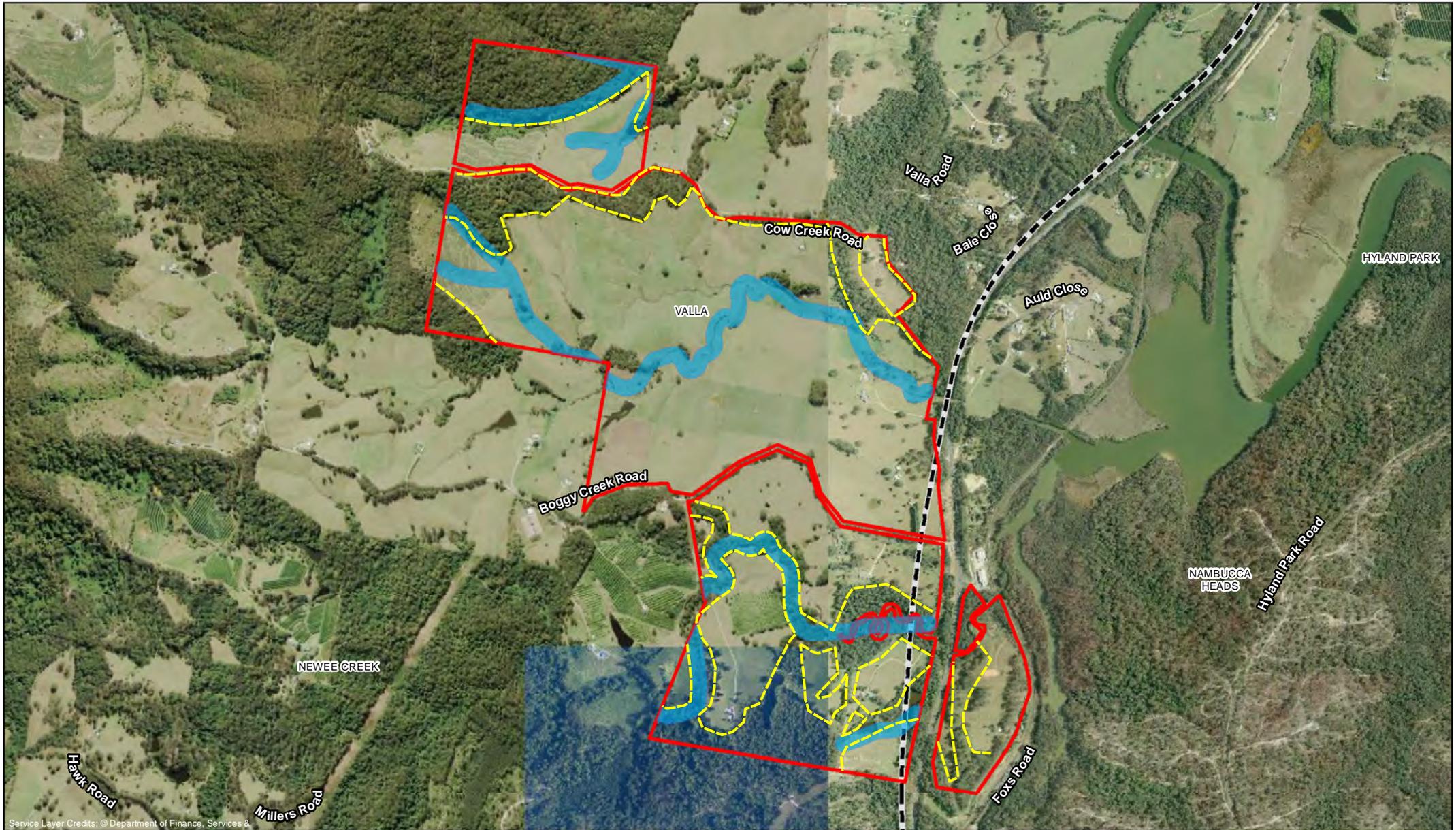
- All development on flood prone land, as shown on Figure 3-2, is to comply with Clause 7.3 of NLEP 2010.

##### **Bushfire**

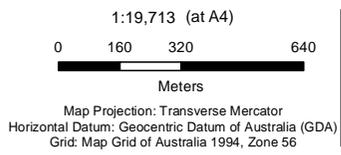
- All development within an area classified as bushfire prone land, as shown in Figure 3-3, needs to provide a bushfire hazard assessment in accordance with Planning for Bushfire Protection (NSW RFS, 2006), or other amendment.
- Unless approved by the NSW Rural Fire Service, residential development within bushfire prone land should not proceed until the collector road linking Red Ash Road and Cow Creek Road is completed.

##### **Contaminated land**

- Areas identified as areas of environmental concern, shown in Figure 3-4, which are to be redeveloped as residential land shall be accompanied by a detailed site investigation.
- Refer to Part A5.4 of this DCP for development within an area of environmental concern, as shown in Figure 3-4.



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- LEGEND**
- Stage 1 Study Area
  - 60m Riparian Area
  - Linkages Retaining Vegetation
  - Current Pacific Highway Alignment



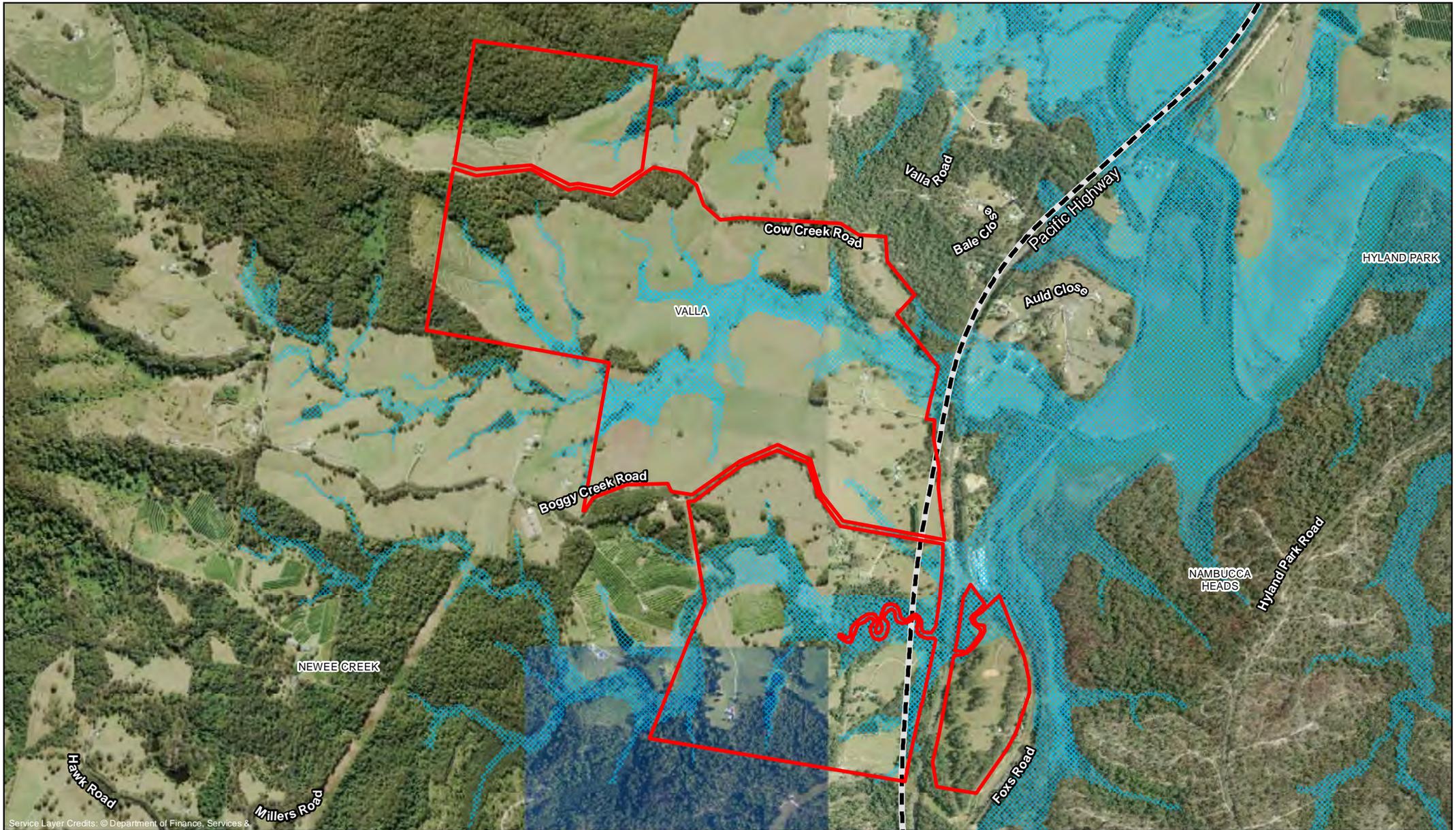
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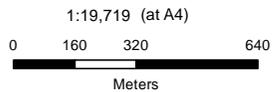
VUGA Habitat Linkages

Figure 3-1

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Map Projection: Transverse Mercator  
 Horizontal Datum: Geocentric Datum of Australia (GDA)  
 Grid: Map Grid of Australia 1994, Zone 56



**LEGEND**

- Stage 1 Study Area
- Current Pacific Highway Alignment
- Flood prone land

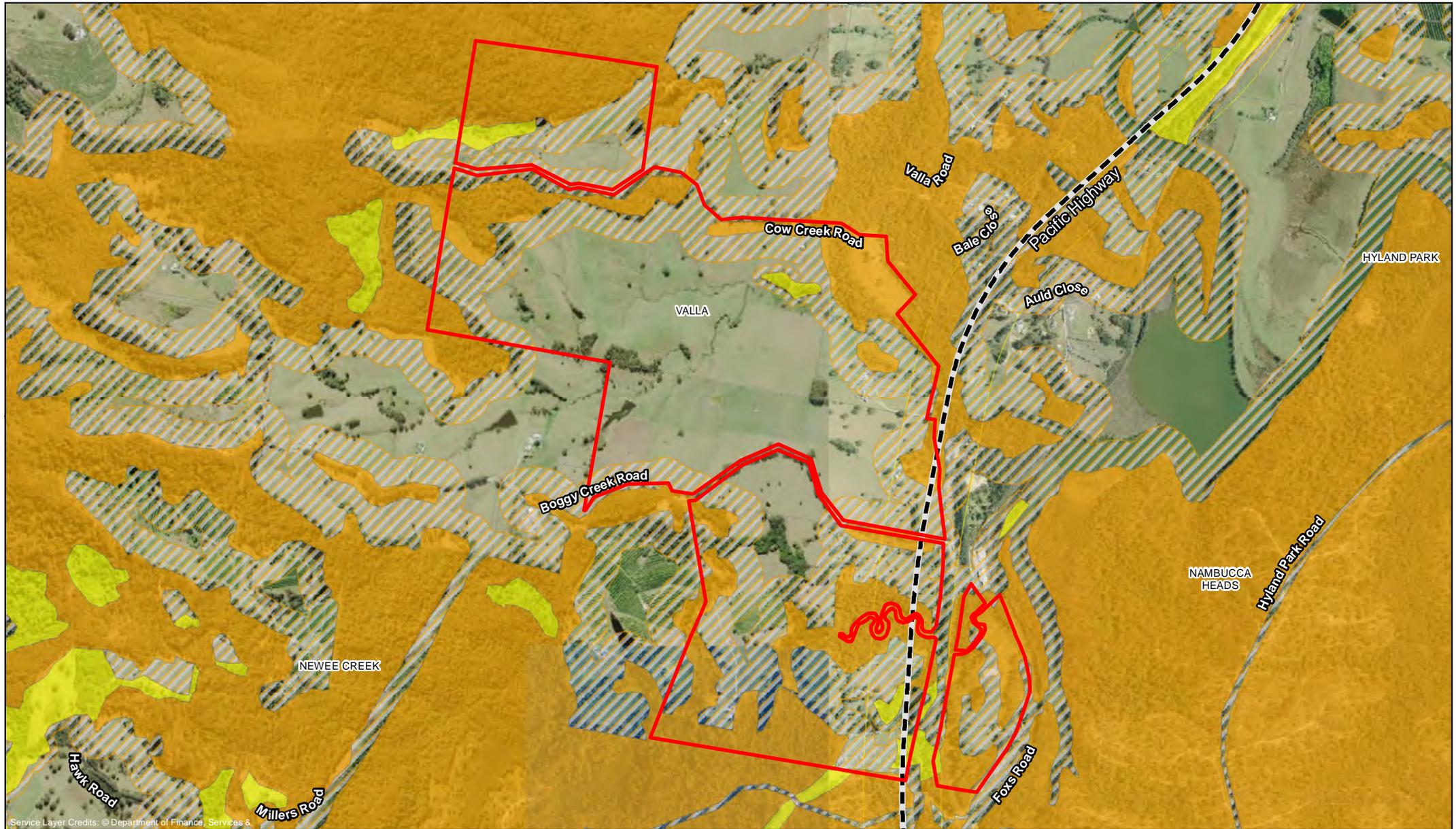


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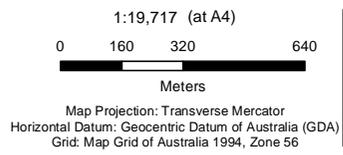
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Date	2017

VUGA flood prone land

Figure 3-2



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- LEGEND**
- Stage 1 Study Area
  - Current Pacific Highway Alignment

- Bushfire prone land**
- Vegetation Buffer
  - Vegetation Category 1
  - Vegetation Category 2

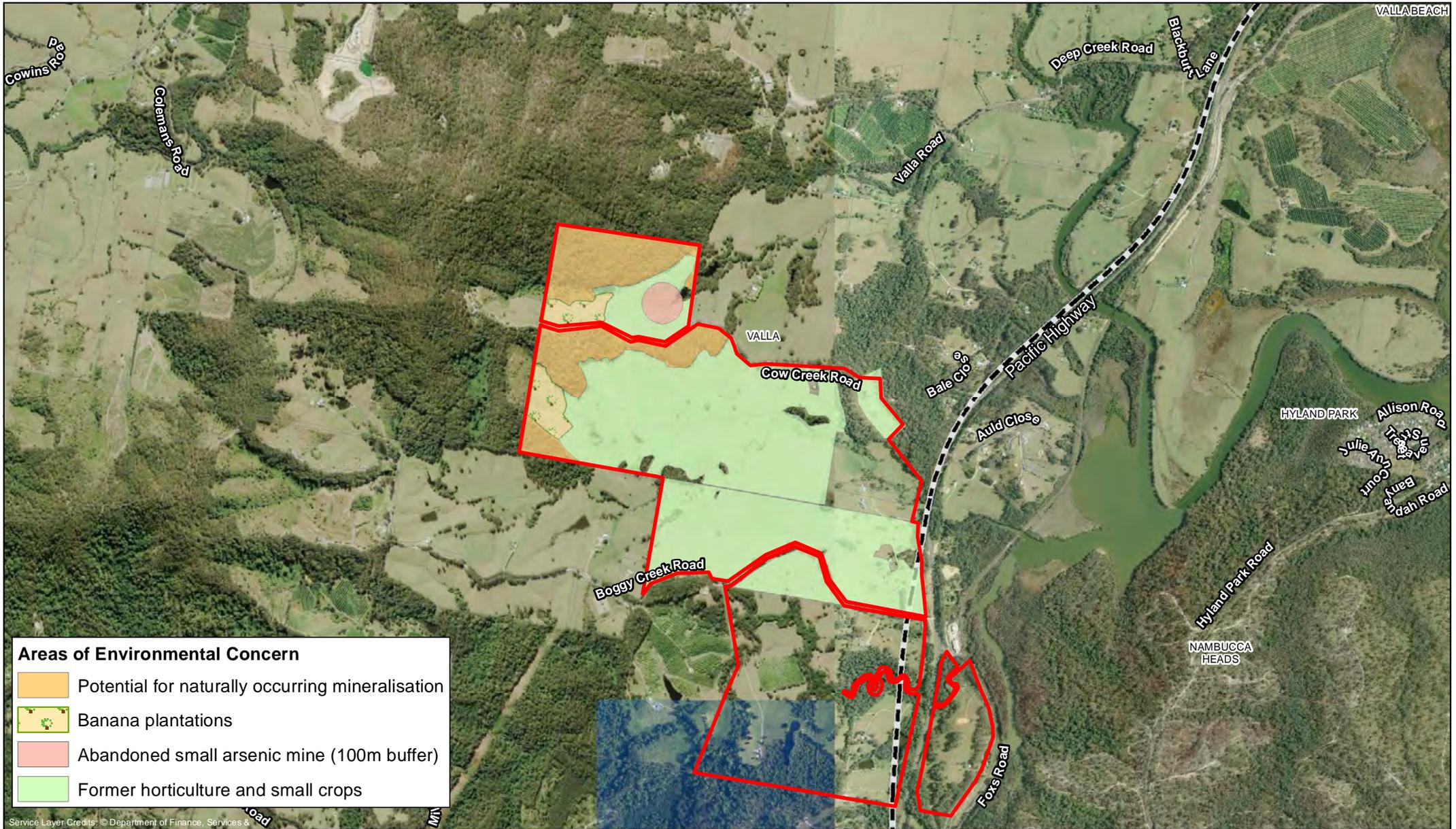


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VUGA bushfire prone land **Figure 3-3**

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**Areas of Environmental Concern**

- Potential for naturally occurring mineralisation
- Banana plantations
- Abandoned small arsenic mine (100m buffer)
- Former horticulture and small crops

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0 205 410 820

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: Geocentric Datum of Australia (GDA)  
Grid: Map Grid of Australia 1994, Zone 56



**LEGEND**

- Stage 1 Study Area
- Current Pacific Highway Alignment



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Revision  
Date 2017

VUGA potentially  
contaminated land

**Figure 3-4**

### Aboriginal heritage

- In areas of heritage significance, as shown on Figure 3-5, refer to Clause 5.10 of the NLEP and Part A5.6 of this DCP.
- Within the buffer zone, shown on Figure 2-1, any proposed works that result in a change to the land's surface (excluding fill) and which is located on or within 20m of the boundary to Lot 169 DP755560 shall be accompanied by an Archaeological survey prepared by a suitably qualified person.

### Steep land

- In areas nominated as having a risk of instability or steep slopes, as shown on Figure 3-6, refer to Part A5.5 of this DCP.
- Any earthworks will need to comply with Part D of this DCP.

## 3.2 Traffic and transport strategy

### 3.2.1 Objectives

- To provide a logical street network that is functional and safe with links to the surrounding residential and employment areas, with a high degree of amenity, connectivity and permeability for pedestrians and cyclists.
- To provide a clear road hierarchy that ensures transport, access and services are appropriate to the density of development.
- To enhance visual amenity of roads via the use of appropriate median and road reserve landscaping.

### 3.2.2 Controls

#### Roads

- Roads are to be designed with a clear hierarchy as described in Table 3-1 and shown on Figure 3-7.
- The median and verges of the collector road are to be landscaped with species selected from Councils Street Tree Policy to provide an attractive entrance to the Valla UGA and provide a visual barrier between the industrial and residential land uses.
- The alignment of roads is to minimise the need for cut and fill, while providing lots with optimum solar access.
- The geometric design of roads shall comply with relevant Austroads or RMS Design Guidelines.
- Parking is restricted on collector roads.
- Roads that cross natural drainage channels should incorporate bridges with piered approaches, rather than culverts, in order to maintain stream corridor function and be fish friendly.
- Where collector roads cross habitat linkages, as shown in Figure 3-1, fauna underpasses, bridges or other forms of habitat linkages are to be provided.
- Roads are to be located between environmental zones and development to provide a buffer between the different land uses, as shown on the Figure 2-1.
- Collector roads are to have minimal intersections and direct access from private property will be restricted.

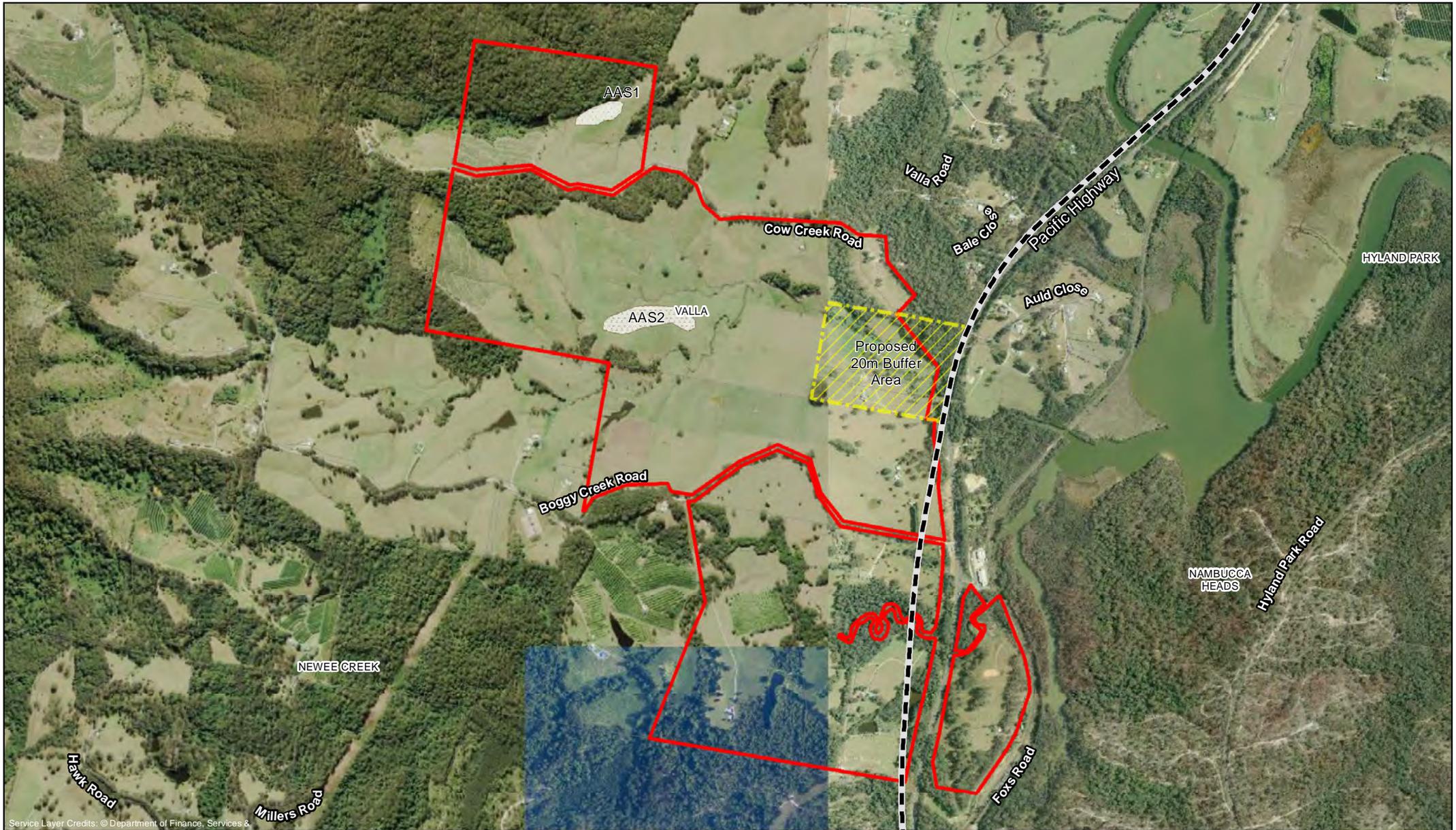
- Landscaping along Red Ash Road is to create an attractive entrance to the area but allow visual exposure of the industrial area to the Pacific Highway traffic.
- Refer to Part B2.3 of this DCP for more information regarding controls.

Table 3-1 Public road widths

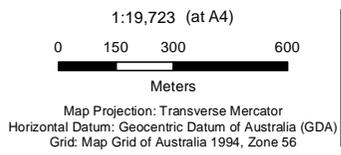
Road type	Carriageway (minimum) (m)	Verge (minimum) (m)	Road reserve (minimum) (m)	Design speed (maximum) (m)
Type A - Collector road	13	6	25	60
Type B – Main road	7	1.5	20	60
Type C – Main road	16	5	26	40
Type D – Local road	12	4	20	40
Type E – Access road	8.5	4	16.5	40



*Image: Indicative streetscape*



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**LEGEND**

- Stage 1 Study Area
- Current Pacific Highway Alignment
- Aboriginal Archaeological Sensitivity Areas
- Proposed 20m Buffer Area



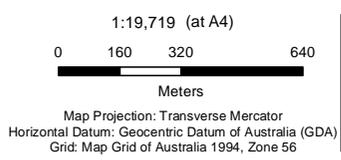
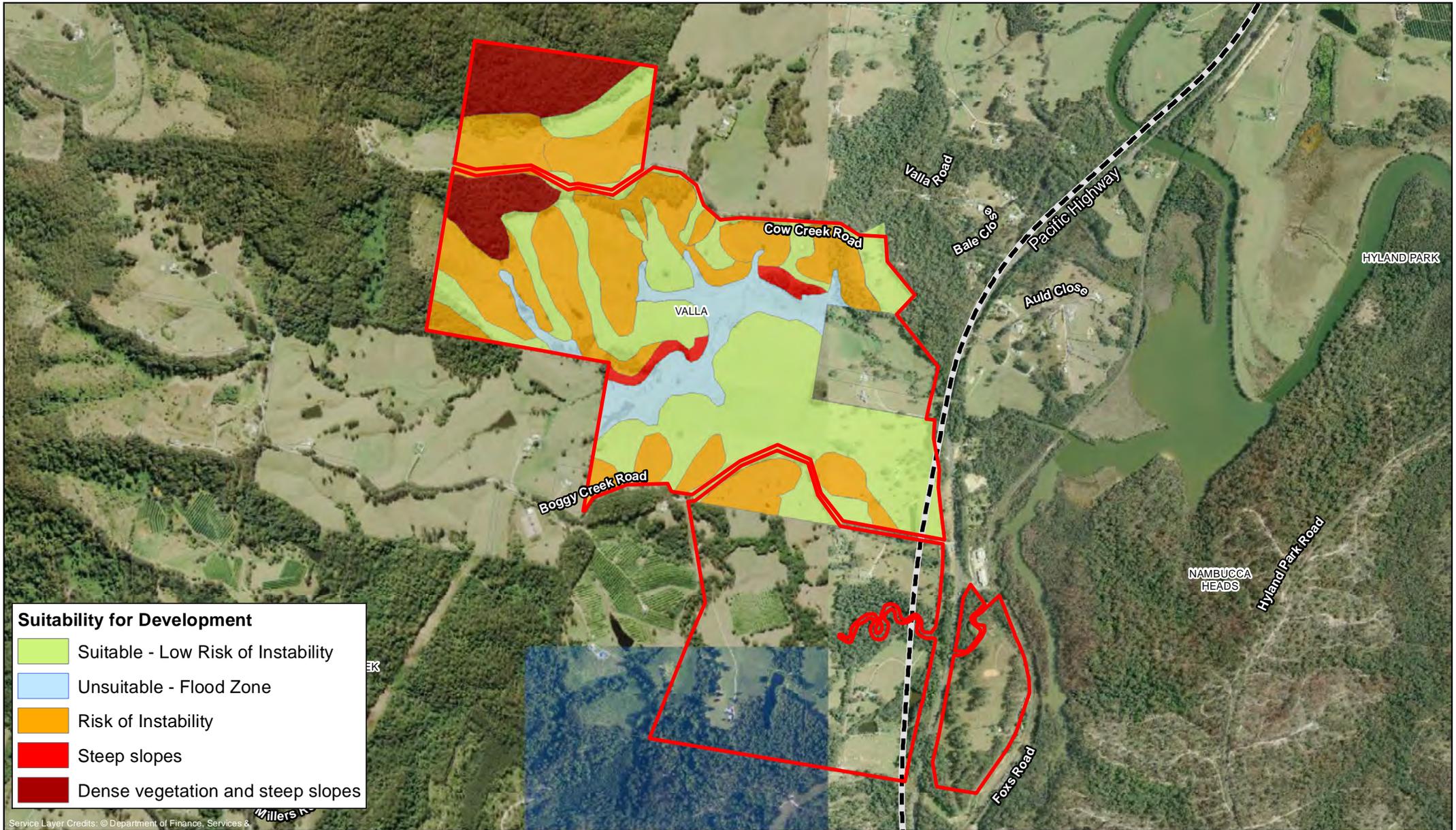
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VUGA areas of  
heritage significance

**Figure 3-5**

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**LEGEND**  
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VUGA steep slopes

**Figure 3-6**

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### **Cyclists and pedestrians**

- Type A and Type B roads are to provide off-road shareways and on-road cycleways in accordance with the indicative cross sections in Figure 3-8.
- The permeability of the area will be facilitated by providing cyclist and pedestrian links (short cuts) within the transport network, as indicated in Figure 3-14.
- The cycle network is clearly identified on roads by line-markings and/or by signs beside the road in accordance with Austroads.
- The use of pedestrian crossing facilities such as footpath extensions at corners, pedestrian refuges and mid-block zebra crossings on raised thresholds shall be maximised to reduce the severance effects of roads and reduce the dominance of motor vehicles. These facilities need to be integrated with the general street design.
- Refer to Part B2.4 of this DCP for more information regarding controls.

### **Public transport**

- Provide a bus route through the area on collector roads, as indicated in Figure 3-7, in consultation with the bus service provider.
- The design of roads identified for bus routes must comply with the Austroads Standards, including design of bus bays and stops.
- Development is to provide bus stops, including bus bays, and shelters, generally in the locations shown on Figure 3-7 and not more than 600 metres apart.
- Refer to Part B2.5 of this DCP for more information regarding controls.

### **Parking**

- Refer to Part C of this DCP for more information regarding controls.

Figure 3.7

# Road Hierarchy

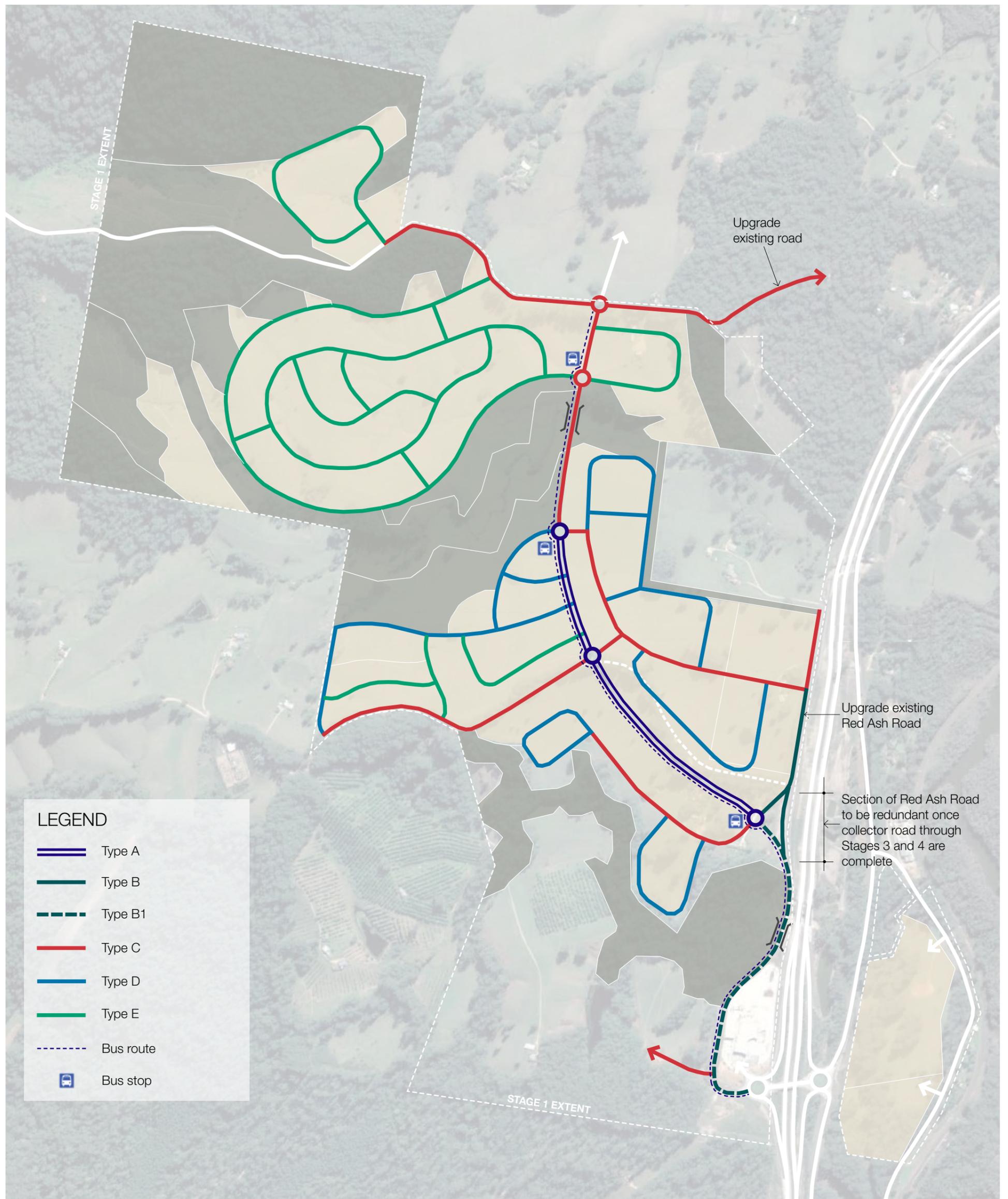
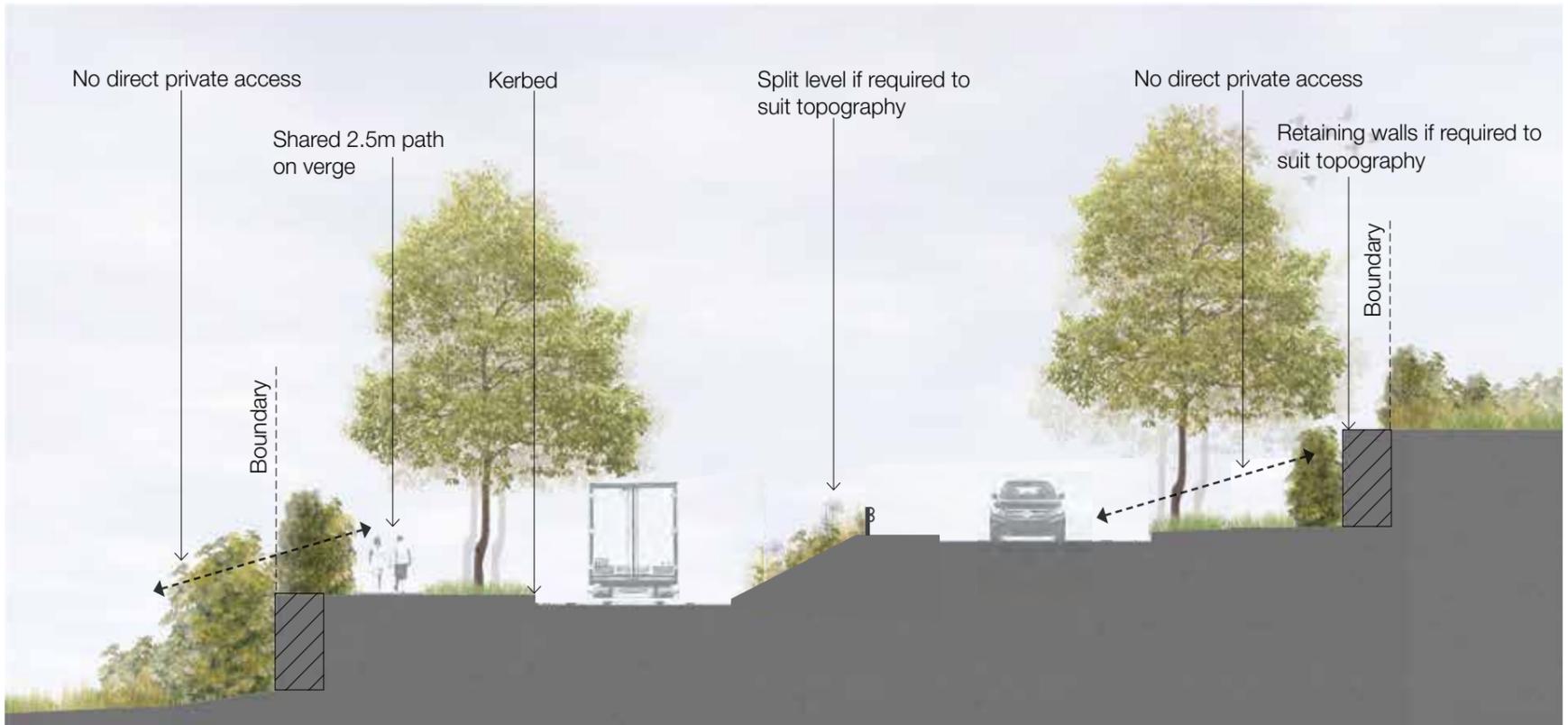


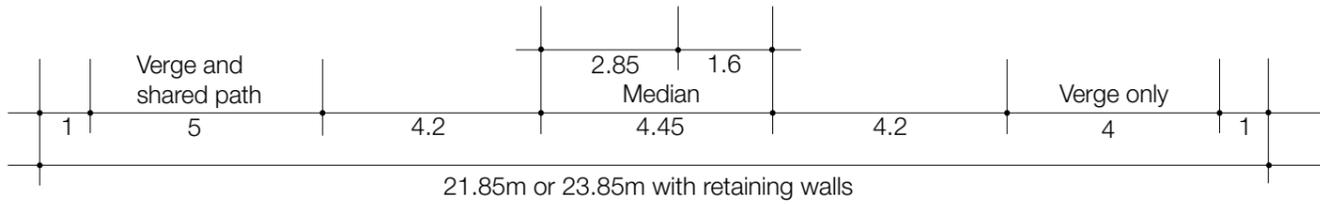
Figure 3.8

# Typical Road Sections

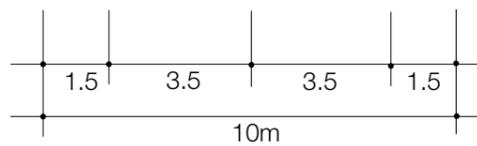
## TYPE A - COLLECTOR ROAD



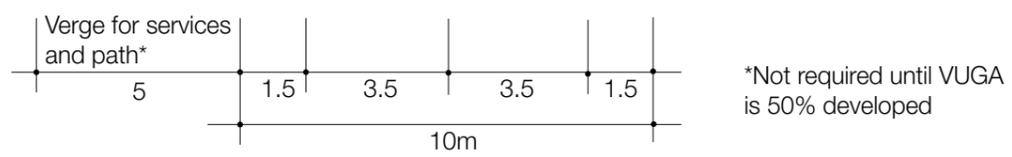
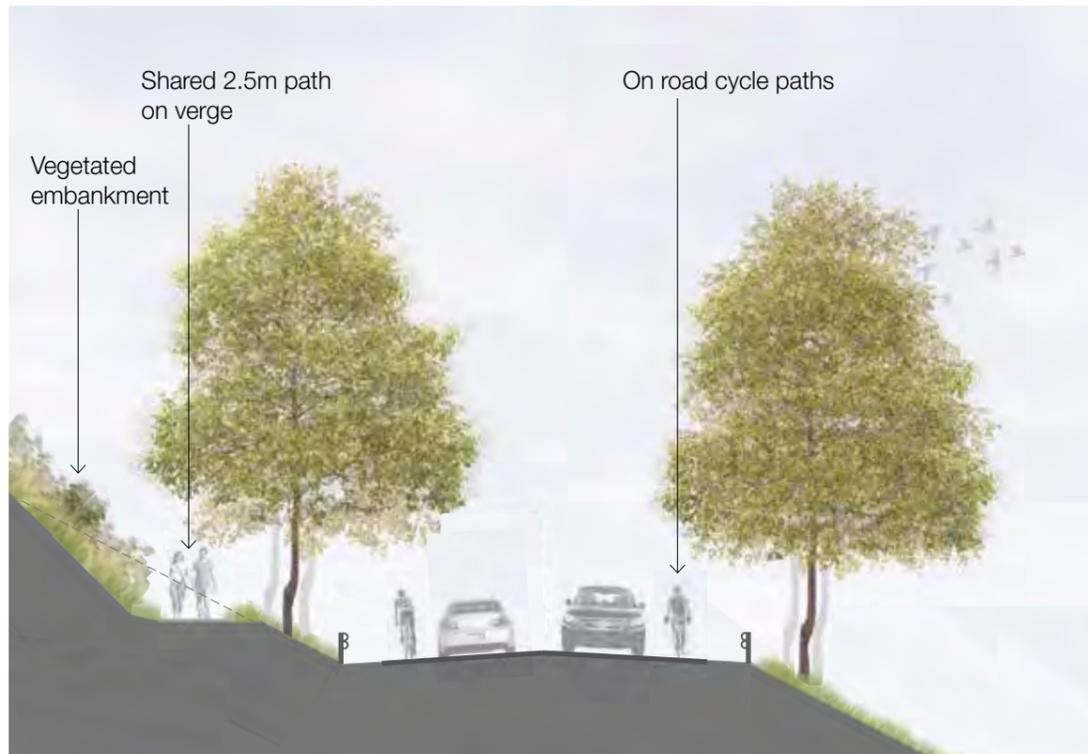
N.B. 1m for retaining wall can be omitted if not required



## TYPE B - MAIN ROAD



TYPE B1 - MAIN ROAD



TYPE C - MAIN ROAD

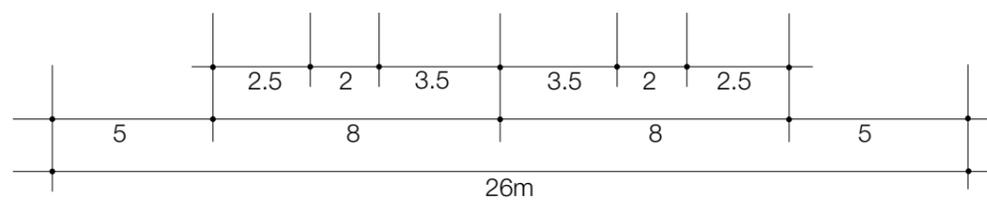
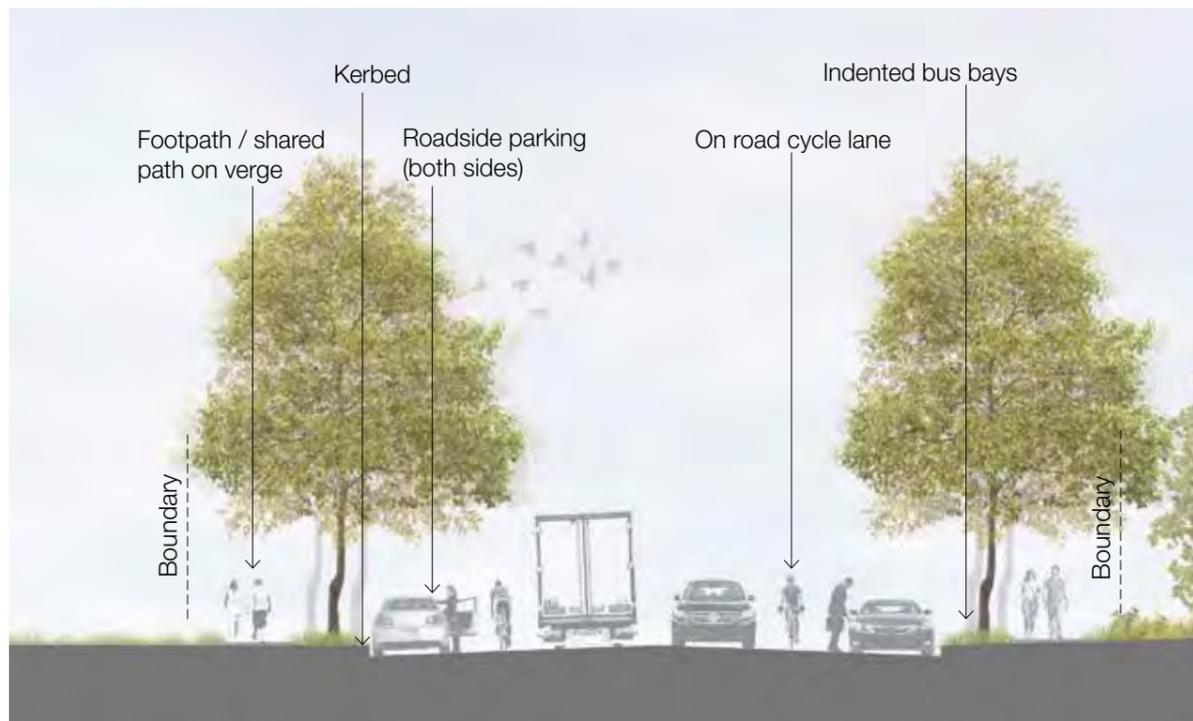
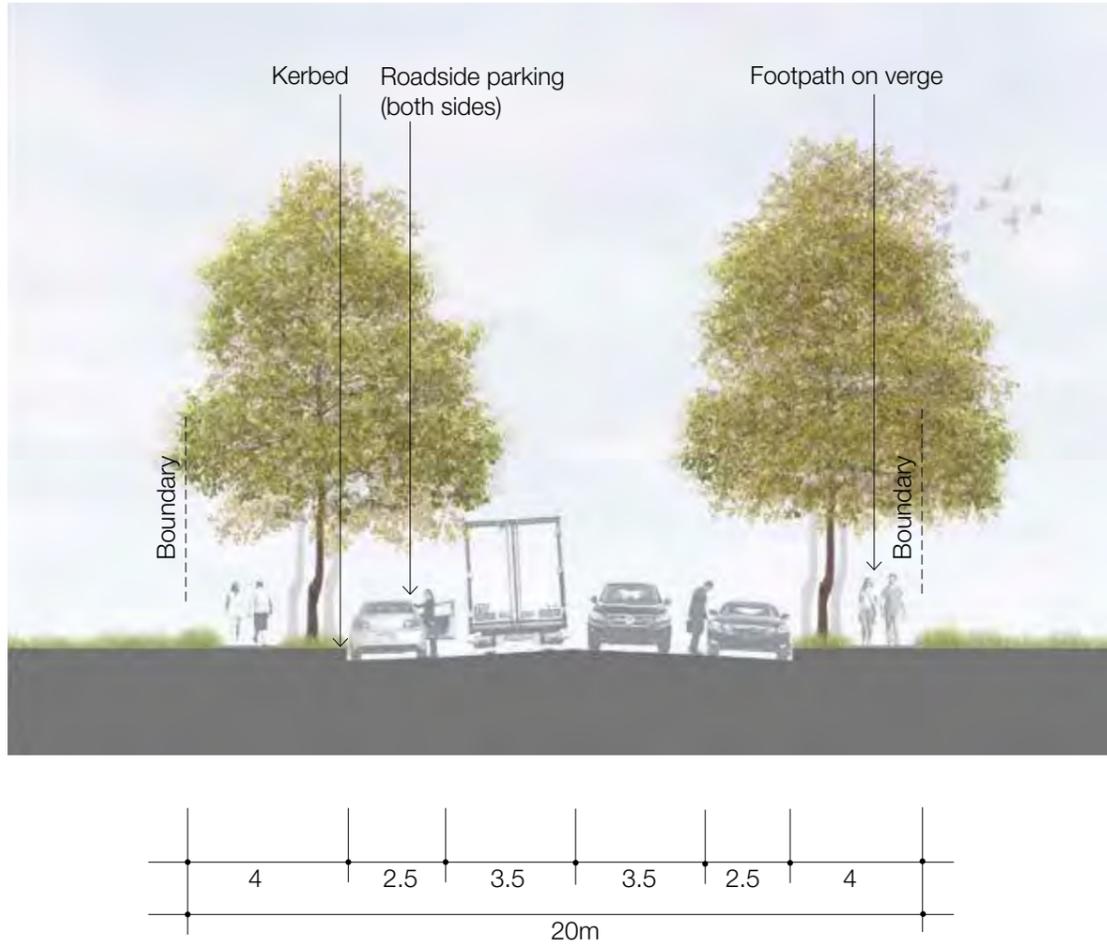


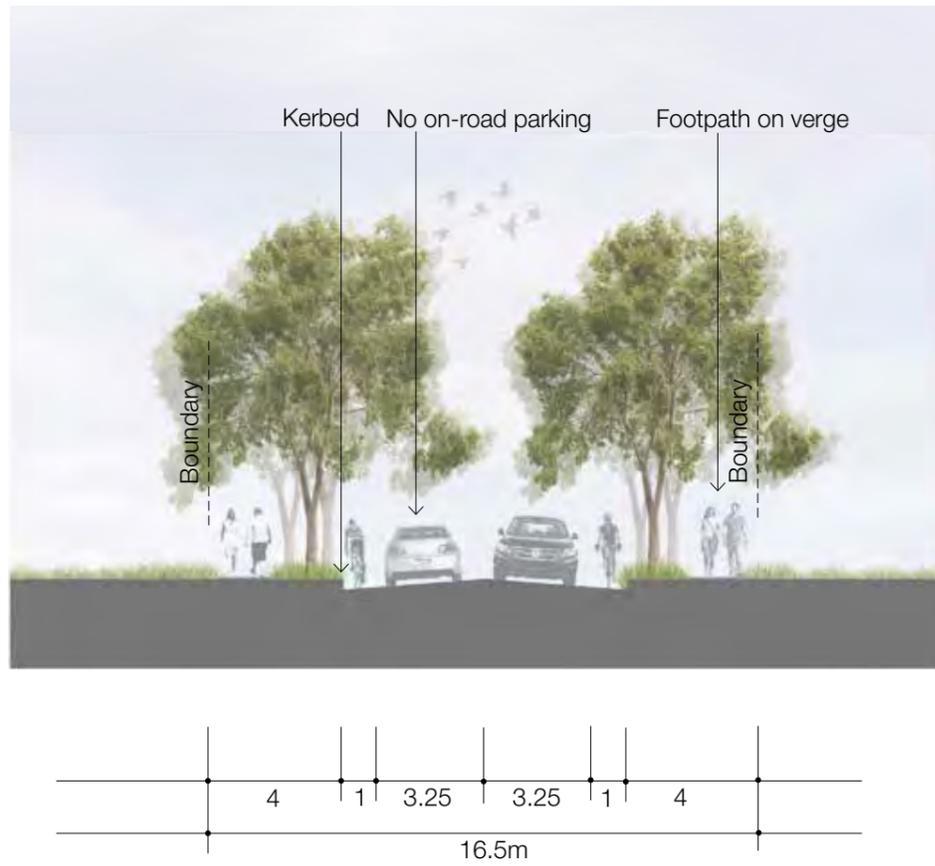
Figure 3.10

# Typical Road Sections

## TYPE D - LOCAL ROAD



## TYPE E - ACCESS ROAD



## 3.3 Infrastructure strategy

### 3.3.1 Objectives

- To provide efficient, high quality, safe and cost effective services to the community.
- To protect and enhance the natural assets of the area.

### 3.3.2 Controls

#### Water supply

- The water supply system should generally be consistent with Figure 3-11. The water supply layout is indicative and would need to be designed to the satisfaction of Council, following appropriate investigations.
- Water services should be within the road reserve, underground and avoid clearing native vegetation.
- Refer to Part B2.7 of this DCP for more information regarding controls.

#### Sewerage

- The sewerage system should generally be consistent with Figure 3-11. The sewerage layout is indicative and would need to be designed to the satisfaction of Council, following appropriate investigations.
- Sewerage services should be within the road reserve, underground and avoid clearing native vegetation.
- Refer to Part B2.7 of this DCP for more information regarding controls

#### Stormwater

- The stormwater management system within the Valla UGA, should generally be consistent with Figure 3-13. The stormwater layout is indicative and would need to be designed to the satisfaction of Council, following appropriate investigations.
- Refer to Part B2.8 and Part G1.5.3 of this DCP for more information regarding controls.

#### Electrical

- Refer to Part B2.9 of this DCP for more information regarding controls.
- Electrical services should be within the road reserve, underground and avoid clearing native vegetation, where possible.

#### Telecommunications

- Refer to Part B2.10 of this DCP for more information regarding controls.
- Telecommunication services should be within the road reserve, underground and avoid clearing native vegetation, where possible.



*Image: Indicative stormwater system*

### 3.4 Open space strategy

#### 3.4.1 Objectives

- To provide accessible, active and passive open space areas that meet the needs of the community.
- To ensure that open space is of a high quality that is sustainably maintained into the future.
- To develop open space that connects to natural linkages, drainage and wildlife corridors; and that also enhances these natural values through appropriate protective measures and management.
- To provide open space in locations that benefit from casual surveillance to promote user safety.

#### 3.4.2 Controls

- The open space layout should generally be consistent with Figure 3-14.
- Refer to Part B2.6 of this DCP for more information regarding controls.



*Image: Indicative open space landscaping (Source: phillipgray.com)*



*Image: Indicative open space landscaping (Source: cityofsydney.nsw.gov.au)*

### 3.5 Industrial strategy

#### 3.5.1 Vision

Medium to light industrial development to support employment in the area with attractive facades and landscaping, especially those fronting the highway.

### 3.5.2 Objectives

- To ensure development of industrial land provides feasible lot sizes and dimensions to support a range of industrial uses and functionality.
- To ensure industrial land uses do not impact the amenity of the greater Valla UGA.

### 3.5.3 Controls

- Industrial development should generally be consistent with Figure 2-1.
- Refer to Part G of this DCP for more information regarding controls.

Figure 3.11

# Water Supply

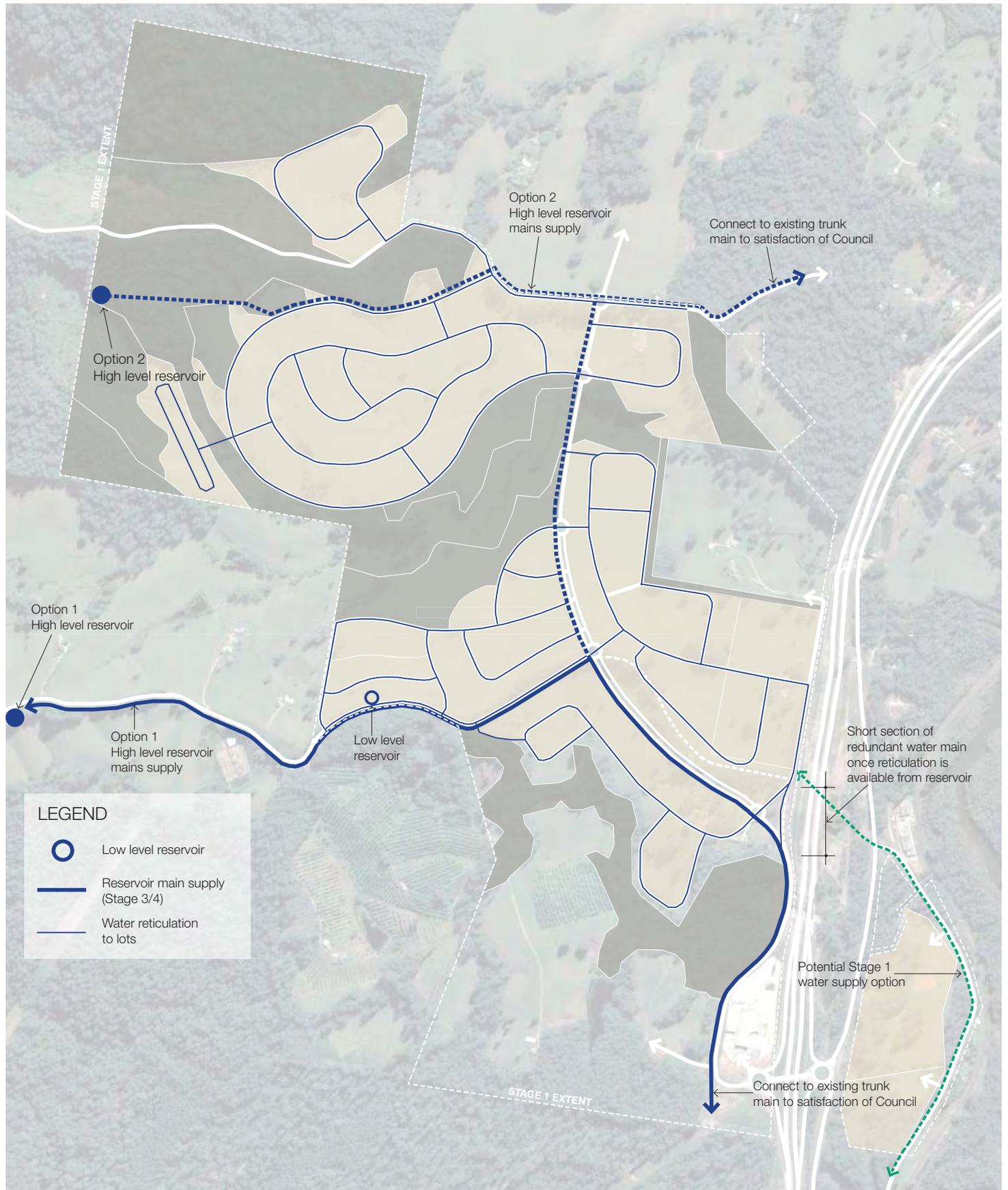


Figure 3.12

# Sewer

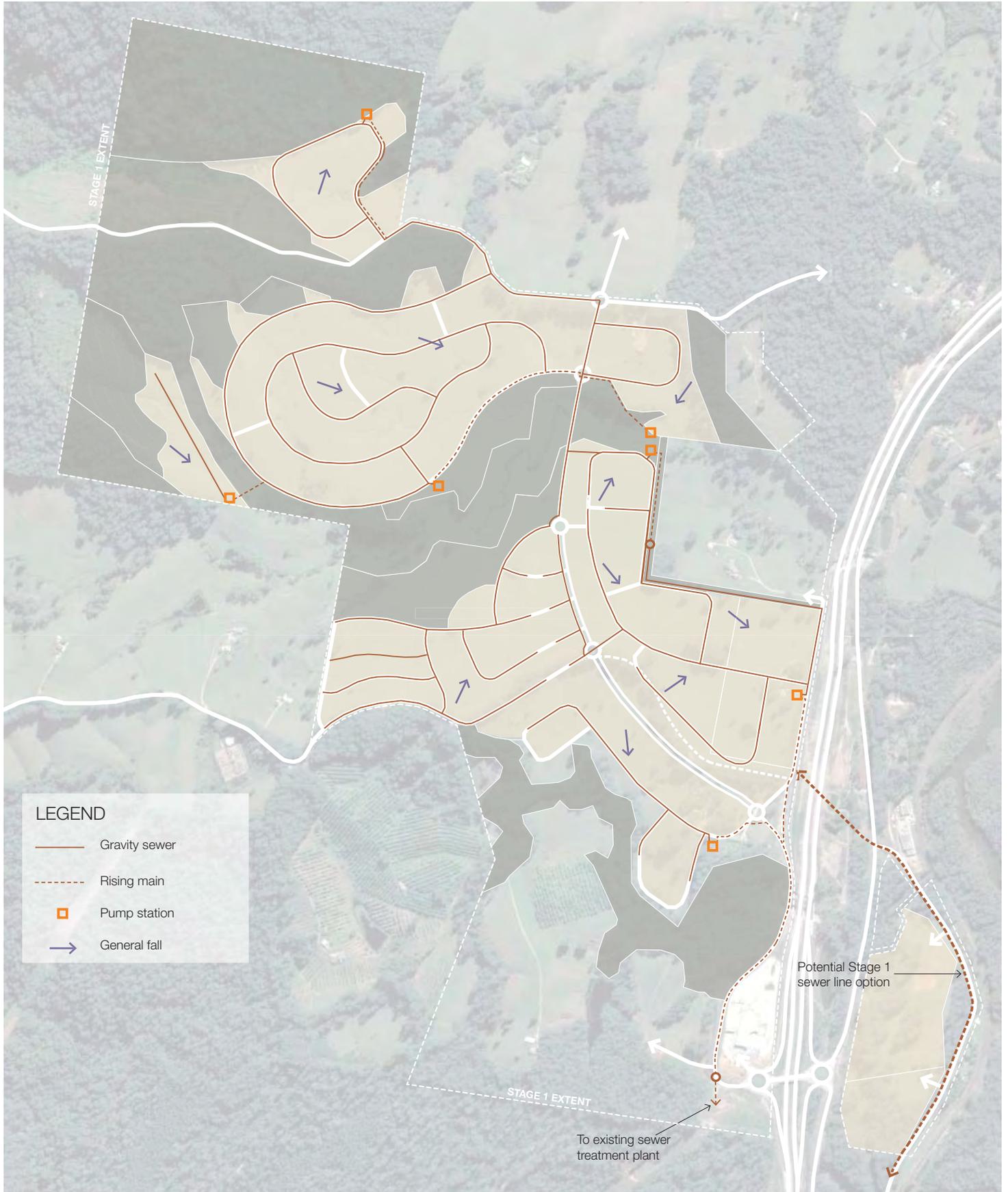


Figure 3.13

# Stormwater Treatment

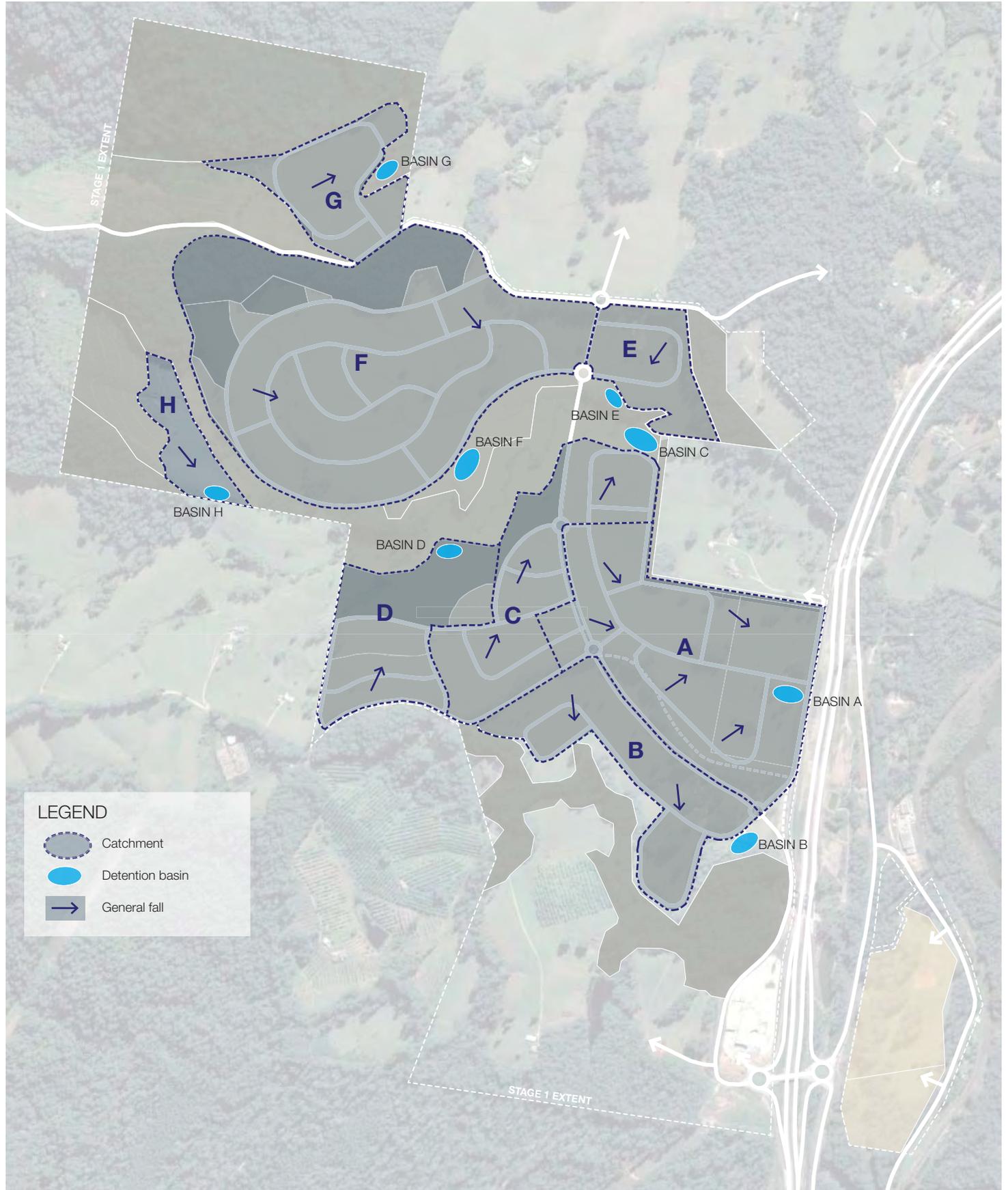
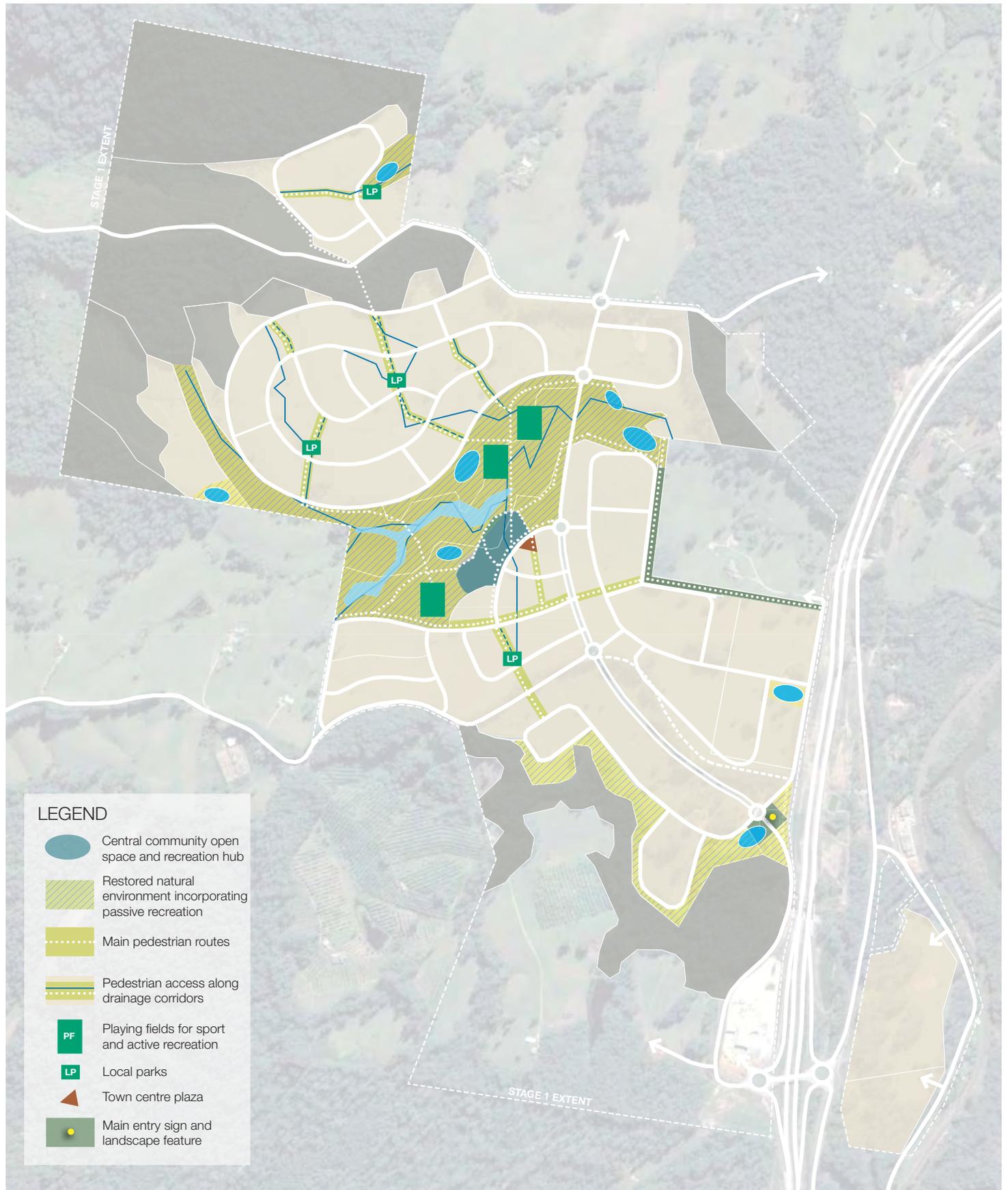


Figure 3.14

# Open Space



## 3.6 Commercial strategy

### 3.6.1 Vision

A town centre that reinforces a local village character with frontage to a plaza for local farmers and artisan markets offering a sense of place for locals and visitors alike. The centre provides for the daily and weekly convenience needs of the local community. It also provides business services including medical, accounting and household services

### 3.6.2 Objectives

- To provide a functional and attractive town centre that services the local community and links with the proposed parkland.

### 3.6.3 Controls

- Commercial development should generally be consistent with Figure 2-2.
- Establish a 'Main Street' with an outlook to the Cow Creek reserve.
- The Main Street is to have direct access to the collector road.
- Make the main street pedestrian friendly by the use of a plaza, wide footpaths, shared zones and limited parking.
- Incorporate wide footpaths in the main street to accommodate outdoor seating for cafes.
- Parking areas, service areas and loading docks are to be located at the rear of the Main Street and not fronting the plaza.
- The façade of the buildings in the town centre are to generally be designed to represent a small town village, with a maximum height of two storeys.
- Provide high quality landscaping, lighting and public art in the town centre.
- Reserve an area of the town centre to accommodate an educational establishment, as shown on Figure 2-1.



*Image: Indicative Town Centre (Source: exploreaustralia.net.au)*

## 3.7 Residential strategy

### 3.7.1 Vision

The Valla UGA residential development is to reflect an attractive, environmentally friendly, well connected, green building style that links the rural hinterland with the coastal village of Valla Beach.

### 3.7.2 Character

The desired future character of any residential development for Valla UGA should:

- Establish a high quality, environmentally friendly, green character.
- Ensure that minimising the impact on the natural environment is the major design consideration when designing new residential development.
- Support the design of buildings which blend with their natural environment.
- Establish a higher density of residential development adjacent to the town centre which decreases as the distance from the town centre increases and in response to topography.

### 3.7.3 Objectives

The general objectives for residential development in Valla UGA are to:

- Promote residential development which is of a high design standard and which is sensitive to, reflects and enhances the rural character of the area.
- Encourage dwellings with passive solar design and self-sufficiency.
- Maximise the aesthetic character of the residential environment and landscaping.

### 3.7.4 Building styles

Residential development should maximise solar passive design principles and the use of natural materials.

### 3.7.5 Controls

- Residential development should generally be consistent with Figure 2-1.
- Developments within the Environmental Living zone must be designed and sited to complement their location through:
  - i. the retention of existing vegetation
  - ii. incorporating appropriate landscaping
  - iii. minimising cut and fill
  - iv. building design and articulation compatible with natural context, and
  - v. colour and material selection.
- A geotechnical report prepared by a geotechnical engineer must accompany an application for development within the Environmental Living zone.
- Refer to Part H of this DCP for more information regarding controls.



*Image: Indicative residential areas*

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