

## PART C

### Section 6 Villages

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## About Section 6

Villages are zoned RU5 Village in the LEP. The RU5 zoning allows a range of land uses. Section 6 contains the detailed controls for development in the villages.

Each village has its own features that combine to create a unique character or sense of place. Some villages are more closely settled than others.

The villages typically have a mix of sealed and unsealed roads, often with swale drains, and low scale buildings in open settings. Village character is closely associated with these features, the landscape setting, and the feeling of space that comes with larger lots and wider frontages.

The **Character Statements** in Section 6.1 describe the qualities that make each village unique, and identify additional development controls that apply in particular villages.

Some Character Statements identify *streetscape reference buildings*. These are buildings that define, or a prominent in the streetscape, and which set visual and built quality parameters for future development. village improvements and development opportunities are also identified in some cases.

The controls of this section aim to support sustainable development in the villages, and to protect and maintain village character through Character Statements, village plans and development controls. The controls in Section 6.2 are the main considerations for development applications in the villages. Development applications in North Wagga Wagga and Oura should also consider the controls for flood liable land in Section 4.2.

## Villages Design Principles

- P1 The villages are non-urban places. New developments should promote sustainable outcomes and not seek to recreate typical urban experiences.
- P2 Each village has particular features that are part of the unique character or sense of place of the village. Design and locate new work to respect those characteristics.
- P3 The public domain should reflect the character, context and likely demand of each place through landscaping, street trees and furniture, signs and entries, and engineering standards.

### 6.1 Village Character Statements

The following Character Statements describe the unique qualities of each village.

Development applications are to comply with the controls in Section 6.2.

#### Explanatory Note(s):

##### Complying with this DCP

The controls in the DCP support the Guiding Principles and Section Objectives. A Development Application should aim to satisfy the Guiding Principles, and the Objectives of the relevant sections. Equal emphasis must be given to both "numeric" and non-numeric controls relevant to a particular development. Where a proposed development has an unacceptable impact on neighbours or the surrounding environment compliance with controls will not necessarily guarantee approval of an application.

Where a variation is sought to controls, the application must document the reasons and extent of the variation, and how the variation meets the Guiding Principles and Section Objectives for the consideration of the Council.

#### Explanatory Note(s):

### 6.1.1 Collingullie

Collingullie is a closely settled village. Although the “Gullie” shop is on the northern side of the Sturt Highway, the main village area is on the southern side of the road.

The Collingullie Public School, which opened in 1878, is a prominent feature at the northern edge of the village. The school’s location on the side road allows safe access and movement to the residential area.

Lots in the village are a consistent size and shape. The roads are sealed and have wide verges. Most streets have a pattern of consistent front setbacks. Frontages are often open (without fences) or have low, rural style fences.

Collingullie Village will be revitalised into a thriving, sustainable and well-serviced village in close proximity to Wagga Wagga, providing a diverse mix of housing and semi-rural ‘lifestyle’ residential development opportunities.

### 6.1.2 Currawarna

Currawarna was proclaimed a village in 1885. The village sits in the rural landscape on the northern side of the Murrumbidgee River. It has an open feel and close visual connection to the surrounding rural landscape. The landform slopes gently from the north towards the river on the southern fringe of the village.

The village straddles a bend on Old Narrandera Road, and the approaches are characterised by the informal, meandering nature of Old Narrandera Road. The formality of the village development is a contrast to the surrounding rural landscape, and is a significant underlying element of its visual character. The edges of the village are clearly defined, particularly to the north and east.

Currawarna’s subdivision pattern is based on a regular grid with square lots. While not visually obvious, the grid does not alter where it crosses Old Narrandera Road, resulting in an unusual discrepancy where the road reserve narrows through the village.

Currawarna has sections of sealed road and a number of unsealed roads. There are also roads shown on the village plan that are unmade. The combination of sealed/ unsealed and unmade roads, and grass swale drains are important to the informal and rural character of the village.

Existing development is spread throughout the village. There are a number of undeveloped blocks. Currawarna Public School is located at the north western corner of the village.



Currawarna sits in the rural landscape

The lots are typically square encouraging buildings to be located with generous setbacks to all boundaries. The typical lot dimensions are 40m by 50m (2,000m<sup>2</sup>).

There is no consistent pattern of front setbacks other than along Cleek Street at the northern edge of Currawarna. The lots along Cleek Street have narrower frontages resulting in a closer settlement pattern with smaller setbacks to the street and a more formal character.

Use of subtle colours and traditional materials and finishes is important to maintain the village character. Fencing, where it exists, is open, low or rural.

Lighting in the village could be improved. This could comprise solar powered way finding lights, street lighting or traditional street lights. Also consider opportunities to improve connections with the recreation area adjacent to the river.



Cleek Street houses

### 6.1.3 Galore

Galore is one of Wagga Wagga's smallest villages. The small size of the village, and open nature of the existing development result in the village being visually connected to the surrounding rural landscape.

The landform is relatively flat and the village subdivision pattern is a combination of regular lots and larger, un-subdivided blocks. Existing development is sparse and many of the roads shown on the subdivision plan are unmade.

Galore has a very open feel. Existing buildings are single storey and sited in the middle of lots. Fencing, where it exists, is open, low or rural in style. The design and location of future buildings should be consistent with the pattern of existing development.

The community hall, Rural Fire Service and church buildings are prominent in the village landscape, and central to the community presence. The shop on the Sturt Highway is an appropriate location for future commercial uses.

### 6.1.4 Humula

Humula is one Wagga Wagga's most remote villages, located in the hills to the south east of Tarcutta. Humula was proclaimed a village in 1880. The village boundaries were notified in 1885. The village has an interesting history of association with early pastoralists and squatting runs.

Humula has a scenic setting, with an undulating landform and views across the surrounding rural landscape from many parts of the village. Entries to the village are well defined by bends in the road and the formality of planting and settlement.

The subdivision pattern is a regular grid with large, square shaped lots, many of which are not developed. There is no particular pattern of front setbacks evident.

Mate Street is the focus on community activity, with current active uses centering on the Citizens Sports Club. The northern end of Mate Street is the focus of church and community hall uses, including the Country Women's Association (CWA).

#### Explanatory Note(s):

### 6.1.5 Ladysmith

Ladysmith was notified as a town in August 1919. The village is south of an earlier settlement at Alfredtown.

The village area is well defined. The entry from the north is marked by the silo and by avenue trees on the eastern side of the road. The landform slopes down from the east towards the river flats on the western edge of the village.

The two sides of Ladysmith are truncated by Tumbarumba Road and the former railway line. A general store and the Ladysmith Memorial hall are the focus of activity along Tumbarumba Road.

The village plan includes provision for widening of the footpath or similar measures to reduce traffic speeds in the village and provide a safe crossing point as shown on the sketch below.

Other measures forming part of the village plan include:

- Increase the footpath pavement and construct a raised threshold on the road to create a safe pedestrian crossing outside the general store.
- Narrowed carriageway, raised surface and different materials will help reduce traffic speeds.
- Plant tall native species in the parking lanes either side of the street to mark the crossing and reduce perceived width of the street to reinforce reduced traffic speeds.
- Select tree species that are tall enough to allow safe passing and movement of trucks.

#### Explanatory Note(s):



Tumbarumba Road through Ladysmith – indicative traffic calming at village entry point.

The eastern side of the village enjoys district views across the village and surrounding rural areas. The subdivision layout of this precinct is regular. The roads fringe the village zone and allow outlook to the surrounding rural land. The typical lot frontage is 30m. Lots are developed with dwellings sited in the middle of lots. There are consistent front setbacks and generous side setbacks.

Lots with narrower 20m frontages along Tywong Street create a different character. Any future development of this pattern will require careful treatment to avoid adversely affecting the traditional village character.

The village plan shows an indicative subdivision for land at the north eastern corner of the village. This is based on early plans of the village and demonstrates consistency with the underlying lot pattern. The 1955 village plan shows the western extension of Coreinbob Street to Cunningdroo Street. Further cul-de-sac subdivision would be out of character.

The western side of the village contains the school, and is generally less closely settled. Land on the western edge of the village is partly flood affected.

**Explanatory Note(s):**

### 6.1.6 Mangoplah

Mangoplah was proclaimed a village in 1885. The village sits on a bend of Holbrook Road. The landform slopes up from the creek that skirts the northern edge of the village.

The village has an enclosed feel related to the landform and simple grid of the village structure. Vistas along the roads are contained by the landform, especially to the east. To the west there are views out to the surrounding rural land.

The combination of sealed and unsealed roads and the predominant pattern of swale drains in the side streets are important to the village character.

Commercial and community uses are the focus of the main road, including the hotel, rural supplies, local shop, the Mangoplah Hall, two churches and the school. Future opportunities for commercial or non-residential uses should be located along Kyeamba Street or at the intersection with Cox Street.



The landform slopes down along Kyeamba Street towards Cox Street



The informal side streets are important to the village character.

### 6.1.7 North Wagga Wagga

The character of North Wagga is not simply defined by its presentation to Hampden Avenue. The early development of the village was determined by its location at the head of the Old Narrandera Road. This explains the now relatively remote location of the Black Swan Hotel and a few other older buildings nearby, the old entry to the village from the west. Some of the earliest (later 19th century) dwellings are located nearby in Gardiner Street (Old Narrandera Road).

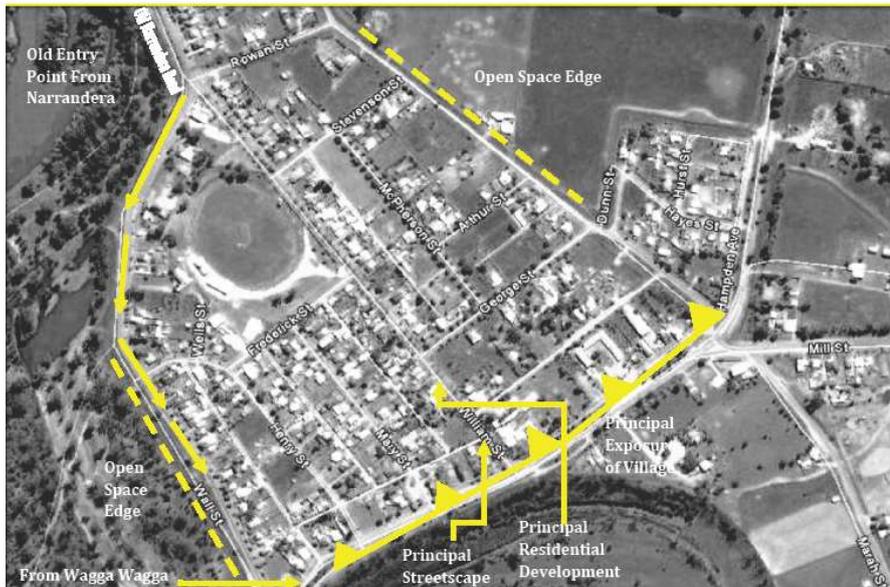
The character is now a mix of one quality streetscape, William Street, one interesting streetscape, the strip between the Palm and Pawn Hotel and the verandahed store at the northern end of that block. William Street emerged as the principal thoroughfare connecting visitors from the Old Narrandera Road, with Hampden Road, the two principal edges to the village. As a result, it accommodates consistently interesting late 19th and early twentieth century dwellings, front fences and street trees, as well as the local school and the park. This street and George Street which intersects with it are the only streets with an urban, rather than rural character.

The southern edge to Wall Street is open landscape which accommodates the bike track and the northern edge of the village is generally poorly defined and opens to a rural landscape.

The slip road and line of trees in front of the Palm and Pawn Hotel, is the major defining streetscape for passers-by and although there is a limited number of fine dwellings scattered throughout, the village in general is made up of random fencing, open plots and streets without kerb and guttering.

The character of the village reflects its limited development opportunities.

#### Explanatory Note(s):



#### Explanatory Note(s):



Views along Wagga Wagga Street, Ora are framed by trees

### 6.1.8 Ora

Ora was proclaimed a village in 1885. The village sits between a prominent hill and the river flats on the eastern side of Ora Road. The developed area of the village is relatively level and open in character.

Ora's hill creates a strong backdrop and views towards the hill are important to the village character. Significant views occur along Mitchell Street and from the western end of Wagga Wagga Street. Trees along Wagga Wagga Street frame the view towards the hill and are contribute to the village's character.

Ora's regular grid subdivision pattern does not reflect, or alter with the topography. The village has a linear feel because of the focus of activity along Wagga Wagga Street.

The road reserves are consistently 20m in width through the village. Wagga Wagga Street and a short section of Davidson Street are sealed. The remainder are unsealed. A number of roads shown on the village plan are unmade. The combination of unsealed and unmade roads is important to the informal, rural character of Ora.

Lots in Ora are a consistent shape and size, with a typical frontage of 40m and area 2000m<sup>2</sup>. Ora is not as closely settled as other villages with a number of vacant, undeveloped lots.

The village does not have a general store or defined centre. There are a few non-residential uses along Wagga Wagga Street, especially at the eastern end of the village. The northern section of the village has a more domestic feel.

Buildings in the village are typically low scale. Setbacks to the street are typically large, contributing to the rural character. Fencing is mostly low and open in style. Examples of high, solid fencing in the village are out of character. Future development in Ora should be designed to reflect the characteristic elements of existing buildings in the village.

A large area of Ora is flood affected requiring floor levels to be elevated. Development on the lower slopes of the hill requires careful design and location to minimise visual intrusions in views towards the village.

**Explanatory Note(s):****6.1.9 Tarcutta**

Tarcutta means “place of many grasses”. The village evolved as a squatter’s area, and was surveyed and proclaimed in 1890.

Tarcutta developed around the site of T.H. Mate’s Inn and store at the south western end of Sydney Street. The inn was an important stopping point on the road between Sydney and Melbourne. The older section of Tarcutta contains a number of heritage items.

Tarcutta’s village boundaries are relatively well defined. The landform slopes down from the north east to the south west, and from the west towards the Highway. Remnant trees throughout the village area are visually unifying, especially on the western side of the Highway towards Gresham Street where the landform rises sharply. The treed slope is a visual backdrop for the village.

The Hume Highway is a significant physical barrier through the village. The highway bypass will alter traffic conditions, and should reduce through traffic and heavy vehicle movements.

Tarcutta’s subdivision pattern is not a regular grid. The skewed orientation of the street grid and road alignment south of College Street is an interesting characteristic of the village. The Highway bisects lots at the southern end of the village on the diagonal, resulting in frontages that are not parallel to the road alignment.

Commercial and other non-residential land uses are concentrated at the southern end of the village. Commercial buildings include the two storey hotel and early 19th century single storey shopfront buildings that have narrow frontages, small setbacks to the street, and verandahs. Roofs are pitched and gabled, often set behind parapets.

Public uses and spaces include the CWA building, adjoining park and truck memorial. The RSL and bowling green is an important community facility.

The truck parking area on the western side of the Highway is a major facility of the village. It is expected to continue in use after the highway bypass. The parking area comprises a large, levelled concrete hardstand that is fully lit at night.

Lots in the residential area are not consistent in size or shape, with variations in frontages and lot depths. Square lots east of Cynthia Street are typically 2000m<sup>2</sup> with frontages of 40m. The rectangular lots between Sydney and Cynthia Street are between 800m<sup>2</sup> and 1000m<sup>2</sup> and have frontages of 20m. Dwellings are typically single storey and sited in the middle of lots.

Lots on the eastern side of the village may be suitable for smaller lot subdivisions provided stormwater can be managed without constructing formal kerb and guttering. Lots on the western side of the village are not suitable for closer settlement because of the constraints from existing vegetation, bush fire risks and servicing.

There are a number of unmade roads in the village. Where roads are required to be formalised in the future, consideration should be given to minimising the extent of formal carriageway, particularly where mature trees are growing in the road reserve.

***Streetscape reference buildings***

CWA building, hotel, Police Station, and shop at 51 Sydney Street.

Village opportunities – Sydney Street.

The 60m road reserve of the Highway impacts on the village. Construction of the bypass provides an opportunity for the community to reclaim part of the road reserve, and consider beautification works to reinforce the sense of arrival and place, and create a more pleasant environment.

This could include widening the footpaths, modifying the angle truck parking areas and planting street trees between College Street and Centenary Avenue.



Tarcutta - Sydney Street and Hume Highway Indicative Streetscape Improvements – Tree Planting and Pedestrian Linkages

### ***Village opportunity - Centenary Avenue road planting***

The Centenary Avenue road reserve is unusually wide. Opportunities to plant trees in the road reserve have been raised over the years.

Centenary Avenue is suited to water sensitive urban design and footpath widening initiatives. Improvement works could include planting salt tolerant native grasses and shrubs in re-created swale drains, and introduction of new street trees within the carriageway.

### **Explanatory Note(s):**

### **6.1.10 Uranquinty**

Uranquinty was proclaimed a village in 1888, but known by the name of Glenrouth. The village name altered to Uranquinty in 1899, and then to Uranquinty in 1966. Uranquinty is a Wiradjuri word meaning “plenty of rain” and “yellow box tree”.

The entry from the north is framed by mature trees that define the village boundary and give a sense of arrival. The entry from the south is marked by the bridge and bend in the road. The shops and commercial uses on the east side of the Olympic Highway/Morgan Street, and silo, memorial and park adjacent to the railway line, reinforce the sense of place.

The early section of the village was generally south of Uranquinty Street. More recently the village has grown to the north, including the extension of Gutler Street towards the Caravan Park. The newer subdivisions are more closely settled than the older sections of the village, and are more suburban in character having smaller frontages and urban road formations.

The southern section of the village retains a less formal character, despite sections of kerb and guttering in a number of roads. The western side of the village also retains a more traditional village character.

Uranquinty has a number of heritage items, most of which are public or community buildings. Exceptions include the Uranquinty Hotel and general stores on the main road. The heritage buildings help to define a unique streetscape along Morgan Street, and establish strong parameters for future development.

The village zone extends across a large area to the east of Connorton Street. The rural character of this area gives the village a well defined eastern edge. Land to the east of the village is subject to drainage constraints which will reduce the potential for close settlement. The village plan recommends that any future development in this area comprise large lots that retain the rural character.

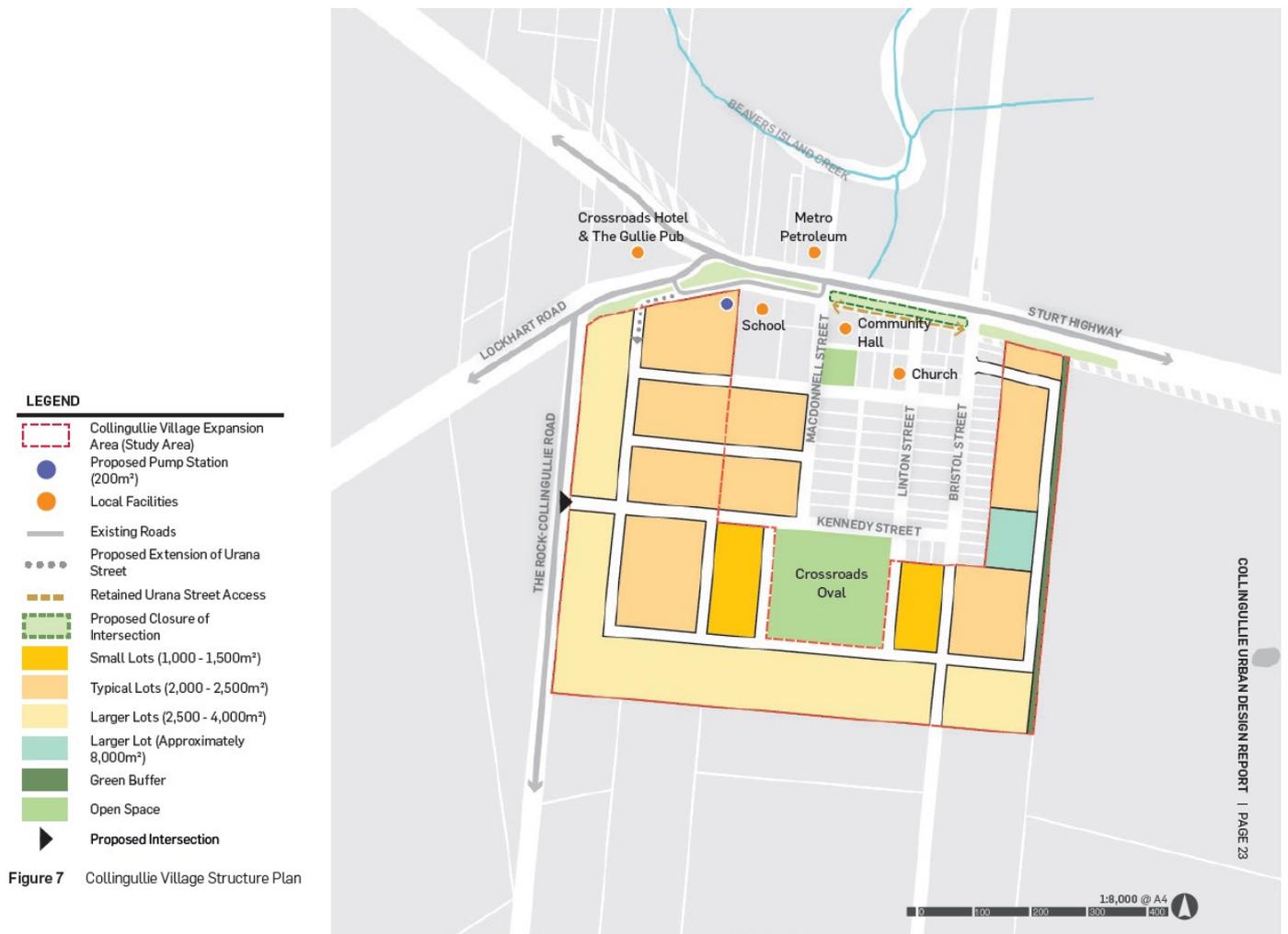
## 6.2 Development in the Villages

It is recognised that each village has its own distinct character, needs and future potentials. The following objectives, village plans and controls are intended to achieve appropriate outcomes.

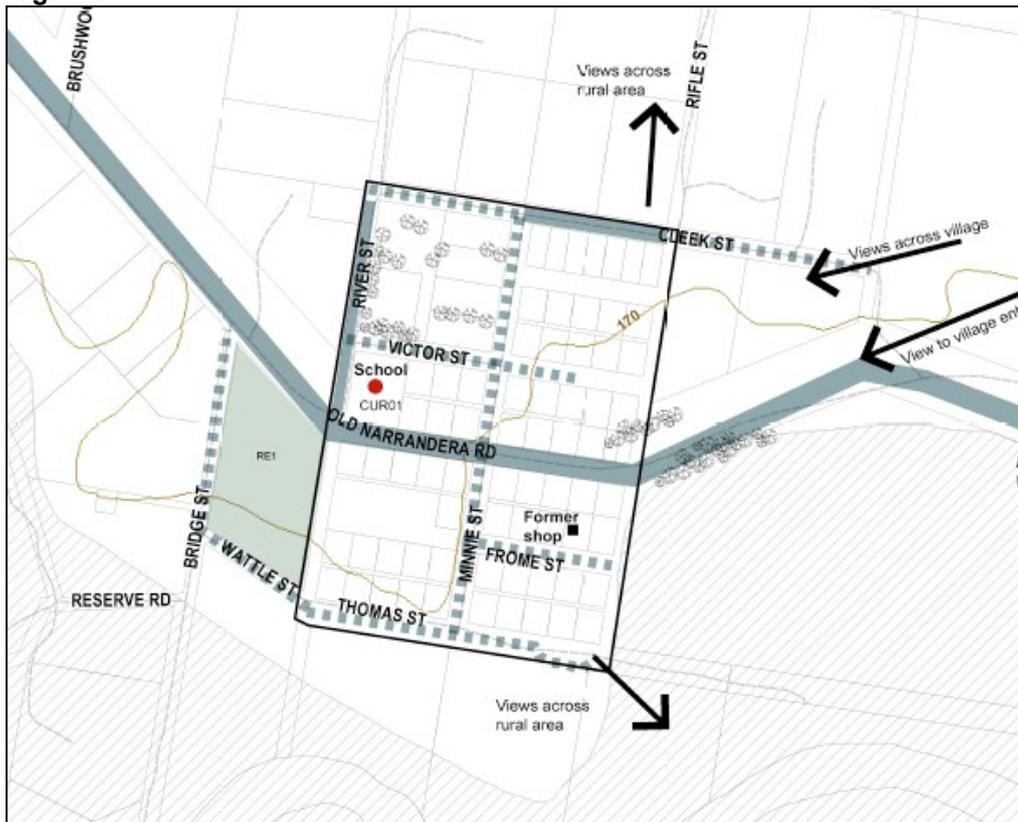
### Objectives

- O1 allowing for appropriate development while preserving existing levels of village amenity
- O2 recognising and preserving character of all existing villages while encouraging appropriate forms of development
- O3 supporting the viability and sustainability of the villages as non-urban places

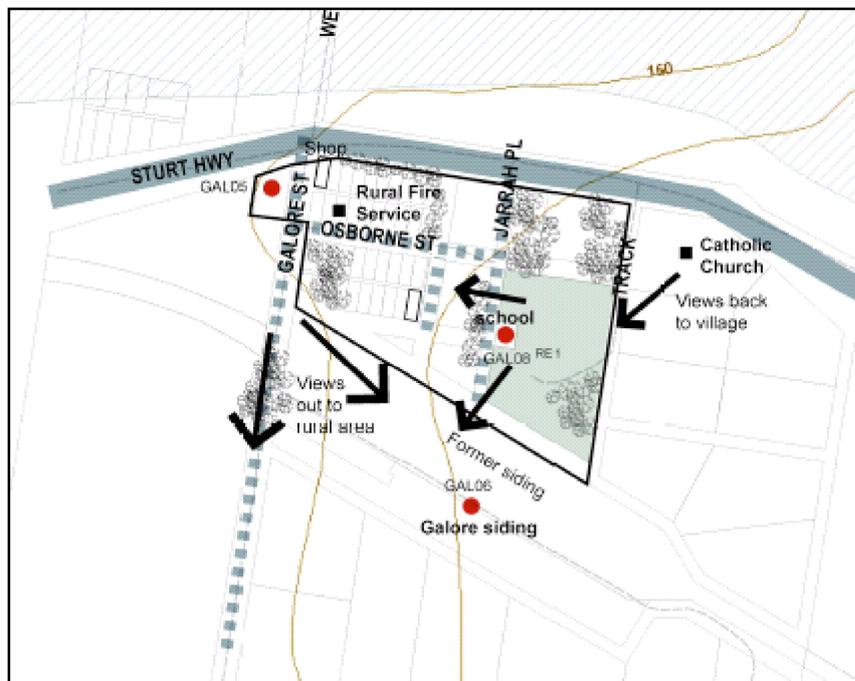
### Collingullie Village Plan



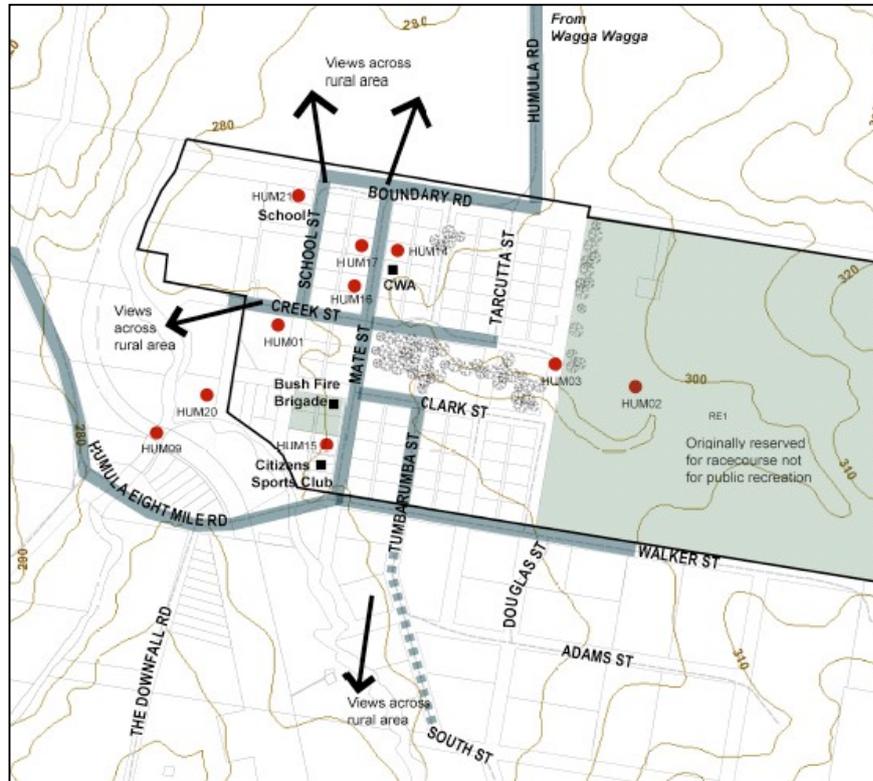
### Currawarna Village Plan



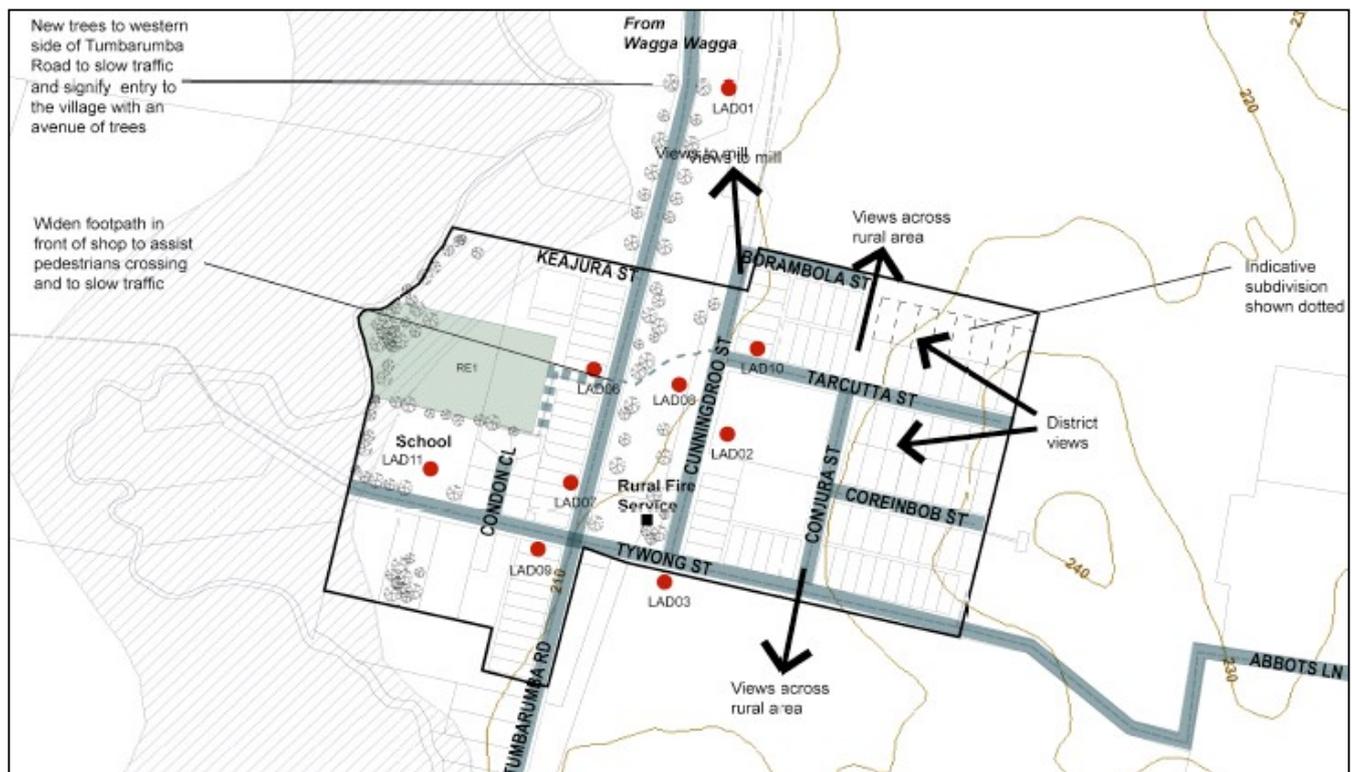
### Galore Village Plan



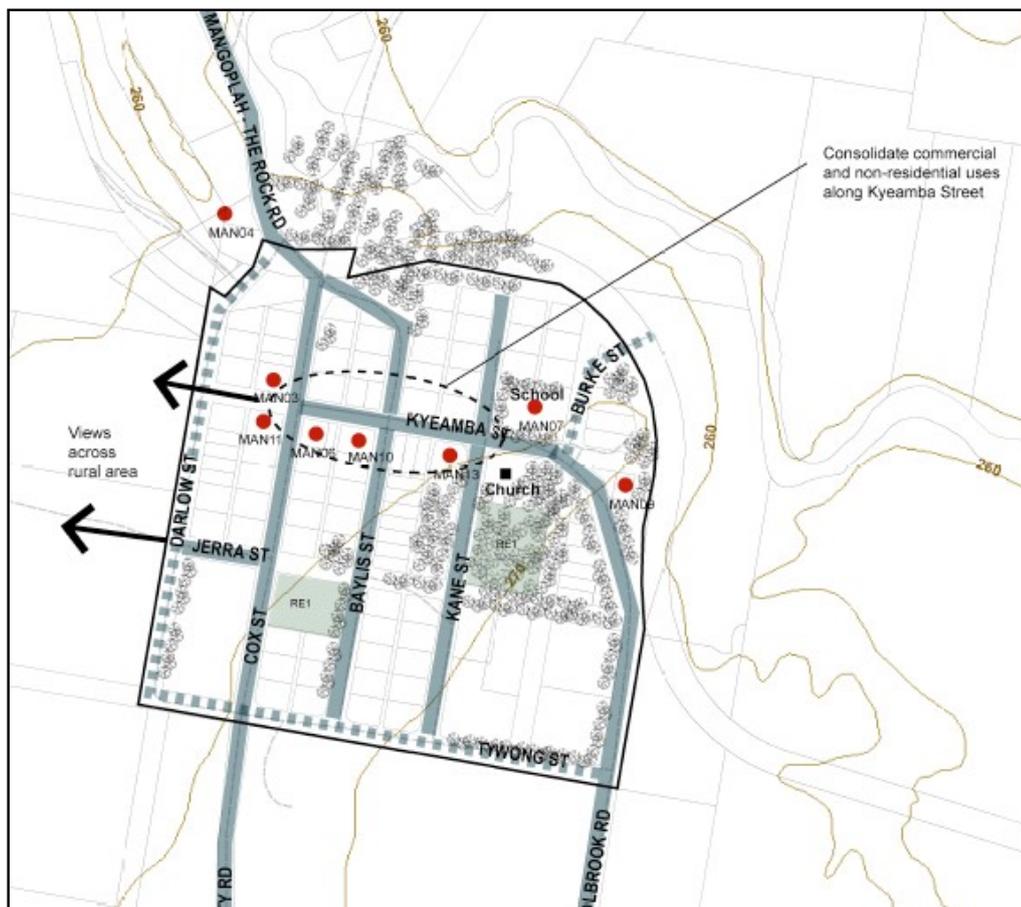
## Humula Village Plan



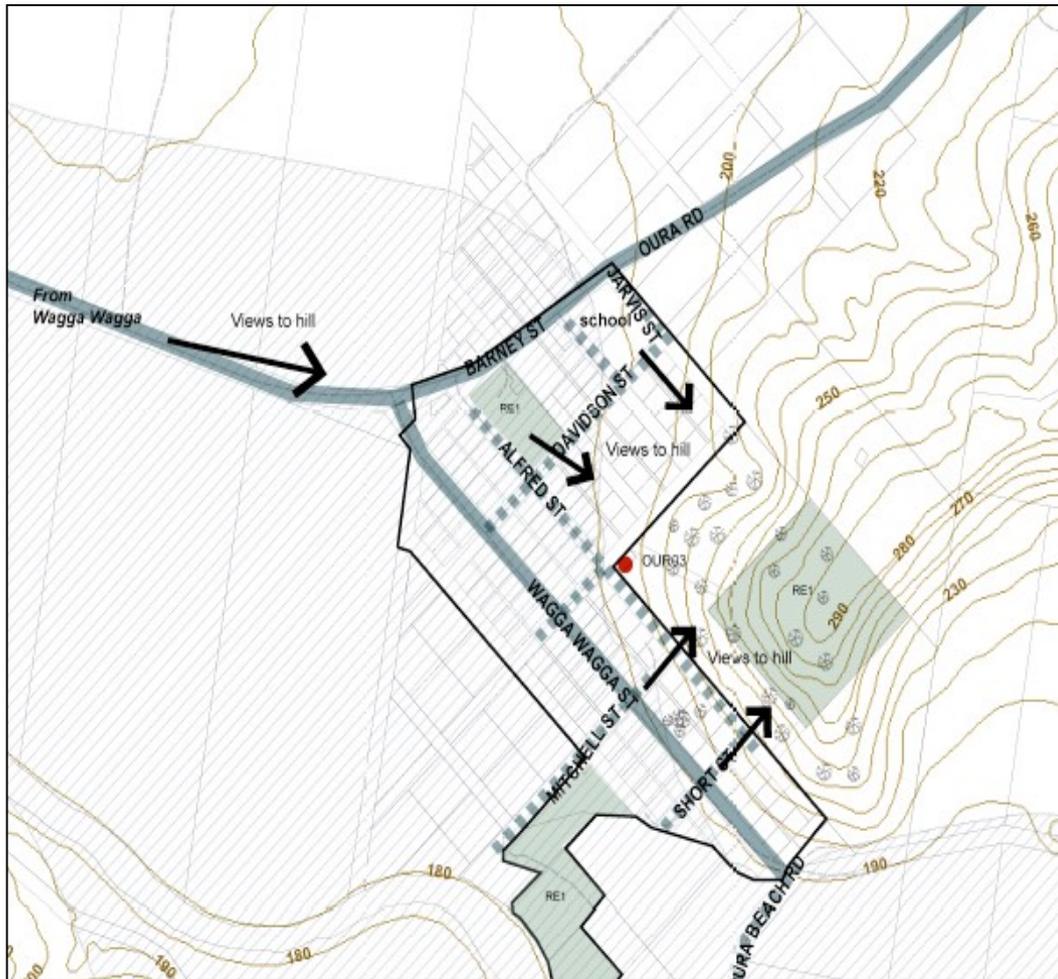
## Ladysmith Village Plan



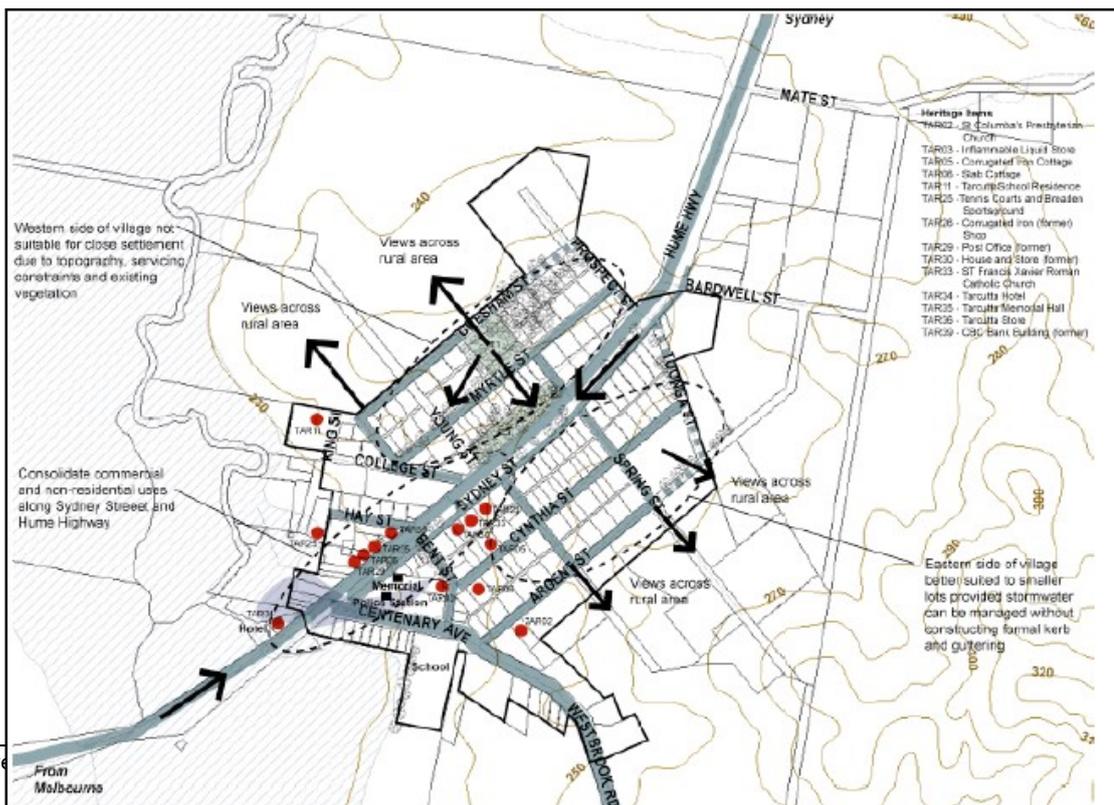
## Mangoplah Village Plan



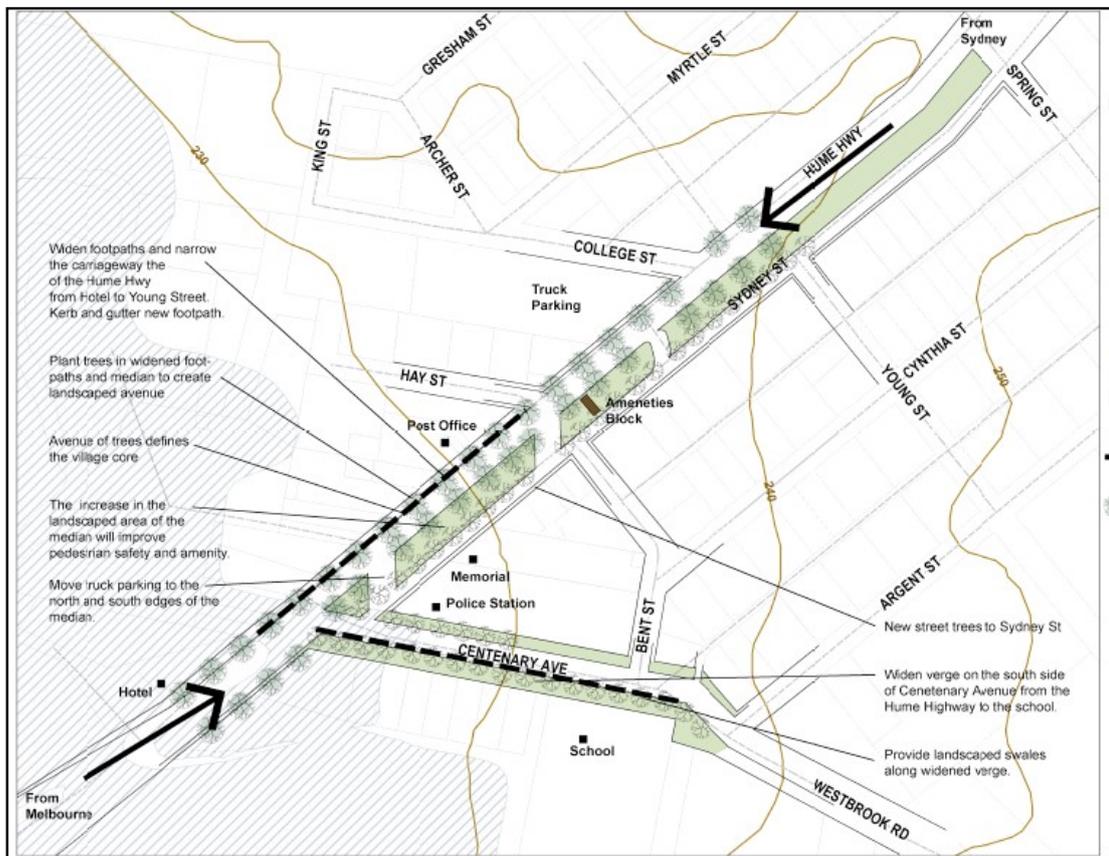
### Oura Village Plan



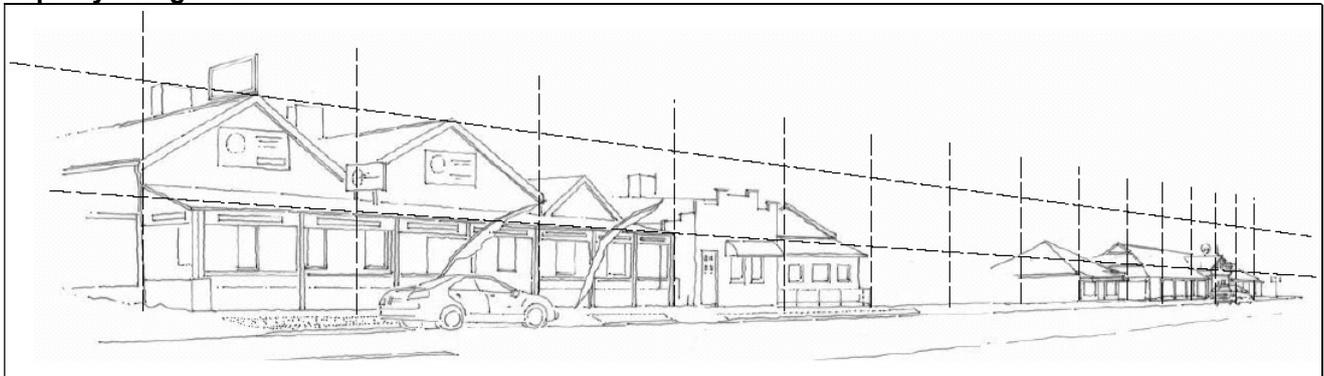
### Tarcutta Village Plan

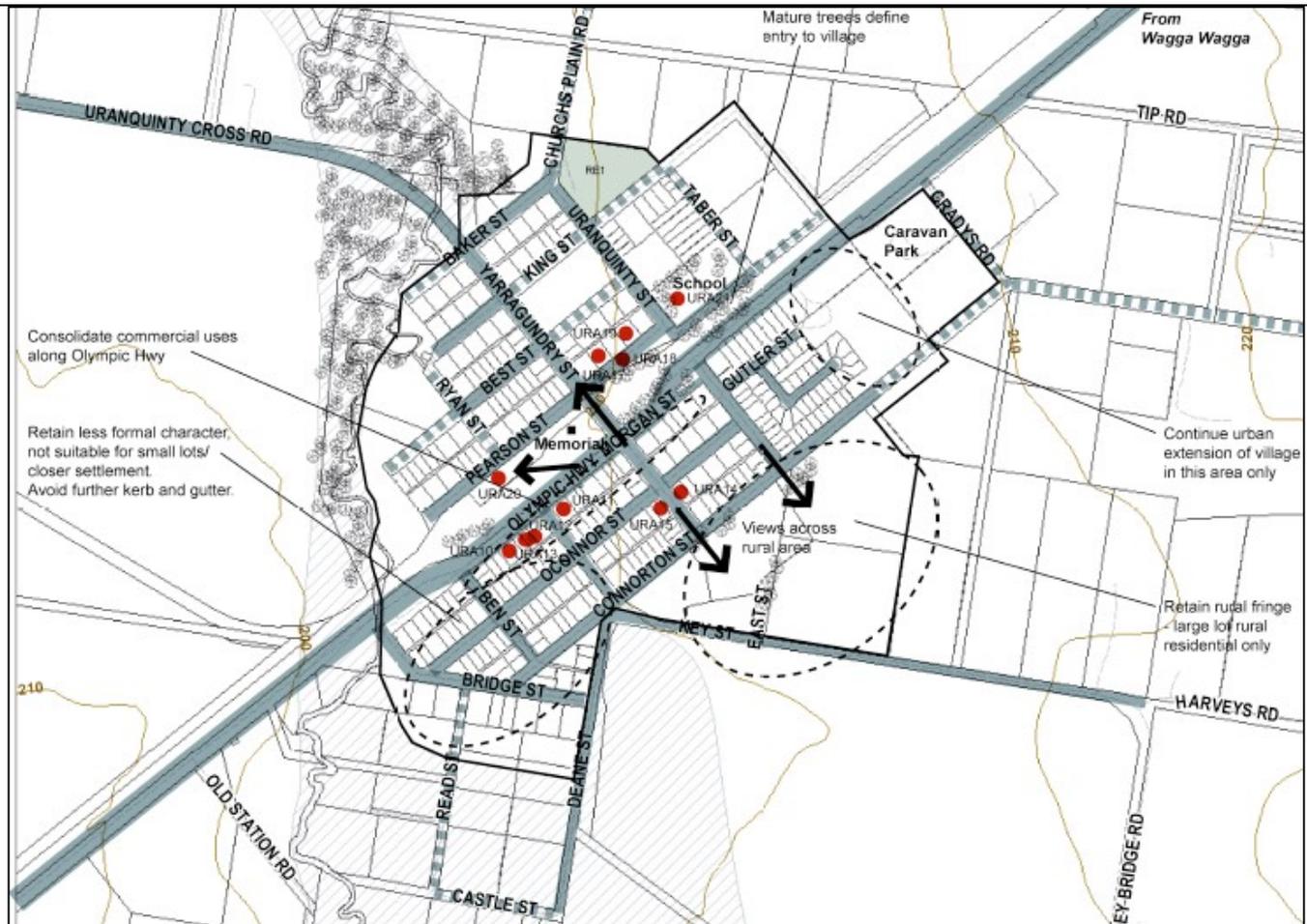


## Tarcutta Detailed Village Plan



## Uranquinty Village Plan





## Controls

### Land uses, Interfaces and development patterns

- C1 Refer to village plans for policies on the preferred location of commercial and other non-residential uses (as relevant).
- C2 Non-residential uses adjoining residential property are to demonstrate that satisfactory measures are included to minimise potential conflicts with residential amenity. This may require additional setbacks, landscaping, site layout and design measures (including signs) or restrictions on hours of operation.

### Respect the underlying subdivision pattern

- C3 Most of the villages have a grid pattern. New subdivisions are to respect and complement the existing subdivision pattern, especially where roads fringe the village zone and allow views out to the surrounding countryside.
- C4 Avoid cul-de-sac and no through road configurations which are not typical of the villages and are generally not appropriate.
- C5 The size and shape of new lots is to be compatible with the predominant characteristics of existing lots in the village. Refer also to any additional controls in Section 6.2 and the Village Plan for particular standards.
- C6 Subdivisions are to maintain a minimum frontage of 40 metres in the villages other than in the following specific locations (as supported by the Character Statements):

### Explanatory Notes:

**Explanatory Note(s):**

Ladysmith (east side of village) – 30m. All other areas 30m or determined on merits of context

Tarcutta (east side of Sydney Street) – 20m; (west side of Hume Hwy) – 40m

Uranquinty (north-eastern end of village, south-east of the highway) – 20m; remainder of village – 40m or determined on merits or context

**Streetscape, building location and form**

- C7 The form and scale of buildings is to relate to the particular characteristics of the village. Refer to *streetscape reference buildings* near the site and *Village controls* where applicable.
- C8 Front setbacks are to correspond to the setbacks of adjoining buildings and the pattern of existing buildings near the site.
- C9 Side setbacks are to allow sufficient access for landscaping, maintenance and separation from adjoining properties. Dwellings in the villages are often sited towards the centre of blocks.
- C10 Site cover is to be consistent with the established pattern of the village. Refer to the Character Statement.

**Landscaping**

- C11 The villages tend to have an open landscape character. Design and locate new landscaping to reflect the particular landscape character of the village. Take cues from the existing landscape. Note that intensifying the landscaping is not always needed.
- C12 Consider use of native species rather than exotic plants.

**Materials and colours**

- C13 Use materials that are compatible with surrounding development and appropriate to their application taking into consideration orientation, energy efficiency and sustainability.
- C14 Use lightweight cladding (timber) and low intensity colours (lighter tones) for all finishes, including roofs.

**Fencing**

- C15 Use low, open or rural style fencing (without barbed wire) on frontages to roads or lanes, including secondary frontages.

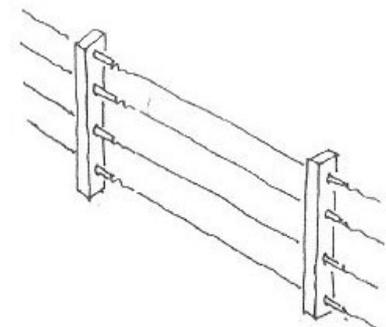
**Stormwater drainage systems**

- C16 Avoid further discontinuous kerb and guttering, especially where there is no subsurface drainage system.
- C17 Retain the combination of sealed and unsealed roads with swale drains that occur in most villages unless otherwise noted on the village plan.

**Additional controls – particular villages**

**Collingullie**

- C18 Development within Collingullie Village is to be in accordance with the Collingullie Urban Design Report, June 2021.
- C19 Incorporate a green buffer along the boundary of the Collingullie Village expansion area to ensure future growth minimises impact to neighbouring farmland.
- C20 Support a diverse mix in response to the proximity to amenities, and sensitive interface to neighbouring farmland in accordance with the Collingullie Village Structure Plan.



Open, rural style fencing

**Explanatory Note(s):**

**Ladysmith**

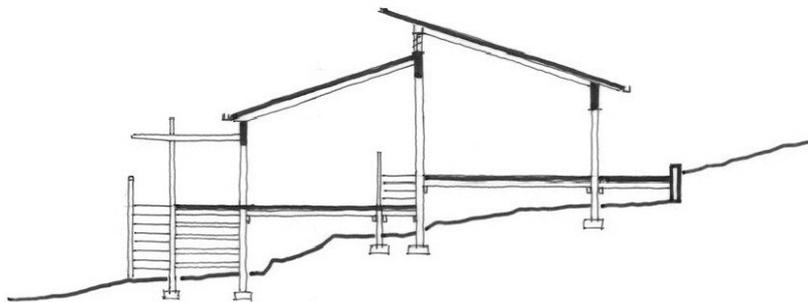
- C21 Any future subdivisions to respect the underlying lot pattern with reference to the indicative subdivision layout shown on the village plan.
- C22 New development to respect the pattern and setbacks of existing adjoining buildings. In many cases this means locating dwellings in the centre of lots, and matching the established front and side setbacks.
- C23 Minimise the width of formalised road reservation where new roads are created or unmade roads are formalised.

**Mangoplah**

- C24 Consolidate commercial and non-residential uses along Kyeamba Street and the intersection with Cox Street.

**Oura**

- C25 Design and locate buildings on the slopes of the hill to minimise potential visual prominence by using piers or similar rather than elevated concrete slabs and by locating the buildings as low as possible on the slope.
- C26 Face the sub-floor areas with horizontal slats (timber or equivalent) to minimise visual exposure to the under-floor area.



Use piers or similar and split level construction, face exposed sub floor areas (see C25).

**Tarcutta**

Land uses, subdivision and development

- C27 Encourage commercial and non-residential uses, including new infill buildings, along Sydney Street, especially south of College Street.
- C28 Setbacks to be similar to adjoining buildings and no greater than the largest setback of any adjoining building. For buildings on Sydney Street a nil or small setback may be appropriate.
- C29 Encourage new residential development to occur in the precinct east of Sydney Street.
- C30 Discourage further subdivision on the western side of the village.
- C31 Development on existing lots on the western side of the village to be designed and sited to minimise impacts on existing trees, and impacts resulting from the truck parking area in terms of light spill, noise and fumes.

- C32 Consider split level construction with pier footings (or similar) on sloping sites rather than concrete slabs.

**Explanatory Note(s):**

Road design and construction

- C33 Minimise the width of road carriageways throughout the village taking into consideration likely traffic movements, and constraints from existing vegetation.
- C34 Retain established trees in road shoulders, especially where roads are to be formalised.
- C35 Avoid additional formal kerb and guttering in the residential areas of Tarcutta.

***Uranquinty***

- C36 Urban extension of the village is to occur in the north east corner within the boundaries of the village zoned land.
- C37 Retain the strong eastern edge of the village. Any development to the east of Connorton Street should comprise large lot residential development that complements the rural character of the surrounding lands.
- C38 Retain the less formal character at the south eastern end of the village by avoiding additional sections of kerb and guttering and retaining wider frontages
- C39 New buildings on Olympic Highway/ Morgan Street are to have a nil or small setback, and are to follow the vertical rhythm established by the existing built form.
- C40 Retain the low scale character along Morgan Street using the existing buildings as a guide. Pick up elements of the existing built form, with particular reference to ridgelines and the height of verandahs/ awnings.
- C41 Use pitched roof forms and articulation to break up building bulk, including verandahs to the street.