Planning Proposal

Amendment to ELEP 2012 Land Zoning Map, Height of Buildings Map and Lot Size Map for land at Broulee

ELEP 2012 Amendment No. 10



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INTRODUCTION

The planning proposal explains the intended effect of, and justification for the proposed amendment to *Eurobodalla Local Environmental Plan (ELEP 2012)* to rezone land at Broulee and to make consequent amendments to the height of buildings and minimum lot size standards for the land.

The subject land is generally bounded by George Bass Drive, Train and Broulee Streets and existing residential development at Broulee and consists of the following lots:

- Lot 1 DP 825610, George Bass Drive, Broulee
- Lot 9 DP 1068530, Adams Way, Broulee
- Lot 3 DP 633700, Broulee Road, Broulee
- Lot 20 DP 1174639, Train Street, Broulee
- Lot 13 DP 1136019, Heath Street, Broulee
- Lot 63 DP 1202934, Heath Street, Broulee
- Lot 50 DP 837279, Broulee Road, Broulee
- Lot 89 DP 1093710, 75 Clarke Street, Broulee

The land is depicted in Part 4 - Figures 1 and 2.

The subject land is currently undeveloped and is subject to a Biocertification Agreement pursuant to the Threatened Species Conservation Act 1995.

The proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 and the relevant Department of Planning and Environment Guidelines, including A Guide to Preparing Local Environmental Plans and A Guide to Preparing Planning Proposals.

Council is seeking to progress this planning proposal through the gateway determination process as an amendment to *ELEP 2012*.

The proposal is supported by draft amendments to Eurobodalla's Residential Zones

Development Control Plan, including a concept master plan for development of the subject land.

Background

This planning proposal was first submitted to the Department of Planning and Environment for a Gateway Determination on 1 July 2015. In response to some concerns raised by members of the community, the Department sought additional information from Council. Following consideration of that additional information, a Gateway Determination was issued by the Department on 2 October 2015.

The Gateway Determination required the planning proposal to be resubmitted for the following reasons:

- 1. Insufficient strategic justification to support the location and scale of the proposed R3 Medium Density residential zone.
- 2. Preparation of a masterplan to address a number of matters including integration of the proposed higher density residential area into the scale and character of Broulee, urban design, management of conservation areas, traffic, pedestrian/cycle access and stormwater management.
- 3. Consultation with the Office of Environment and Heritage and NSW Rural Fire Service during preparation of the masterplan.

<u>Strategic Justification for Location and Scale of Proposed R3 Zone</u>

In the development of a masterplan for the development area, the following changes have been made to the planning proposal:

- the extent of R3 medium density zoning has been reduced; and
- the proposed reduction in minimum lot size to 450m² was deleted.

These two changes significantly address a number of the concerns raised by some members of the community. As a result, point 1 above is considered to be addressed, as all of the proposed medium density zone is now within 800m of commercial land, a standard rule of thumb for the location of higher density housing.

Preparation of a Masterplan

The master plan developed for the land provides a road and lot layout demonstrating how the development will integrate with the scale and character of Broulee and addressing strategic traffic, pedestrian and cycle access throughout the development area. The master plan also addresses the servicing of the land, including for stormwater management, and provides for additional local open space in strategic locations to service the whole development area. Issues of urban design have been further addressed in this planning proposal.

In relation to the scale and character of Broulee, the planning proposal will have minimal impacts. While the proposed increase in R3 zoned land results in an increased development yield for the subject land, the extent of that increase is minimal.

As the subject land is currently mostly zoned R2 Low Density Residential, with a small area of R3 Medium Density Residential, it can be subdivided (with consent) for a range of housing developments. Assuming a density of 10 dwellings per hectare for the R2 part and 20 dwellings per hectare for the R3 part, a total of 350 dwellings could be developed without any change to the mix of existing residential zoning. The current residential area of Broulee (including both low and medium density housing) has an average density of 11 dwellings per hectare.

The planning proposal seeks to increase the amount of R3 zone compared to the R2 zone. This change increases the area of R3 zone from approximately 2ha to 9ha. Using the same density assumptions as above, a total of 425 dwellings could be developed in the area.

Therefore, the planning proposal results in an increase of 75 dwellings over the current zoning potential.

In terms of population, the current zoning and dwelling potential would result in an increase to the Broulee population from 1432 (2011 census) to 2032, an increase of 600 people. The planning proposal potentially increases the population to 2128, an additional increase of 96 people.

The following tables outline the calculations for the above dwelling and population numbers:

Dwelling and population calculations - without any change to current zoning

	Area (ha)	Density (dw/ha)	Dwellings plus Vacant Lots	Occupancy Rate (%)	Persons per household	Population
Existing Broulee	110	11	1219	50.5	2.14	1317
Existing vacant R2	31	10	310	95	2.2	648
Existing vacant R3	2	20	40	83	2	66
Total	143		1569			2032

Dwelling and population calculations – based on planning proposal

	Area (ha)	Density (dw/ha)	Dwellings plus Vacant Lots	Occupancy Rate (%)	Persons per household	Population
Existing Broulee	110	11	1219	50.5	2.14	1317
R2 area	24	10	245	95	2.2	512
R3 area	9	20	180	83	2	299
Total	143		1644			2128

Consultation with OEH and RFS

Consultation on the master plan with the Office of Environment and Heritage and the Rural Fires Service has been undertaken and Council is of the view that the masterplan prepared for the planning proposal satisfactorily addresses issues raised by those Agencies.

PART 1: OBJECTIVES or INTENDED OUTCOMES

The objective of this planning proposal is to protect an identified conservation area in accordance with the Biocertification Agreement for the land and to facilitate a greater mix of housing opportunities in the development area.

PART 2: EXPLANATION of PROVISIONS

The objective of the Planning Proposal will be achieved by a site specific amendment of the Eurobodalla LEP 2012:

- to rezone part of the land from the R2 Low Density Residential zone to the E2
 Environmental Conservation zone through an amendment to the ELEP 2012 Land
 Zoning Map Sheets LZN 011B and LZN 012A;
- to rezone part of the land from the R2 Low Density Residential zone to the R3
 Medium Density Residential zone through an amendment to the ELEP 2012 Land
 Zoning Map Sheets LZN_011B and LZN_012A;
- to add a maximum building height standard of 8.5m to part of the land proposed to be zoned R3 Medium Density Residential through an amendment to the ELEP 2012 Height of Buildings Map Sheets HOB 011B and HOB 012A;
- to remove the maximum building height standard for that part of the land proposed to be zoned E2 Environmental Conservation through an amendment to the ELEP 2012 Height of Buildings Map Sheets HOB_011B and HOB_012A; and
- to remove the minimum lot size standard for that part of the land proposed to be zoned E2 Environmental Conservation through an amendment to the ELEP 2012 Lot Size Map Sheets LSZ 011B and LSZ 012A.

The map amendments are described in Part 4 – Figures 3 to 5.

PART 3: JUSTIFICATION for PROPOSAL

In accordance with the department of Planning's 'Guide to Preparing Planning Proposals', this section provides a response to the following issues:

- Section A- Need for the planning proposal
- Section B- Relationship to strategic planning framework
- Section C- Environmental, social and economic impact; and
- Section D- State and Commonwealth interests

Section A- NEED for the PLANNING PROPOSAL

1. Is the planning proposal a result of any strategic study or report?

The planning proposal is, in part, the direct result of the Broulee Biocertification Agreement conferred upon the land by the Minister for the Environment on 19 September 2014. This relates to the rezoning of the strip of land along George Bass Drive and Broulee Road to the E2 Environmental Conservation zone. Rezoning this conservation corridor to the E2 Environmental Conservation zone ensures that a wildlife corridor is retained through the subject land and assists in offsetting the loss of endangered native vegetation within the development area in accordance with the Broulee Biocertification Agreement.

The rezoning of a portion of the land from the R2 Low Density Residential zone to the R3 Medium Density Residential zone is not the direct result of a strategic study or report, however it does reflect a need across the Eurobodalla Shire to increase housing diversity and density. The Eurobodalla Residential and Rural Residential Land Supply Report 2014/15 shows that 81% of all dwellings in the Shire are detached dwellings. In Broulee, 79% of all dwellings (excluding the Banksia Retirement Village) are detached dwellings. The South Coast Regional Strategy requires Councils to "plan for a range of housing types of appropriate densities, location and suitability, capable of adapting and responding to the ageing population".

The proposed R3 Medium Density Residential zone is in close proximity to land zoned B2 Local Centre, schools and open space, and is therefore well located for medium density housing. All of the proposed medium density zone is within 800m of the commercial zone, which is commonly considered a good distance to encourage walking and cycling. The proposed expansion of the R3 Medium Density Residential zone will help to improve the viability of existing and future development on the adjoining commercial land by increasing population in close proximity.

This planning proposal is accompanied by proposed amendments to the Residential Zones Development Control Plan to guide the development of the land. The proposed DCP amendments have been developed by Council in consultation with the land owners and will be exhibited concurrently with this planning proposal. The proposed DCP amendments are provided in Attachment 1 to this planning proposal.

The planning proposal is also accompanied by a set of four master plans addressing a range of issues including the potential development pattern, the road, pedestrian and cycle network and conceptual planning for stormwater and sewer. These master plans are included in Attachment 2 to this planning proposal.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The proposed rezoning of the identified conservation area to the E2 Environmental Conservation zone is a requirement of the Broulee Biocertification Agreement for the land. The changes to the height of buildings and lot size standards are consequential to this rezoning.

The proposed rezoning of part of the land to the R3 Medium Density Residential zone is considered to be the best means of achieving the intended outcome to facilitate a greater mix of housing opportunities in the development area. An alternative to the proposed rezoning of part of the land to the R3 zone would be to add additional residential development type uses to the current R2 zone (either for all R2 zoned land or as additional permitted uses on the subject land), however this would be inconsistent with the current approach to residential zones and land uses

across the Shire (being the identification of separate low and medium density residential areas) and is therefore not considered appropriate.

Section B- RELATIONSHIP to STRATEGIC PLANNING FRAMEWORK

3. Is the planning proposal consistent with the objectives and action contained within the applicable regional or sub-regional strategy?

South Coast Regional Strategy

The South Coast Regional Strategy (SCRS) 2006-2031 is applicable to the subject land. In preparing planning proposals, the SCRS requires Council to:

- Consider the South Coast Regional Conservation Plan (SCRCP) to guide implementation of conservation outcomes.
- Protect regionally significant habitat corridors.
- Plan for a greater housing mix to meet the needs of future households.

The SCRCP recognises the endangered ecological community of the Bangalay Sand Forest that exists on the subject land and the wildlife corridors that cross the land. The SCRCP also outlines how biodiversity conservation can be addressed in the planning system, including through the use of Biodiversity Certification (Biocertification) and Biodiversity banking (BioBanking).

The planning proposal is consistent with the SCRS in the following ways:

- The proposal protects an "indicative habitat corridor" identified on Map 2 of the SCRS and as shown in the SCRCP.
- The proposal is consistent with the Biocertification Agreement conferred on the land, which was developed having regard to the SCRCP.
- The proposal facilitates a greater mix of housing opportunities.

4. Is the planning proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?

Eurobodalla Community Strategic Plan- 'One Community'

The planning proposal is consistent with the Eurobodalla Community Strategic Plan-One Community. It provides for appropriate growth within an existing settlement, thus aligning with the Community Strategic Plan objectives as follows:

- Objective 3.1 Encourage respectful planning, balanced growth and good design
- Objective 3.2 Respond to our changing environment
- Objective 3.3 Value, protect and enhance our natural environment

Eurobodalla Settlement Strategy

The Eurobodalla Settlement Strategy (ESS), adopted in 2006, is an urban containment strategy and states that "settlements are contained within existing settlement boundaries and separation between settlements is maintained to ensure settlement character is protected and urban sprawl is avoided".

The ESS acknowledges the need to protect threatened species and endangered ecological communities and identifies biodiversity certification as a means to facilitate appropriate development through a strategic assessment approach. In particular, the ESS identifies the yellow-bellied glider as species listed as "vulnerable", for which Council has adopted the "Conservation of the Yellow-bellied Glider in the Broulee Coastal Plain Policy".

The ESS identifies Broulee as a "coastal village" which is planned for a population of up to 3000 persons. The current population of Broulee is 1432 (2011 Census), based on 50.5% of dwellings being occupied (2011 Census). The proposed development potentially increases the population of Broulee to approximately 2128 persons (based on the dwelling occupancy increasing to 60.47% (2036 forecast, id consulting). The projected population of Broulee will therefore remain under 3000 and Broulee will continue to be defined as a coastal village in accordance with the Eurobodalla Settlement Strategy.

The proposal is consistent with the Eurobodalla Settlement Strategy in the following ways:

- The proposal facilitates development of land zoned for urban purposes within the existing settlement boundaries of Broulee.
- The proposal retains Broulee as a coastal village.
- The proposal is consistent with a Biocertification Strategy prepared for the subject land.
- The proposal protects threatened species and endangered ecological communities through retention of a corridor for the Yellow-bellied glider, in accordance with the Biocertification Agreement.

5. Is the planning proposal consistent with applicable state environmental planning policies?

An assessment of relevant SEPPs against the planning proposal is provided below.

SEPP 71 Coastal Protection

SEPP 71 aims to protect and preserve coastal environments.

Consistent. The subject site is within the Coastal Zone, but is not in a sensitive coastal location. A Drainage Concept Plan has been developed to support the

planning proposal outlining the strategic concepts to manage stormwater from development of the land, demonstrating that stormwater flows will be directed to detention basins and open space areas within and adjoining development areas. This concept will be further developed when detailed drainage design is undertaken at the development application stage to ensure development will have minimal impacts on coastal processes.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

An assessment of relevant s. 117 Directions against the planning proposal is provided in the table below.

Ministerial Direction	Aim of the Direction	Consistency and Implications
2.1 Environmental Protection Zones	To protect and conserve environmentally sensitive areas.	Consistent. The planning proposal is consistent with the Biocertification Agreement conferred on the land.
2.2 Coastal Protection	To implement the principles of the NSW Coastal Policy	Consistent. The subject site is within the Coastal Zone, but is not in a sensitive coastal location. A Drainage Concept Plan has been developed to support the planning proposal outlining the strategic concepts to manage stormwater from development of the land, demonstrating that stormwater flows will be directed to detention basins and open space areas within and adjoining development areas. This concept will be further developed when detailed drainage design is undertaken at the development application stage to ensure development will have minimal impacts on coastal processes.
3.1 Residential Zones	To encourage a variety and choice of housing types, to make efficient use of existing infrastructure and services and to minimise the impact of residential development on the environment and resource lands.	Consistent. The planning proposal facilitates a diversity of housing opportunities on the subject land, through the use of the R2 Low Density Residential and R3 Medium Density Residential zones.
3.4 Integrating Land Use and	To ensure that urban development	Consistent. The planning proposal facilitates increased urban
Transport	improves access to	densities in close proximity to services, including

	housing, jobs and	schools, open space and retail shops. The
	services, increases	structure plan proposed to be included in the
	transport choice,	Residential Zones DCP (to be exhibited
	reduces travel	concurrently with the planning proposal)
	demand, supports	provides for logical and direct connections
	viable public	through the subject land, facilitating pedestrian,
	transport and	cycle and public transport movements.
	provides for the	,
	efficient movement	
	of freight.	
4.3 Flood Prone	To ensure	Not Applicable.
Land	development of	The subject land is not identified as flood prone,
	flood prone land is	however ponding of water can occur in heavy
	consistent with	rainfall events. This issue can be resolved
	NSW Government	through detailed road and stormwater design.
	Guidelines and that	
	LEP provisions are	
	commensurate with	
	flood hazard.	
4.4 Bushfire	To protect life,	Consistent.
	property and the	The retention of a conservation corridor along
	environment from	the George Bass Drive and Broulee Road edges of
	the effects of	the subject land will result in some future
	bushfire and to	residential lots being classed as bushfire prone.
	promote the sound	However, in accordance with the Biocertification
	management of bushfire prone land.	Strategy, provisions are to be included in a Development Control Plan (DCP), such as the use
	busilille proffe failu.	of perimeter roads, to minimise the risk to life
		and property. Draft amendments to the
		Residential Zones DCP including such provisions
		will be exhibited with the planning proposal. It is
		anticipated that any proposed future
		development of the land will be able to comply
		with the requirements of <i>Planning for Bush Fire</i>
		Protection 2006.
5.1	To ensure planning	Consistent.
Implementation	proposals are	The proposal is consistent with the South Coast
of Regional	consistent with the	Regional Strategy. Refer to point 4 above for
Strategies	relevant regional	further discussion.
	strategy.	

Section C- ENVIRONMENTAL, SOCIAL and ECONOMIC IMPACT

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The subject land has been certified for development through a biodiversity certification process in accordance with the Threatened Species Conservation Act 1995. The Biocertification Agreement conferred by the Minister for the Environment authorises the removal of vegetation listed as an endangered ecological community within the identified development area on the grounds that sufficient offset areas will be provided and protected in perpetuity.

The planning proposal implements a requirement of the Biocertification Agreement by proposing to rezone an identified conservation corridor to the E2 Environmental Conservation zone.

The planning proposal is supported by draft amendments to the Residential Zones DCP, including provisions for a perimeter road, shared pathway, open car parking area, or the like, to be provided along the full length of the conservation area. This will further minimise potential impacts of development on the conservation area.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Bushfire

The removal of the bulk of vegetation within the development area minimises the risk to bushfire for many existing residential lots in Broulee. However, the retention of a conservation corridor along the George Bass Drive and Broulee Road edges of the subject land will result in some future residential lots being classed as bushfire prone. The planning proposal is supported by draft amendments to the Residential Zones DCP, including provisions for a perimeter road, shared pathway, open car parking area, or the like, to be provided along the full length of the conservation area. This will assist in minimising the risk to life and property from bushfire. Detailed assessment of proposed development in accordance with *Planning for Bush Fire Protection 2006* will be undertaken at the development application stage.

Heritage and Aboriginal Archaeological Assessment

There are no heritage items on the subject land. The land immediately to the south contains a heritage item, being an Aboriginal Canoe Tree. Numerous aboriginal objects or places have been recorded in the vicinity of the subject land. Given the undeveloped nature of the land, it is likely that further Aboriginal objects or places may be found on the land. Prior to any development being permitted, Aboriginal Heritage Impact Permits would be required, in accordance with the requirements of the National Parks and Wildlife Act 1974. Such development is Integrated

Development under the Environmental Planning and Assessment Act 1979. Consultation with the National Parks and Wildlife Service will be undertaken as part of exhibition of this planning proposal.

Flooding and Stormwater

The subject land is not identified as flood prone, however ponding of water can occur in heavy rainfall events. This issue can be resolved through detailed road and stormwater design.

9. How has the planning proposal adequately addressed any social and economic effects?

Economic Impact

The subject land has been zoned for residential development for many decades, however development has been unable to be progressed due to the listing of an endangered ecological community on the land. To facilitate development a Biocertification Strategy was undertaken and a Biocertification Agreement has now been conferred upon the land.

The planning proposal implements a requirement of the Broulee Biocertification Agreement and proposes zoning and lot size changes that will facilitate development activity in a form that is both suitable for the land and will result in greater housing diversity for Broulee. Increased densities will support commercial activity in the local business zoned land. Significant construction activity in the development area that will be enabled by this planning proposal will be a boost to economic development in the Shire.

Social Impact

Broulee currently provides approximately 1200 dwellings (including dwellings within the Banksia Retirement Village). The majority of dwellings are detached dwellings on lots ranging generally between 600m² and 850m². Most lots appear to be over 700m² in size however the more recent subdivisions include many smaller lots. With the exception of the Banksia Retirement Village, most medium density housing in Broulee is relatively older stock.

It is estimated that the development yield in the subject development area is approximately 420 dwellings. With an increase in the area of R3 Medium Density Residential zoning, some of these new dwellings will be in the form of multi-dwelling housing or residential flat buildings. This will provide greater housing diversity in Broulee. Greater housing diversity provides increased choice for people in terms of the cost and type of housing available in a local area. This can facilitate a more diverse resident population, which has the potential to foster a more healthy and sustainable community.

Section D- STATE and COMMONWEALTH INTERESTS

10. Is there adequate public infrastructure for the planning proposal?

Access – The subject land can be serviced by roads from a number of locations, including Train Street, Broulee Road, Heath Street and Elizabeth Drive. However, upgrades of key intersections will likely be required as a result of the development. A Road/Pedestrian Network has been developed to support the planning proposal, identifying those key intersections where some treatment may be required and the primary pedestrian routes through the development area. A Traffic and Transport Study of the impact of full development of the subject land will be required to be undertaken prior to any further development of the land to determine the extent of traffic infrastructure upgrades that will be required. Issues to consider in the Traffic and Transport Study will include:

- Appropriate road widths, road reserve widths and splay corners to accommodate bus routes, laybys and shared paths where required (eg. Heath Street);
- Need for, location and design of roundabouts;
- Need for, location and design of parking areas, including possible on-road parking along the southern edge of Captain Oldrey Park;
- Need for, location and design of any required traffic calming measures;
- Pedestrian desires lines, including for school students, and any safety measures required to be implemented;
- Access for construction traffic to minimise impacts on existing residential areas.

A Section 94 Contributions Plan or Voluntary Planning Agreement may also need to be prepared to fund the required infrastructure upgrades.

<u>Water and Sewer</u> – The subject land can be serviced by water and sewer, however the scale of the development will warrant a significant upgrade of the local sewerage system. The development will contribute to this upgrade through Section 64 Contributions (headworks charges). A Sewer Catchment Concept Plan has been developed to support the planning proposal identifying the location of pumping stations that the sewer catchment flow.

Stormwater – As noted above, there are some issues with ponding of water that need to be addressed through road and stormwater design prior to any development taking place. A Drainage Concept Plan has been developed to support the planning proposal outlining the strategic concepts to manage stormwater from development of the land, demonstrating that stormwater flows will be directed to detention basins and open space areas within and adjoining development areas. This concept will be further developed when detailed drainage design is undertaken

at the development application stage to ensure development will have minimal impacts on coastal processes.

<u>Open Space</u> – The planning proposal identifies additional public open space to be provided in the development area. The additional open space provides both an expansion of an existing district/regional sporting facility and opportunity for additional passive local open space. The concept plan demonstrates than all new residents will be located within 400m of public open space, a standard planning rule-of-thumb that facilitates active lifestyles.

The concept road layout includes new perimeter roads for Captain Oldrey Park, providing greater passive surveillance of the park. Whilst this improves safety and security at the park, the future design and location of recreation facilities at Captain Oldrey Park will need to consider safety issues to avoid potential conflicts between park users and passing traffic.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Consultation on the planning proposal has been undertaken with the Office of Environment and Heritage and the Rural Fires Service. A number of issues were raised by these Agencies in correspondence to Council relating to separation of development from the environmental corridor to address bush fire and stormwater issues. The masterplan prepared for this planning proposal responds appropriately to those issues.

PART 4- MAPPING



Figure 1: The subject land



Figure 2: Aerial image of the subject land

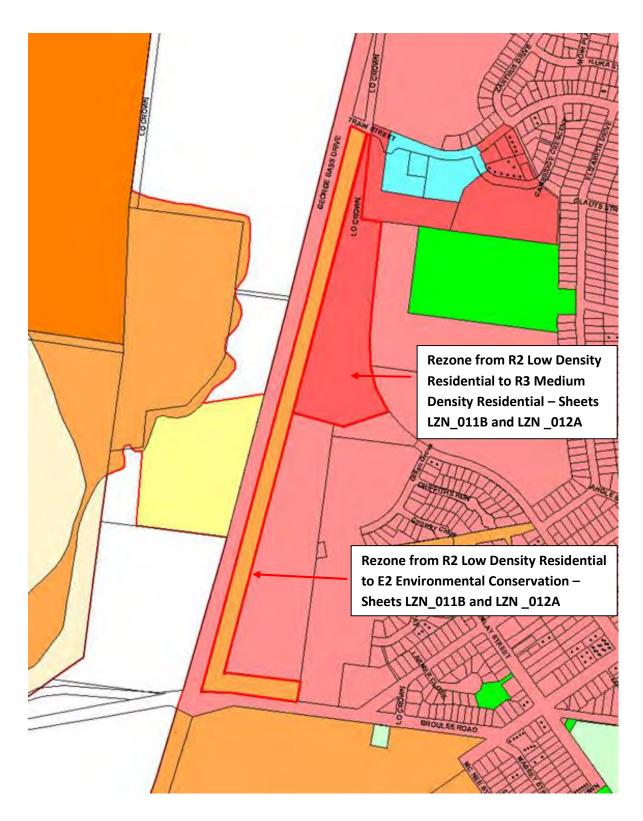


Figure 3: Proposed change to ELEP 2012 Land Zoning Map

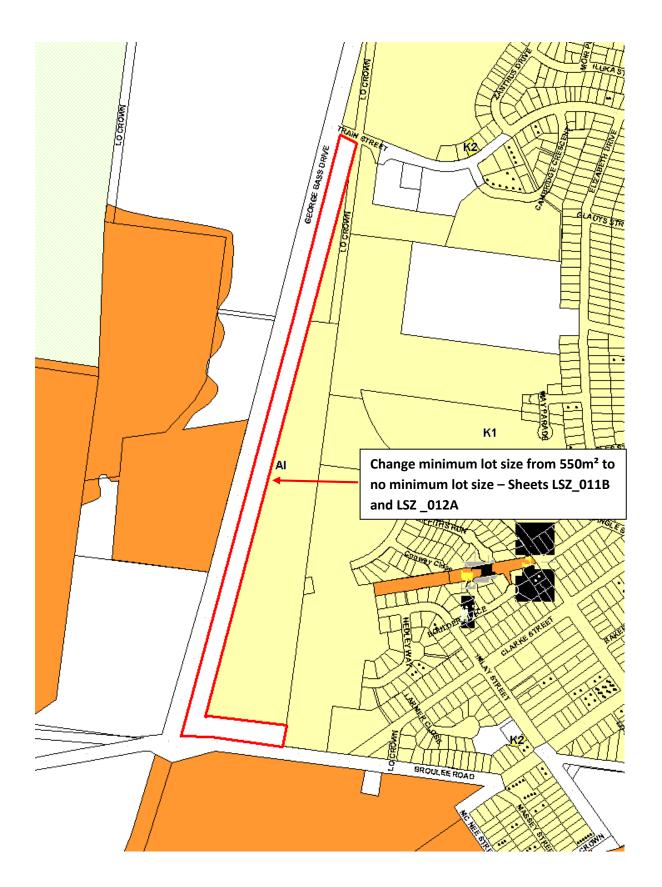


Figure 4: Proposed change to ELEP 2012 Lot Size Map



Figure 5: Proposed change to ELEP 2012 Height of Buildings Map

PART 5- COMMUNITY CONSULTATION

In accordance with Section 57(2) of the Environmental Planning and Assessment Act 1979, this planning proposal must be approved prior to community consultation being undertaken by the local authority. The planning proposal is intended to be exhibited for a 28 day period.

Consultation on the proposed rezoning, minimum lot size and maximum building height amendments will be to inform and receive feedback from interested stakeholders. To engage the local community the following will be undertaken:

- Notice in the local newspaper;
- Exhibition material and relevant consultation documents to be made available at the libraries and Council's Administration Building;
- Consultation documents to be made available on the Council's website; and
- Letters advising adjoining landowners on the proposed rezoning and minimum lot size amendment and other stakeholders that Council deem relevant to this proposal.

Additional consultation measures may be determined appropriate and added to the above as part of the gateway determination.

At the close of the consultation process, Council officers will consider all submissions received and present a report to Council for their endorsement of the proposed lot size amendment before proceeding to finalisation of the proposal.

PART 6- PROJECT TIMELINE

Anticipated commencement date (date of Gateway determination)	August 2016
Anticipated timeframe for the completion of technical information (if required)	N/A
Timeframe for government agency consultation	September 2016
Commencement and completion dates for public exhibition period	October 2016
Timeframe for the consideration of submissions	November 2016
Timeframe for consideration of a proposal post exhibition	November 2016
Date of submission to the Department to finalise the LEP	December 2016
Anticipated date the RPA will make the plan (if delegated)	N/A
Anticipated date the RPA will forward to the department for notification	January 2017

ATTACHMENT 1: PROPOSED AMENDMENTS TO RESIDENTIAL ZONES DCP

The following new provisions are proposed to be included in the Residential Zones DCP.

3.2 Subdivision and development of certain land at Broulee

Note: This section applies to the land identified in Map 10 in Schedule 1 of this Plan in addition to all other relevant provisions of this Plan.

Intent:

• To ensure that development of land at Broulee is consistent with the Broulee Biocertification Strategy and provides for a diversity of housing opportunities.

Development Controls:

Performance Criteria	Acceptable Solution
P1 Development of the subject land is	A1 The subdivision layout and road network
designed to be generally consistent with	shall include, for the full length of the
the Broulee Concept Plan included in	conservation corridor along George Bass Drive
Schedule 4 of this Plan.	and Broulee Road, one or a combination of
	the following:
	A perimeter road
	A shared cycle/pathway
	Open car parking areas
	to ensure adequate separation, including an
	asset protection zone, between residential
	development and the conservation area for
	bushfire protection and to minimise
	environmental impacts.

6.3 Retention of habitat features on certain land at Broulee

Note: This section applies to the land identified in Map 10 in Schedule 1 of this Plan in addition to all other relevant provisions of this Plan.

Intent:

 To ensure that development of land at Broulee is consistent with the Broulee Biodiversity Certification Strategy and facilitates, where possible the retention of habitat trees.

Development Control:

P1 Within the development area there is no requirement to retain existing habitat features. However, in designing subdivision layouts and medium density developments, Council encourages, where possible and feasible, the retention of some habitat features, including hollow bearing trees.

7.4 Water, sewer and stormwater management on certain land at Broulee

Note: This section applies to the land identified in Map 10 in Schedule 1 of this Plan in addition to all other relevant provisions of this Plan.

Intent:

• To ensure a coordinated approach to water, sewer and stormwater management across the subject land.

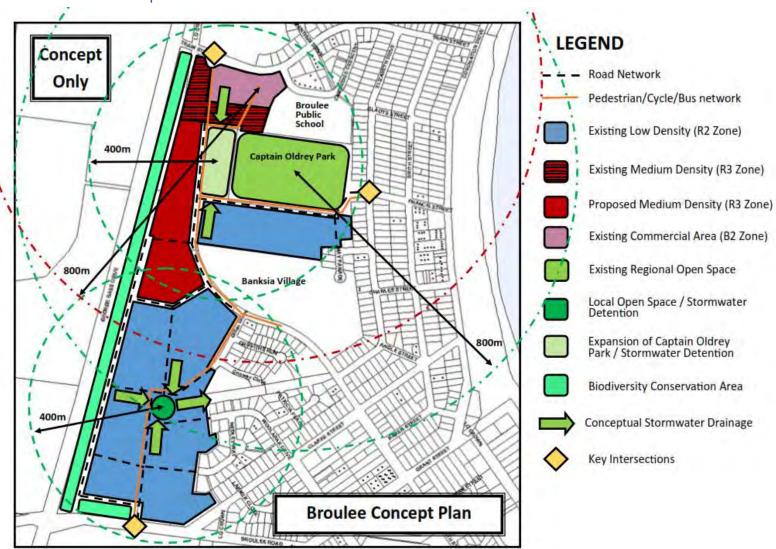
Development Control:

Performance Criteria	Acceptable Solution
P1 Development of the subject land is consistent with detailed master plans endorsed by Council that address water and sewer reticulation and stormwater management.	

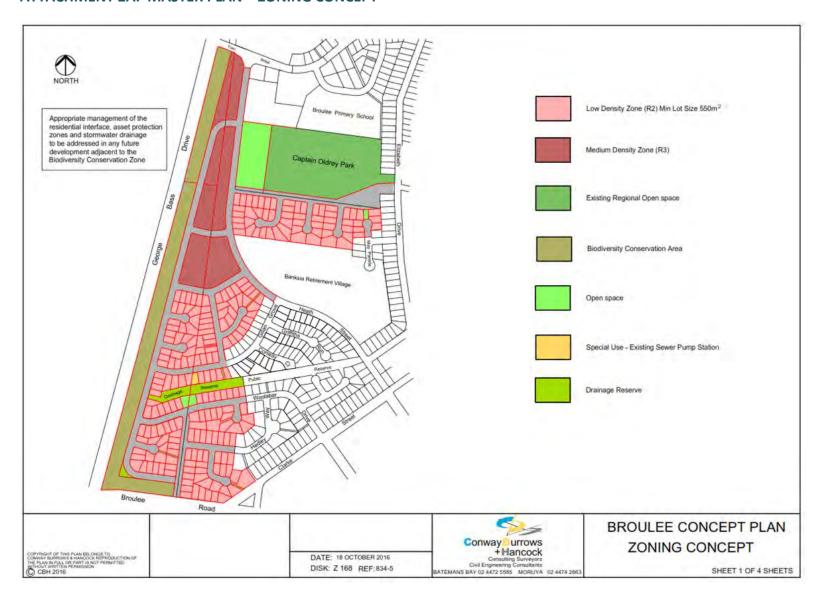


Map 10. Broulee Development Area

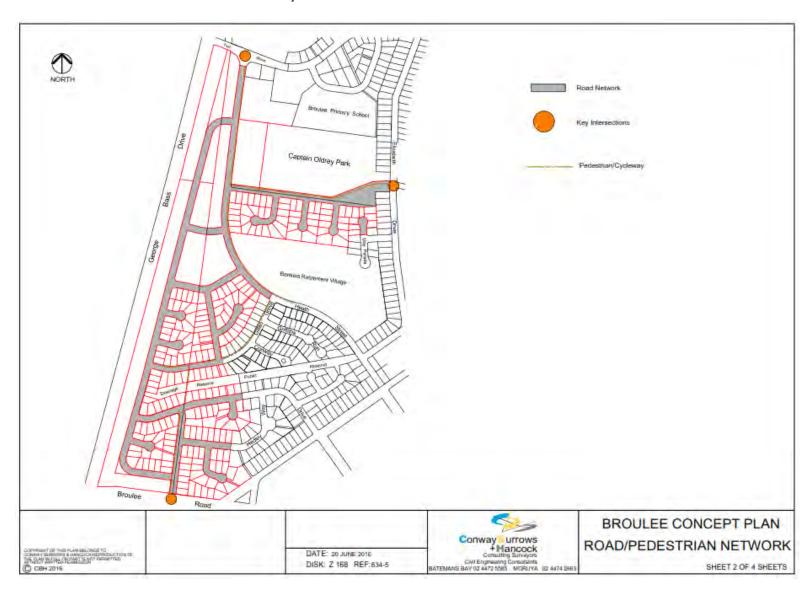
4. Broulee Concept Plan



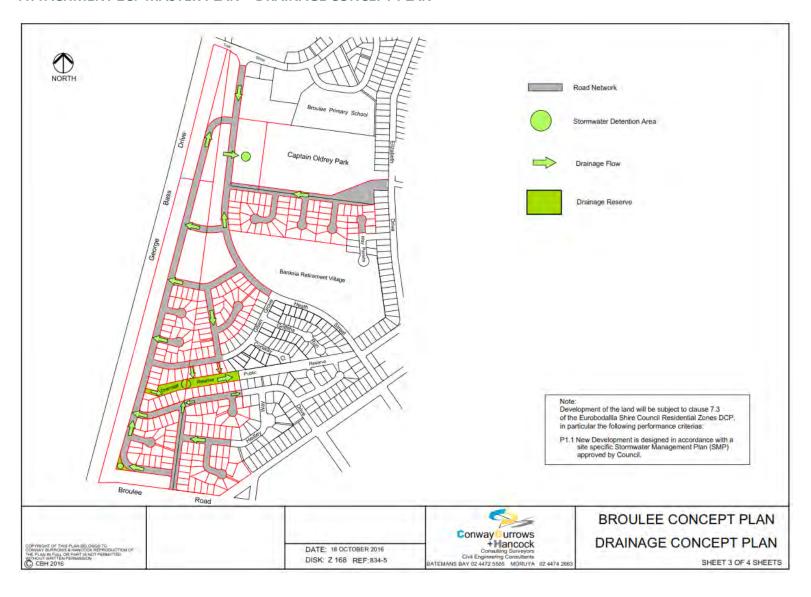
ATTACHMENT 2A: MASTER PLAN – ZONING CONCEPT



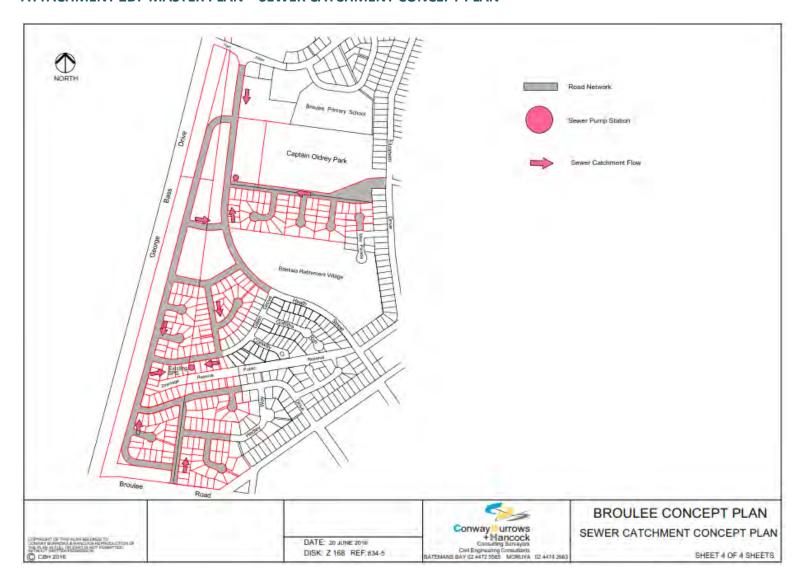
ATTACHMENT 2B: MASTER PLAN - ROAD/PEDESTRAIN NETWORK



ATTACHMENT 2C: MASTER PLAN - DRAINAGE CONCEPT PLAN



ATTACHMENT 2D: MASTER PLAN – SEWER CATCHMENT CONCEPT PLAN



No.	Issues	Response
1	The GP, pharmacist, lawyer and supermarket, as well as three schools, need ongoing growth in population to ensure their sustainability into the future. The Master Plan for Broulee will provide that growth.	Noted.
2	Retention of existing vegetation wherever possible, through development of a detailed vegetation plan overlayed on the master plans. The plan should extend into existing urban areas to identify potential linkages, including pedestrian pathways. Hollow-bearing trees could be retained, or stumps with hollows relocated into open space areas. Nest boxes could be provided in retained vegetation. Verge plantings should be specified in the DCP. The existing areas cleared for development have kangaroos grass and potentially other native grasses and plants. Seeds could be harvested for use in the area. The topsoil could also be stockpiled for re-use. The plan incorrectly shows the intersection of Clarke Street and Broulee Road.	It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, the retention of some habitat features, including hollow bearing trees. This is consistent with the Broulee Biodiversity Certification Order. Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced. The plan shows the existing cadastre accurately. The subject area is unformed road reserve.
	The extension of Captain Oldrey Park provides an opportunity for plantings along the extension of Heath Street and the southern side of the park. The proposed development provides an opportunity for green living and it is pleasing that the original proposal	Master planning of Captain Oldrey Park is required, with community consultation. This process will resolve the most appropriate landscaping for the park and for the verge of the proposed adjoining roads.
	was modified with more opportunities for environmental improvements.	Noted.
	The method of clear felling vegetation for development is appalling. The character of Broulee is a village by the sea with a treed backdrop is fast being destroyed. Existing development in Broulee demonstrates that trees can be retained in the streets and in front and rear yards.	As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road).
	Prior to development, Council should condition which trees are to be retained and ensure a similar tree density to that in the older areas of Broulee.	Council is proposing to include a provision in the DCP to encourage the retention of existing vegetation where possible. In addition, Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.
3	The master plan shows that Captain Oldrey Park is providing half the land for the road access along its southern boundary. The road should be fully contained within the developer's land. Council appear to be providing existing public reserve as access to develop this land, particularly with the "rat run" through the park to Elizabeth Drive, which was originally planned to be via May Parade.	Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended.

The proposed detention area on a future recreation reserve will service development beyond the park. For the use of the park for detention, the developer should provide additional land for retention of established indigenous vegetation.

Issues with stormwater management in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The Broulee Concept Plan and the more detailed master plans for the development area identify the strategic approach to managing stormwater from the development. More detailed stormwater planning will be undertaken as part of future development application processes. Should this more detailed planning result in any changes to the approach to stormwater management, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to stormwater management is recommended. It is not uncommon for parks and playing fields to be co-located with stormwater detention areas. This does not however prevent the safe use of the land for recreation. The design of the stormwater system will consider the use of the area and the best approach to facilitate that use. Detention areas could be above or below ground, they could be small or large areas depending on the size of the catchment, and if above ground they could be located on grassed or treed areas or within sealed car parking areas.

There is still a large area of medium density zoned land adjacent to the commercial area. This land has remained dormant for many years and with the new supermarket at The Moorings and the growth in online shopping, the commercial centre will never have sufficient scale and diversity to cater for the walk up trade from the area of medium density proposed. The planning guidelines which have determined this large area of medium density are fast becoming outdated and the area of medium density should be reduced.

The area currently zoned for medium density is 2ha in size. The lack of development on the commercially zoned land is a reflection of market conditions that may change in the future as a result of additional residential development and increasing population in close proximity. The provision of additional medium density housing opportunities serves to increase housing choice as well as improving the viability of potential future commercial developments. It is considered that these objectives remain relevant.

The subject land and Council's planning strategies have identified the long-term development of the area, and this is the principal reason businesses have made investments in the area. Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. Stable long-term development is needed for investment and growth to occur and in the process desperately needed housing and employment will be created. Local businesses will then benefit from the extra families and income drawn to the area.

Noted.

5

Concerned about placing a key intersection at the entrance to Captain Oldrey Park on Elizabeth Drive will have impacts on the freedom and safety of increasing numbers of children walking and cycling to schools and the park on a daily basis. A significant amount of traffic uses this intersection before and after school and on weekends. The parking spaces are inadequate and many cars resort to parking on the verge up and down Elizabeth Drive. With increased population, this problem will escalate, along with the danger to children and other pedestrians. traffic should be diverted away from school zones and places with heavy pedestrian usage.

Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.

As a Canberra resident who would like to purchase land in this area it would offer us the opportunity and choices which is somewhat lacking at the moment. Broulee is well known as a beautiful place to be on the South Coast, with much to offer. Please give others the possibility of enjoying and contributing to this community too.

Noted.

The association supports the retention of the minimum lot size at 550m².

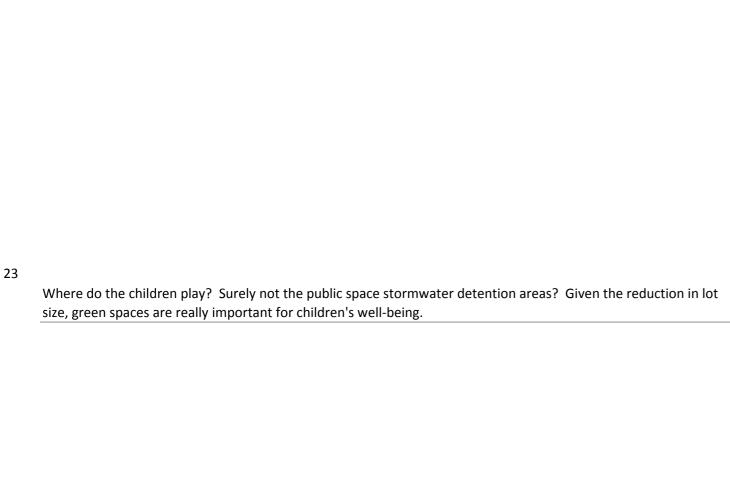
7	The proposal will provide vital growth and development opportunities to the local area. Other infrastructure such as schools are already there - now it is time to encourage and support new families to buy property and move to our community. This will help with our long term sustainability of this area, such a beautiful part of the South Coast.	Noted.
	The redevelopment of larger blocks in existing Broulee into 2 or 3 units combined with smaller blocks and larger homes now being built has all but destroyed the coastal village atmosphere of Broulee. Other characteristics of Broulee that are changing include wider roads and nature strips with retained vegetation. Development areas are now totally clear felled. The association welcomes the reduction in medium density, but the reduction makes the overall development no better.	The concern regarding the redevelopment of existing larger lots in Broulee is noted, but is not relevant to this planning proposal. The concern regarding newer development areas having narrower roads than older areas which have some retained vegetation is noted. The planning proposal includes a proposed DCP provision that existing vegetation be retained where possible. This is consistent with the Broulee Biocertification Order. In addition, Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced. Noted.
	There should be no medium density in this development as it does nothing to enhance the streetscape or the ambience of the area. It will increase traffic congestion to unacceptable levels and decrease pedestrian and bicycle access. There is already sufficient medium density in Broulee. If there is to be any more it should be confined to the area directly west of Captain Oldrey Park extending north to Train Street and not intrude into the greater residential area.	With regards to the proposed R3 medium density zoning, it is noted that the subject area already contains 2ha of land zoned medium density on land adjacent to the commercial zoning. Across Broulee, there is currently 7.4ha of land zoned medium density, plus an additional 9.7ha of land zoned R2 Low Density Residential on which medium density development has been developed (including Banksia Village). The planning proposal seeks to increase the area of medium density zoning within the subject area from 2ha to 9ha. The area proposed to be zoned R3 adjoins the commercially zoned area, an extension of Captain Oldrey Park and is to the west of Banksia Village. It is also located adjacent to the future extension of Heath Street, providing good access to George Bass Drive via Train Street.
	There has been clear felling of vegetation.	As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road).
8	Block sizes are already small, roads and verges are small, leaving little space to plant trees and shrubs, store cars, boats, trailers or caravans.	Council is proposing to include a provision in the DCP to encourage the retention of existing vegetation where possible. In addition, Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.
	There is already congestion on streets when cars pass due to parking on streets. The development is geared to cars, not bikes or pedestrians.	The proposed medium density area will have direct road access to Train Street via an extension of Heath Street. The impact of the proposal is estimated to be an additional 75 dwellings and an additional 96 people when compared to development of the site under the existing zoning. This is considered to be a relatively small increase in population as a result of the proposed additional medium density zoning. It is not considered that this will have a significant impact on traffic congestion or negatively affect pedestrian or bicycle access.
	Where are the pedestrian links to the beach?	The proposed pedestrian/cycle path is only shown within the development area. It will connect to existing or future planned pathways in Broulee.

Noted.

	The proposed road intrusion into Captain Oldrey Park to Elizabeth Drive should not be permitted. Access to Elizabeth Drive should be via May Parade.	Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended.
	Council should purchase the land earmarked for an expansion to Captain Oldrey Park. The open space in the southern part of the development area is too small and should be at least 4 blocks on either side of the drainage reserve. It must be planted and maintained by Council in perpetuity. Otherwise it will be a barren eyesore and a complete waste of effort.	The proposed expansion of Captain Oldrey Park will most likely be dedicated to Council as part of the developer's contributions to open space. The size and design of the pocket park will be considered as part of a future development application.
9	Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment and education, through apprenticeships in the construction industries, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund	
	necessary services and infrastructure.	Noted.
10	Concerned how the road into Captain Oldrey Park will change the atmosphere of the park and the safety of children who use the park. A through road will increase traffic and speed of cars travelling past the park.	Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.
11	Broulee should be limited to low density housing, otherwise it will lose its amenity and change the relaxed lifestyle character of the village. Higher density living should be retained only for the towns of Moruya, Batemans Bay and Narooma.	Broulee already has two areas of land zoned R3 Medium Density residential, both located in close proximity to the commercial areas. In addition, there are a number of medium density scale developments in other parts of Broulee zoned R2 Low Density Residential, including Banksia Village and unit developments on Clarke Street and Zanthus Parade. Given this, the development of some additional medium density housing is unlikely to change the existing character of Broulee.
12	Thanks to Council for amending the original plan which had too much density for a coastal village. Apart from the general lack of tree retention, the green strip along George Bass Drive is too narrow to be viable. The natural strip further north adjacent to St Peters and towards Candaglan Creek appears to be wider. The green buffer in this area should be wider. The limited green space has limited connectivity with other green space throughout the current Broulee village.	Noted. The width of the vegetation corridor along George Bass Drive is consistent with the Broulee Biocertification Order. The vegetation along George Bass Drive on the site of St Peter's School is approximately 40m wide, narrowing to 10m at Martin Place. Captain Oldrey Park and a drainage reserve provide opportunities for connecting green space into existing areas of Broulee.

	Loss of remnant vegetation and an inadequate offset resulting in the loss of critical biodiversity populations and an endangered ecological community.	As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road).
13	Why the push to turn Broulee into another sprawling housing estate. Council should purchase the land and create	The land proposed to be developed has been zoned for residential development since the 1980's. The planning proposal does not rezone any land from non-residential to residential and in fact proposes to reduce the area of land zoned for residential purposes, by the rezoning of land along George Bass Drive and Broulee Road from R2 Low Density Residential to E2 Environmental Conservation. The planning proposal seeks to increase the area of medium density zoning within the subject area from 2ha to 9ha. The area proposed to be zoned R3 adjoins the commercially zoned area, an extension of Captain Oldrey Park and is to the west of Banksia Village. It is also located adjacent to the future extension of Heath Street, providing good access to George Bass Drive via Train Street. As the subject land has been zoned for residential development since the 1980's, is within the urban boundary as defined in the Eurobodalla Settlement
	The small additional open space and the extension of Captain Oldrey Park are token gestures that will only benefit the human inhabitants.	The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.
14	Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment, help with housing affordability, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.	Noted.
15	The proposal should be completed and endorsed so that investment in the Broulee urban area can be encouraged and our basic property rights as landowners recognised and respected. Without development in areas such as Broulee employment and investment in the Shire will continue to stagnate, infrastructure will deteriorate and employment opportunities will be greatly reduced.	Noted.
16	Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment, help with housing affordability, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.	Noted.
17	Without development in areas such as Broulee, employment and investment in the shire will continue to stagnate and the youth of the area will be forced to leave.	Noted.
	The proposal is good for growth and for the future, and tastefully done.	Noted.

19	Such developments offer employment opportunities to locals and apprenticeships for young local adults who otherwise may leave the region.	Noted.
20	The Broulee development will be vital for the Eurobodalla area and will provide a significant amount of employment through both the construction of subdivision and in the building of dwellings. Not to mention the ability for Broulee to handle the increasing population and demand for housing in the area. The development will also be vital in sustaining the viability for businesses and schools to operate in the area. This development must go	
	ahead to help the Eurobodalla move forward and help maintain a healthy and vibrant economy.	Noted.
	I have seen many developments around Victoria and NSW and this one is a real disappointment. It does not acknowledge the local community, the environment or the village lifestyle.	Noted.
	acknowledge the local community, the environment of the vinage mestyle.	Noted.
		The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the
		development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether
		they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept
	I implore reconsideration of the token green space allocated, please give us some more.	Plan with regard to the provision of open space is recommended.
	In Victoria it is a requirement to plant out verges and provide green spaces planted with local natives.	Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.
21	Please consider requiring the developer to do a more environmentally sensitive development, not just 100% clearance of the land, but leaving some trees and pockets of native bushland for the future owners to retain.	As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road). The process of tree removal and wildlife relocation will be considered as part of the assessment of future development applications. It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, the retention of some habitat features, including hollow bearing trees. Broulee already has two areas of land zoned R3 Medium Density residential, both located in close proximity
		to the commercial areas. In addition, there are a number of medium density scale developments in other parts of Broulee zoned R2 Low Density Residential, including Banksia Village and unit developments on
	There should be no medium density zoning - this is not in keeping with the Broulee village.	Clarke Street and Zanthus Parade.
22	The subject land and Council's planning strategies have identified the long-term development of the area, and this is the principal reason businesses have made investments in the area. Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. Stable long-term development is needed for investment and growth to occur and in the process desperately needed housing and employment will be created. Local businesses will then benefit from the extra families and income drawn to the area.	Noted.



Captain Oldrey Park is often unavailable due to organised sport and can be dangerous due to player and spectator

traffic and the proposed new road access around the park should be removed from the plans.

Issues with open space and stormwater management in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. The Broulee Concept Plan and the more detailed master plans for the development area identify the strategic approach to managing stormwater from the development. More detailed stormwater planning will be undertaken as part of future development application processes. Should this more detailed planning result in any changes to the approach to stormwater management or open space, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to stormwater management or open space is recommended. It is not uncommon for parks and playing fields to be colocated with stormwater detention areas. This does not however prevent the safe use of the land for recreation. The design of the stormwater system will consider the use of the area and the best approach to facilitate that use. Detention areas could be above or below ground, they could be small or large areas depending on the size of the catchment, and if above ground they could be located on grassed or treed areas or within sealed car parking areas.

Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.\

24	Creating a key intersection at the corner of Elizabeth Drive and Francis Street, which is in a school zone, constitutes an increased hazard to young cyclists and pedestrians. Broulee Public School uses this park as part of its playground. The intersection should be moved to May Parade. The proposed bicycle path ends at the commercial zone and should be extended to the school.	Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc. The proposed pedestrian/cycle path is only shown within the development area. It will connect to existing or future planned pathways in Broulee.
25	Object to the rezoning of part of the land to medium density.	Medium density development of different kinds, are able to be developed in both the R2 Low Density Residential Zone and the R3 Medium Density Residential zone. For example, the R2 zone permits integrated housing, where the minimum lot size could be reduced to 300m² and multi-dwelling housing. The R3 zone also permits these kinds of medium density housing plus residential flat buildings. The use of the R3 zone encourages the appropriate location of medium density developments.
	The proposal uses incorrect/unrealistic population projections to support the proposed development and therefore underestimates the impact on the local social and physical environment. There is still no plan for resourcing the maintenance of the nature strip area.	The population projections are based on the 2011 census usual population and assume higher occupancy rates for new development areas compared to existing Broulee. Therefore, the population forecasts are considered a reasonable estimate of the likely future population of Broulee. The environmental corridor along George Bass Drive and Broulee Road is in private ownership and the responsibility for maintaining this land lies with the owner.
26	The loss of the ecosystem contributes to the mundane planning within this region. The rezoning of 7ha to medium density is not a positive move. Community meetings have emphasised the importance of retaining wildlife corridors but clear felling of old forest has been approved. The entry to Broulee along Train Street is now a wasteland. Metal fences and high temperature hard surface construction contributes to rising atmospheric temperatures. Some forest should be retained, not just the ugly unmanageable strip along the busy highway.	As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road). It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, the retention of some habitat features, including hollow bearing trees.
	Create some sustainable landscaping using the resources we have in abundance and reduce the size of this development. Low cost housing should not condemn the inhabitants to hot slum conditions in the future.	Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced. Having regard to the above, it is not considered that development of the subject area will result in "hot slum" housing conditions.

28

The Broulee development will be vital for the Eurobodalla area and will provide a significant amount of employment through both the construction of subdivision and in the building of dwellings. Not to mention the ability for Broulee to handle the increasing population and demand for housing in the area. The development will also be vital in sustaining the viability for businesses and schools to operate in the area. This development must go ahead to help the Eurobodalla move forward and help maintain a healthy and vibrant economy.

Noted.

There should be no additional medium density. The reason given, of providing a range of housing options, neglects also permits these kinds of medium density housing plus residential flat buildings. The use of the R3 zone to take into account the existing 2ha of medium density already around the Train Street shops.

Medium density development of different kinds, are able to be developed in both the R2 Low Density Residential Zone and the R3 Medium Density Residential zone. For example, the R2 zone permits integrated housing, where the minimum lot size could be reduced to 300m² and multi-dwelling housing. The R3 zone encourages the appropriate location of medium density developments.

The proposed medium density is all in one location, rather than integrated within the community. Locating all the medium density near the commercial area is not appropriate in a small seasonally-driven coastal village. If the commercial area ends up being unviable for many businesses, Broulee will end up with the inevitable social problems when there are no services for all those people in the medium density. The justification that it is close to density zoning. It is not agreed that there will be inevitable social problems in Broulee should businesses a commercial zone is an example of one bad planning decision being made off a previous poor decision - being the fragmenting of Broulee's commercial lands. As all of the medium density area is in one location, not spread out like household income and capacity to pay mortgages or rents. While the development of medium density existing medium density developments in Broulee, makes it less desirable for holiday homes and more likely to be affordable housing. The community will be dealing with associated social issues given the lack of public transport and services in this coastal village. This type of housing is better suited to the regional hubs where employment, transport and services are available.

The area proposed to be zoned R3 adjoins the commercially zoned area, an extension of Captain Oldrey Park and is to the west of Banksia Village. This area will have direct road access to Train Street via an extension of Heath Street. The impact of the proposal is estimated to be an additional 75 dwellings and an additional 96 people when compared to development of the site under the existing zoning. This is considered to be a relatively small increase in population as a result of the proposed additional medium not prove viable in the commercial area. Affordable housing is a relative concept that is dependent on housing is likely to provide housing that is affordable to a wide range of households, this does not mean that all medium density housing will be purchased, rented or occupied by any one type of household. Therefore, there can be no assumptions about the type of household that may live in such housing in the future, and no assumptions in relation to any potential social issues that may or may not arise.

Removing the medium density would greatly reduce the population increase to our village. The current proposed population statistics are an improvement on the previous versions provided, but are still underestimated, being based on the winter time population figures. Presumably the summer peak figures are used to ensure sewer and water services work all year round, therefore it shows there is one figure used internally and another "friendly" one that is distributed to the community. It appears that the additional medium density is proposed to compensate the land owners for the loss of land through the 40m wide conservation corridor.

Under the previous LEP, Broulee had two commercially zoned areas. In the development of the Eurobodalla Local Environmental Plan in 2012, the decision to apply a commercial zone to some land on Train Street was associated with the removal of another commercial zoned area on Broulee Road, so that there remains two commercial areas in Broulee. The Train Street site was considered a better location for commercial development than the Broulee Road site.

The developer's approach to clear felling the land results in a barren landscape. Council should require at least 1 mature tree be retained in each subdivision, determined on a strategic basis.

It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, the retention of some habitat features, including hollow bearing trees. This is consistent with the Broulee Biocertification Order.

I recognise the improvements to the stormwater plan, but the development should strive not to put any additional stormwater onto our beaches, with retention on site or in the adjoining bushland area across Broulee Road that is subject to bushfire management.

Issues with stormwater management in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The Broulee Concept Plan and the more detailed master plans for the development area identify the strategic approach to managing stormwater from the development. More detailed stormwater planning will be undertaken as part of future development application processes. Should this more detailed planning result in any changes to the approach to stormwater management, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to stormwater management is recommended.

The token green space in the southern part of the development is an improvement but could be larger.

The vegetation in the E2 zone should be protected for clearing for bushfire protection. Council should also consider other measures such as the banning of cats.

The lack of transparency on the Captain Oldrey Park expansion is concerning. My understanding is that Council will clear all of the bush on the park for car parking, to increase the oval space and to relocate the tennis courts. The park should not be turned into another Hanging Rock, but should remain as a village sports complex in a natural setting, while still providing some additional services and car parking. The planner's justification for removal of trees and roads running alongside the park so that people in the new developments do not get up to nefarious activities presumably acknowledges the social issues we will need to expect with their master plan. I find it disconcerting that the master plan is on exhibition at the same time as a DA for subdivision is also on exhibition. How can the public feel that you will listen to their concerns when you are already approving DAs in that plan. If the E2 zone needs to be in place before any clearing of vegetation can take place, this master plan should be finalised before any clearing can commence. Further, the public exhibition of the DA refers to the wrong The public exhibition of the DA refers to the correct lot description. The submittor has referenced a lot and lot and DP.

The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.

The master plan and a proposed DCP provision both identify the need for development adjoining the conservation corridor to ensure adequate separation for bushfire protection. Council does not currently have a policy on the banning of cats.

Master planning of Captain Oldrey Park is required, with community consultation. This process will address issues such as tree retention, location and design of various recreation facilities, car parking and access issues. The provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.

The subject land is currently zoned for residential development. There is no requirement for the planning proposal to be completed before the subject land can be developed in accordance with the existing zoning. DP that has been superseded by the subdivision of the pumping station from the residue lot.

Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.

The existing minimum lot size for the land is 550m² and this is proposed to be retained.

The area around the oval needs to be revisited. As regional sporting grounds car parking is already an issue, the proposal ignores child safety and appropriate parking.

Why is there no minimum lot size? This needs to be changed back to 550m².

		The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result
		in any changes to the open space provision, these can be considered on merit having regard to whether
		they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept
	Good design would include far more green space than is evident.	Plan with regard to the provision of open space is recommended.
		As the subject land is already zoned for residential development and the vegetation on the land has been
		approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation
		on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP
		amendment encouraging the retention of some habitat features where possible and feasible. As this is
		consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is
		recommended. It is important to note that the Biodiversity Certification order issued by the Minister for
		the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the
		40m corridor along George Bass Drive and Broulee Road). The process of tree removal and wildlife
	The clear felling of all the trees needs to be looked at.	relocation will be considered as part of the assessment of future development applications.
		The provision of open space in the development area is not a relevant matter for the planning proposal, but
		is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires
		development to be generally consistent with the plan. The additional green space proposed to be provided
		includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained.
		Combined, it is considered that these represent an appropriate amount of green space for the
30		development. However, should the more detailed assessment at the development application stage result
		in any changes to the open space provision, these can be considered on merit having regard to whether
		they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept
	Bigger green spaces, connected.	Plan with regard to the provision of open space is recommended.
		Issues with stormwater management in the development area are not relevant matters for the planning
		proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan
		and requires development to be generally consistent with the plan. The Broulee Concept Plan and the more
		detailed master plans for the development area identify the strategic approach to managing stormwater
		from the development. More detailed stormwater planning will be undertaken as part of future
		development application processes. Should this more detailed planning result in any changes to the
		approach to stormwater management, they can be considered on merit having regard to whether they are
	Stormwater matters have not been addressed by Council, particularly the stormwater flow out at South Broulee	generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with
	Beach.	regard to stormwater management is recommended. The master plan for the development area includes the connection of Heath Street to Train Street and a
		The master plan for the development area includes the connection of Heath Street to Train Street and a new road connection to Broulee Road, providing alternative access arrangements into the new
	Elizabeth Drive has had a traffic problem for many years - amount of trades, commercial trucks and use as a short	development area. The staging of road construction will be determined as part of future development
	cut. Roads should be put in first.	application processes.
	Future land developments are required to maintain employment opportunities and adequate housing for families	
31	moving to the area. The building of new houses provides employment opportunities for local tradesmen and	

	A Canberra resident who visits Broulee regularly and would like to build a holiday house, but finds it impossible to	
32	buy land. As holiday makers, we support the surf school, the supermarkets and the cafes. Development in	
	Broulee would support current businesses even more.	Noted.
	I acknowledge there have been improvements in the master plan, however I still have some significant concerns.	Noted.
	It is clear in NSW State Planning recommendations that medium density housing be reserved for communities that have populations greater than that of a town, not places like Broulee which have a smaller population.	There is no prohibition in State planning requirements or guidelines to the provision of medium density housing in villages. Broulee already has two areas of land zoned R3 Medium Density residential, both located in close proximity to the commercial areas. In addition, there are a number of medium density scale developments in other parts of Broulee zoned R2 Low Density Residential, including Banksia Village and unit developments on Clarke Street and Zanthus Parade.
33	The location of the proposed medium density is furthest away from the already established business centre and will create a disconnected and unhealthy population. There is no clear benefit to the community.	The location of the proposed additional medium density is adjoining existing medium density zoning and in close proximity to land zoned for commercial development. The additional medium density zoning in a location proximate to a commercial area provides a number of community benefits, including a greater mix of housing choice and increased viability of (future) businesses within the commercial area.
	space" which it is not. There should be a greater number of green spaces that interconnect the community and	The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended. The Master Plan clearly identifies the pumping station as a pumping station, not as a park.
	Support the application of the E2 zone as this is a requirement of the Order of Biodiversity Certification.	Noted.
34	· · · · · · · · · · · · · · · · · · ·	Council is proposing to include a provision in the DCP that requires a perimeter road, shared cycle/pathway and/or open car parking areas for the full length of the conservation corridor to ensure adequate separation, including asset protection zones, between residential development and the conservation area for bushfire protection and to minimise environmental impacts. Extending the perimeter road to the northern property boundary is not required to achieve adequate separation for asset protection zones or to ensure protection of the conservation corridor.
		The drainage concept plan shows stormwater flows towards, but not into the E2 zone. The plan does not show any stormwater retention basins within the E2 zone. Detailed drainage design, that will be undertaken at the development application stage, will clarify the direction, volume, capture and treatment of stormwater from the land to minimise impacts on the conservation corridor. The proposed DCP provision has been strengthened by the inclusion of an acceptable solution stating that "stormwater flows shall be managed to avoid detrimental impacts on the E2 zoned area and stormwater detention basins shall not be located within the E2 zoned area".
	While we agree that an Aboriginal Heritage Impact Permit will be required prior to development, we recommend that an Aboriginal cultural heritage assessment be completed prior to rezoning.	As all of the subject land is currently zoned residential, development applications for residential development can be submitted now and the required assessments for Aboriginal cultural heritage be undertaken as part of the development assessment process. In these circumstances, the recommendation for Aboriginal cultural heritage assessment prior to rezoning is considered onerous.

The NSW Department of Planning classifies Broulee as a coastal village, being a small centre with a population up environment, including the 40m wide conservation corridor required to be retained as per the Broulee to 3000 people. In coastal villages the natural environment dominates in terms of views, environmental systems Biocertification Order. As the subject land has been zoned for residential development since the 1980's, is and vegetation types. Villages are differentiated by having a small vibrant centre set within a distinctive and intact within the urban boundary defined by the Eurobodalla Settlement Strategy and immediately adjoins existing natural environment. A natural environment is not the urban sprawl this design proposes. residential areas of Broulee, it is not considered to be urban sprawl. The size of lots in the development area is not a relevant matter for the planning proposal or DCP amendments as no change is proposed to the minimum lot size for the development area, which is 550m². This is consistent with the minimum lot size for all residential land in Broulee, and is in fact larger than the actual lot size of some of the most recently subdivided lots in Broulee. The size of roads is also not a relevant matter for the planning proposal or DCP amendments. The size of roads is a matter for detailed assessment at the development application stage and is guided by Council's Infrastructure Design Standards. Further, Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is The new areas already have small blocks with no room for shade trees. The houses are so close to the small roads noted that tree planting in verges of recently developed areas has commenced. No change to the proposed there is also no room for verge planting. This is not following the definition of a village. The new plan proposes DCP amendments is recommended in response to this matter. Council's Landscaping Code, which is the same development style. A minimum of 700m² would still ensure profit for developers and rates for Council. referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will Leaving green belts throughout would leave more habitat for wildlife. Larger blocks would leave more room for apply to development of the subject land. It is noted that tree planting in verges of recently developed trees. areas has commenced. As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the The effect on wildlife is totally ignored. Trees with hollows that are to be removed should be checked for wildlife 40m corridor along George Bass Drive and Broulee Road). The process of tree removal and wildlife so carers can assist with possible rehousing. relocation will be considered as part of the assessment of future development applications. The subject land is not in private ownership. It is part of Captain Oldrey Park and is in public ownership. There is no proposal to remove this land from public ownership. Master planning of Captain Oldrey Park is Concerned that the bushland behind my property and the access track to Captain Oldrey Park is now in private required, with community consultation. This process will address issues such as access, parking, landscaping ownership and I do not recall any consultation about this. and recreation facilities. As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community Concerned about the poor environmental outcome of this development due to the removal of the vegetation. The (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the small corridor along George Bass Drive is not sufficient to sustain the flora and fauna of the area. 40m corridor along George Bass Drive and Broulee Road).

The planning proposal will not change the classification of Broulee as a coastal village. The Broulee Village will retain a usual population of less than 3000 people. It will continue to be surrounded by the natural

will be required as part of
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ng of the development is
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ent area, which is 550m².
is in fact larger than the
to the proposed DCP
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levelopment area. plantings undertaken. The
plantings undertaken. The oplication stage.
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47	Broulee needs development to improve and to give our children the opportunity to live and work in this area in the future.	Noted.
48	Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment and education, through apprenticeships in the construction industries, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.	Noted.
49	Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment and education, through apprenticeships in the construction industries, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.	Noted.
50	The Eurobodalla Shire requires urban residential development to keep up with the expected population growth. Broulee has the prefect development opportunity to satisfy this expected growth. There are noticeable shortages of rental properties available for potential tenants and there noticeable demand for flat, levelled land for families to build on. The development will help alleviate the shortage. The development provides employment opportunities to local business, tradies and labourers for a number of years, keeping them employed in the local area. Keeping locals here will ensure that businesses are not so reliant on the tourist trade. Addition contributions to Council from the development will contribute resources to achieve their planning goals.	Noted.
51	The Broulee development will be vital for the Eurobodalla area and will provide a significant amount of employment through both the construction of subdivision and in the building of dwellings. Not to mention the ability for Broulee to handle the increasing population and demand for housing in the area. The development will also be vital in sustaining the viability for businesses and schools to operate in the area. This development must go ahead to help the Eurobodalla move forward and help maintain a healthy and vibrant economy.	Noted.
	The developers need to be responsible for landscaping the new development area, including maintenance and watering of street trees. The landscaping is part of the village's green infrastructure and an integral part of the whole design.	It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, to retention of some habitat features, including hollow bearing trees. This is consistent with the Broulee Biocertification Order. Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land is noted that tree planting in verges of recently developed areas has commenced.
52	The open space area in the plan, in the southern part of the development area, is inadequate. An area of existing bushland should be kept, in addition to the green corridor along George Bass Drive. It would also be ideal to provide green treed areas within the design of both R2 and R3 areas, and as the house blocks are small, green areas are necessary for residents' wellbeing, to reduce heat, add aesthetic value, improve the microclimate and encourage social cohesion.	The provision of open space in the development area is not a relevant matter for the planning proposal, is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provide includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.
	It is disappointing that Council negotiated a Biocertification Agreement for the development area, but haven't been able to negotiate a more environmentally sustainable concept plan.	Noted.
	The Biocertification Agreement isn't credible. Council should be requiring all new urban developments to be undertaken on land that is cleared and in poor ecological condition. Any clearing of vegetation should be of widely represented vegetation communities and only for rural dwellings on large lots. Endangered Ecological Communities should be completely conserved and managed for conservation.	

	The 40m vegetation corridor along George Bass Drive is inadequate and should be increased to 80m. A wider corridor would allow low intensity recreational use, such as walking tracks. Native vegetation should be retained on and surrounding Captain Oldrey Park. There should be corridors connecting the areas of native vegetation. A riparian corridor should be formalised and connected with the vegetation corridor along George Bass Drive. Any planned open space should be located next to the riparian corridor. The corridor should be managed purely for biodiversity and for erosion control, with support from the local community.	The width of the vegetation corridor along George Bass Drive is consistent with the Broulee Biocertification Order. Master planning of Captain Oldrey Park, in consultation with the community, will address issues of vegetation retention on the park. There are no riparian corridors through the subject land. An existing drainage reserve is proposed to be extended to meet the conservation corridor along the western boundary of the land.
53	The proposed open space in the southern part of the development area is inadequate. A well designed open space area would mean that families could use this space rather than walk to Captain Oldrey Park, thereby dispersing visitor pressure.	The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.
	A group of residents have joined with the developer of the area to plant trees on several streets. However we seek Councils support to require a complete landscaping plan for the new development so that the planning for street trees is completed comprehensively. The developer should meet these costs, including ongoing maintenance.	Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.
54	Development of this area will allow vital services and infrastructure to remain in place with increased rates and developer contributions. Jobs created by residential development has allowed people born here to move back.	Noted.
55	Without development in areas such as Broulee, employment and investment in the shire will continue to stagnate and current and future employment opportunities will be greatly reduced.	Noted.
56	The subject land and Council's planning strategies have identified the long-term development of the area, and this is the principal reason businesses have made investments in the area. Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. Stable long-term development is needed for investment and growth to occur and in the process desperately needed housing and employment will be created. Local businesses will then benefit from the extra families and income drawn to the area.	Noted.
	urawn to the area.	Noteu.

