

# ● Book 2 Precinct Structure

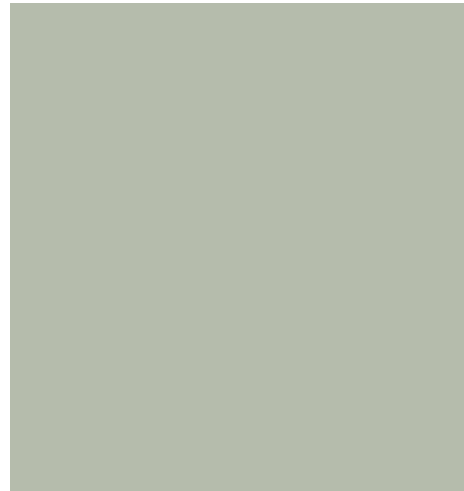
Centre Framework





# ● Precinct Structure

Centre Framework (Function)



## 4.0 PRECINCT STRUCTURE

There is a commercial element to planning a future for the Batemans Bay town centre, because commercial development will be required to achieve some of the outcomes described in the Urban Design and Built Form elements – which presupposes a commercial response from land owners and developers to the opportunities particular to each site.

Based on achieving certain structure outcomes, certain key sites have been identified within the context of future development potential. These key sites are those where critical development mass is achievable in a location where new development would have the best potential to deliver specific outcomes. Critical mass is needed at a strategic level to ensure that the long term economic opportunity offered by Batemans Bay as a whole, is best taken advantage of – but not at the expense of social or environmental factors, but alongside. This is evidenced by alignment of this plan with Council's Settlement Strategy and the State South Coast Regional Strategy.

Not every site can sustain high levels of development, nor does the community want it to. However, some sites need to be further developed if the whole range of strategic objectives are to be achieved.

The aim of the structure plan is to best manage the process in order that objectives are achieved.

Batemans Bay Town Centre is entering a period of significant change, which in itself engenders further development pressures. Past developments such as Stockland Mall, have re-focused commercial activity, becoming another principal destination for daily/weekly food and comparison shopping. Meanwhile, the traditional strip retail offer on Clyde and Orient Streets has had to reposition itself and has emerged still with a strong retail focus. However to date there has been only a low level of development across the traditional commercial uses within the centre.

There has however, been significant development pressure from the inclusion of residential accommodation within proposals for development, particularly on those sites with foreshore location or uninterrupted water views. These changes and pressures will be ongoing and will impact on other sites as both the planning regime changes and as commercial opportunities arise. Some sites will be better respond to these changes than others.

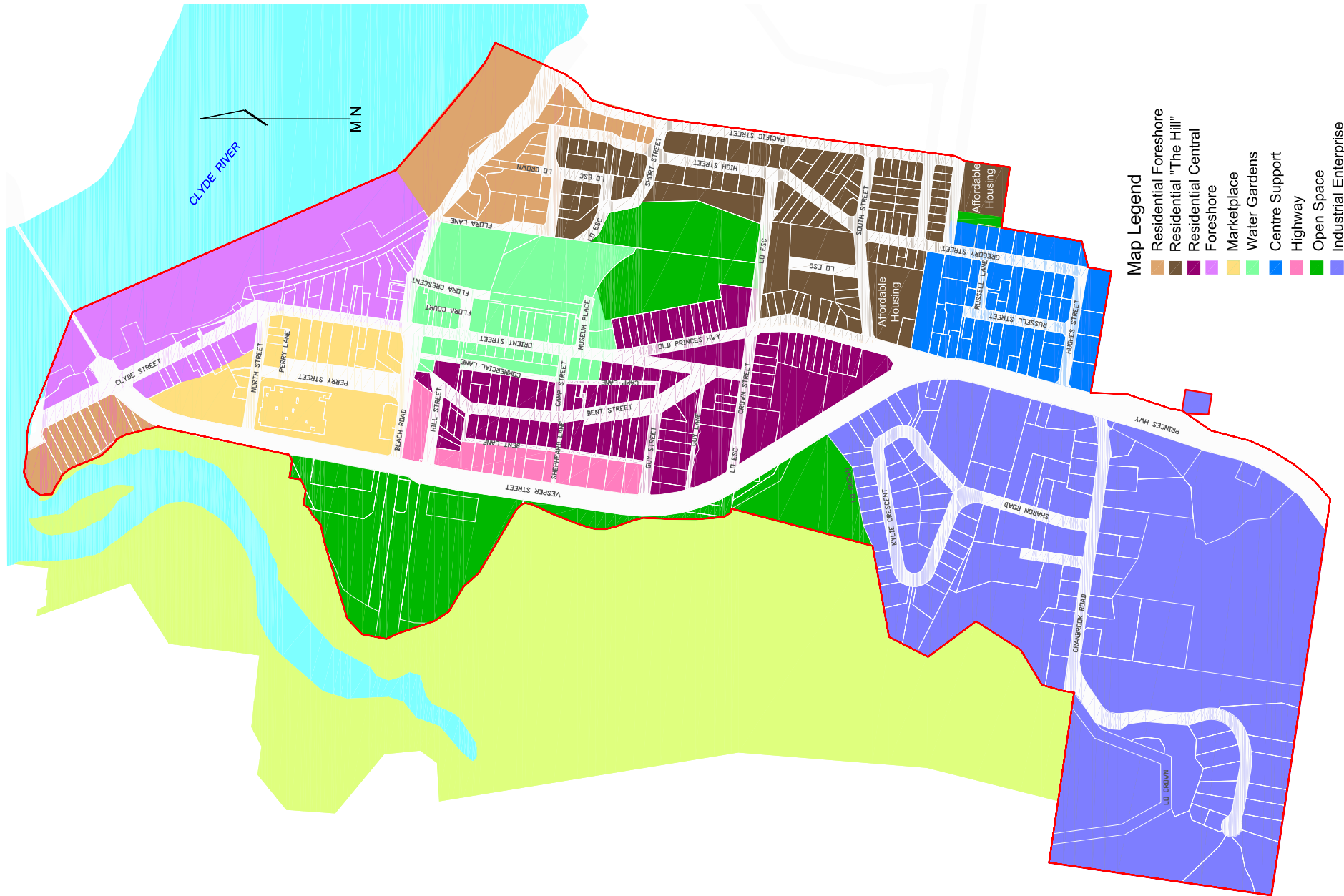
To this end, the commercial centre faces some decisions regarding the density (and height) of development it can tolerate (and the community is prepared to accommodate), in the town centre. Amidst the increase of land values of the last three to four years, the sea-change phenomenon and growth pressures generally, the commercial heart of the town remains (with the exception of Stockland Mall) largely unchanged from what it was 15 to 20 years ago. The issue for the town therefore appears to be how, rather than whether, to accommodate these pressures.

From conversations conducted for purposes of this strategy, it seems that most sections of the community generally accept that there will be more development. The central concern of many locals is the scale of that development, rather than the mere prospect of it occurring at all. If this is the case, then it may be time for the debate to move to the specifics of the “how?” question. To this end, there are a number of identified key issues, including:-

- height limits per se;
- the location of sites – or precincts – where those heights will be permitted; and
- the structural adjustments required to facilitate implementation of new development outcomes and equally, to prevent unfavourable development outcomes.

As to height limits, previous community consultation indicated that buildings of up to four storeys might be acceptable in appropriate places in the town centre. For reasons of project economics – structural implications such as amortising costs of lift installations over more floors, higher fire protection requirements, rental recovery per included uses, etc – dictates that development at this scale needs to be as high as can reasonably be achieved in the circumstances.

For the purposes of achieving the broad range of urban design outcomes, the structure plan takes the view that firstly, anything over four or five floors would be moving into new territory for Batemans Bay, but might nonetheless be appropriate in one or two spots, and secondly, that in appropriate locations five levels need not necessarily present as being of a much greater scale than a four level building and would be a more economic proposition to develop.



- Map Legend**
- Residential Foreshore
  - Residential "The Hill"
  - Residential Central
  - Foreshore
  - Marketplace
  - Water Gardens
  - Centre Support
  - Highway
  - Open Space
  - Industrial Enterprise

As to location, most of the potential sites for such development are relatively tightly clustered, either within the retail core or at key locations and entrance sites. Individual sites are discussed in the 'Built Form' section.

As to the structural development standards, these will be discussed within the built heights and site plot chapter of Built Form section later in the strategy.

Within the context of the preceding discussion and with reference to the urban design principles and master planning of sites and town blocks the structure plan identifies separate areas of the town centre. Through their character and function, these areas have been defined as town precincts. These precincts almost without exception are considered to have potentially greater commercial capacity than is currently being realized.

This section of the report considers these precincts as regards both their apparent development capacity (current provisions of the Development Control Plan notwithstanding) and the likelihood of that capacity being realized in the foreseeable future. These precincts each have a number of key character elements. Although all areas have through past planning legislation shared a similar broad zone description and therefore land-use regime, are more finely defined in terms of urban form and market-responsive outcomes.

The Structure Plan provides additional guidelines for development within the different precincts and key sites of the town centre. These guidelines, together with the appended principles, further define the precinct function. These principles integrate with, and reinforce, the directions of the town centre framework, and should be read in conjunction with the remainder of the Structure Plan to ensure a complete understanding of the outcomes the plan is aiming to achieve.

## 4.1 Foreshore Precinct

### Function

The waterfront area encompasses the historic working waterfront, those parts of the public recreation zone fronting the foreshore, and areas that have traditionally served, and will continue to serve the retail main streets. Whilst the foreshore is a key identifier for the town, it currently interfaces poorly with the active centre, particularly in terms of active pedestrian linkages from the main retail areas to the foreshore walkway.

Currently the Murra Murra Mia walkway and its adjacent retail frontages, experience very little activity out-of-hours. Therefore, this area is perceived as being unsafe after hours, as under-utilised, and as creating a vacuum of activity, particularly in the evenings. Re-establishing the desired retail base, together with mixed-use developments above and extended trading, will re-vitalise this area. To this end, better integration between the core retail and foreshore precincts is an important objective for the Structure Plan.

The Foreshore precinct offers opportunities for recreational activities accessible to the town centre, neighbouring residential areas and the wider community. The natural and historic attributes of the area, including the still active wharves, walkway and natural features of the foreshore, should be appropriately protected to correspond with an increase in tourist and visitor use. The precinct should be distinctive in its prime retail purpose, yet also focused on its active mixed use dedicated to general and tourist related retail outlets, and its entertainment and upper-level mixed-use areas dedicated to tourist accommodation, limited residential (refer site specific outcomes) and commercial space.

Due mainly to overcoming issues of flooding and tidal storm run-up, new developments fronting Clyde Street will need to establish ground floor developed levels above the hazard level. In most instances this is between 600mm to 800mm above existing ground level. For a whole street frontage consisting mainly of narrow allotments, this will pose access problems for pedestrians, disability and vehicles. To overcome these issues, Council is suggesting a combination of revised frontage and rear access solution. As the block bounded by Clyde, Vesper and North Streets is re-developed a new laneway will be introduced (running parallel to Clyde Street), behind the allotments fronting Clyde Street, (refer fig 4.1). This lane – gaining entry from Vesper and exiting onto North Street – will provide direct vehicular access to these properties. The first stage of the lane formation will be provided through the re-development of the Clyde Motor Inn site. As other development within this block comes on-stream, the lane will be extended through to Vesper Street.

The provision of disability and pedestrian access to the properties from street level to the raised ground floor level if required for each individual property would severely compromise the efficient functioning of an active street frontage. It is therefore proposed that the structural building frontage be set back (at ground level only) to permit a second raised continuous footpath that will traverse the full length of Clyde Street. This will permit the consolidation of both pedestrian and disability access to two or three locations and free-up space in front of shopfronts for alfresco dining, (refer detail section 7).

### Vision

The building frontages at street level are fine grained, contemporary and locally appropriate (that is, individual businesses generally located on smaller allotments or individual leaseholds within parent complex, providing greater

diversity of opportunities). There will be extended hours interaction between the active Clyde Street retail frontage and the Foreshore Park, broadening the opportunities for activity on both private and public space. This interactivity will make better utilisation of existing areas, and the pedestrian friendly streets will slow traffic movement.

Foreshore improvement works and enhanced service buildings will improve visitor amenity and provide for a vibrant foreshore café and maritime activity scene. Boating and marine activities providing services and products for on-water activities, combined with specialist tourist related retail and food outlets, will dominate the ground level frontages onto the walkway.

Open spaces will host a variety of local, cultural and national events over extended hours throughout the year. The waterfront promenades will cater to an expanded range of activities, providing opportunities for out-of-hours functions and extended access. Tourist accommodation will be plentiful, offering another dimension to the vitality of the town life.

Due to the mixed use nature of buildings on allotments between Orient Street and the Murra Murra Mia walkway, the area will have an extended hours vibrancy.

### Town Centre Hub

The intersection of Clyde, Orient and North Streets, together with existing active retail presence, support this location as the town centre hub. The enhancement of this area, inclusive of new developments, and its retail activity interacting with the foreshore ambience, heightens its value as the focus for the town. Buildings fronting the 'Hub' should include activities at street level that function over longer hours, particularly during weekends and extended days during

peak tourist season. The architecture of the buildings in this area, should reflect a marine foreshore ambience which is infused in both internal and external spaces.

The contribution of improved standards of tourist accommodation complements this focus and promotes activity and vitality to its street frontages. Furthermore, both existing and future businesses will benefit from increased day and evening activity and surveillance, improving the hub's safety, attractiveness and role in supporting the town centre.

### Elements

The changing commercial structure and placements within the town centre have given rise to opportunities for niche market businesses to be established adjacent to foreshore areas which will add to the broader scale market. In addition, there are opportunities, due to the foreshore location, to maximise the accommodation potential of this area.

Key elements of this precinct include:

- The Foreshore Park and related facilities including extended walkway and wharves;
- Clyde street pavement as an extension of the adjacent retail interactivity areas;
- The retail activities that should be established within the area to differentiate it from other precincts include:
- The introduction of new rear laneway behind allotments fronting Clyde Street





map 4.1 foreshore precinct

- High quality clothing boutiques, gifts and household goods;
  - Delicatessen, specialty food retailing, quality fresh foods;
  - Local food and wine outlets;
  - Tourist/visitor retailing;
  - Local art and craft outlets;
  - Antiques, and
  - Wine bars, cafes and music venues.
- Murra Murra Mia walkway and adjacent active retail frontages,
  - Orient Street active street frontage and through pedestrian linkages to the walkway,
  - New developments will provide through links (corresponding to like links within the adjacent precincts) to encourage pedestrian permeability to the foreshore. The design of through allotment walkways and arcades should provide a safe and comfortable environment for activities extending outside of normal business hours;
  - Upper levels of developments will include a mix of commercial space and accommodation (both tourist and residential); and
  - Town Centre 'Hub', with supporting adjacent businesses and buildings, incorporating place specific design elements.



fig 4.1 clyde street rear lane

### Principles

- To encourage the creation of an active and attractive retail/tourism precinct;
- To encourage the creation and enhancement of public and private open space that is safe and provides security for extended hours activities;
- To restrict development heights in areas adjacent to the foreshore and road frontages to ensure view sharing throughout the town centre;
- To provide for both tourist and residential accommodation that will contribute to the vitality of the town centre without compromising the primary commercial activity within the centre; and

- To encourage developments fronting the Murra Murra Mia walkway and Clyde Street to focus on provision of tourist, retail and cafe style development addressing public areas, community facilities and outdoor dining.

### Site – specific outcomes

#### Discretionary Heights.

Although the overall height control for the precinct is set at 10m there may be opportunities for higher structures (up to the maximum 14m) on selected sites, ie gateway sites and larger sites. In permitting development to activate the discretionary height allowance, Council will take into consideration:

- The provision of open space and/or public access located at ground level within the development;
- The creation of public through-access enhancing pedestrian linkages through the town centre;
- The architectural merit of the overall building design and its relationship to, and impact on, surrounding structures and the natural environment;
- The architectural design merit of book-end sites that define the termination of the individual blocks.

### Mixed – use controls

Developments that have frontages to Clyde Street, Orient Street and/or Murra-Murra Mia walkway are to have active retail use at ground level. Levels above the ground floor level will be available for commercial office space or accommodation units. However, where all levels above the ground level

are principally dedicated to accommodation, the first floor level should be structured such that it can be retro-fitted for commercial space as future demand dictates.

To achieve a mix of living styles, sizes and layouts within the accommodation component of each development, the development mix will comply with the following criteria:

- Both tourism and residential accommodation units shall comprise a mix of unit size and bedroom component (i.e. one, two and three bedroom apartments);
- Two bedroom residential apartments are not to be greater than 75% of the total mix of residential accommodation component;
- The tourist accommodation to permanent accommodation ratio shall be not less than 4 : 1 or a maximum of 25% of all accommodation units are to be available for permanent accommodation.

#### Development specific parking

To encourage greater efficiencies of retail/commercial mix on the confined and smaller lots dominating the Foreshore Precinct, parking requirements have been adjusted so that only the on-site parking required for tourism and residential accommodation will be required. Discounted contributions (to cover construction component only) will apply for the commercial/retail parking requirements of the development.





## 4.2 Marketplace Precinct

### Function

This precinct houses the core retail presence centred around Orient Street (east), North Street and the Stockland Mall fronting Perry Street. The active street frontages of Orient and North Streets contain the more traditional fine-grain retail businesses whilst the mall is anchored by large floor-plate supermarkets and Discount Department Store, (DDS). The retail offer is interspersed by banks, café's retail and to a limited degree upper level commercial office spaces.

Although the precinct is, and will remain, dominated by retail activities there are opportunities to diversify the use of this area, which could include a mix of tourism and residential accommodation, commercial floor space and cultural recreational spaces in redevelopment sites. The intensifying demand for ground-level space and the escalating values of retail rentals, will drive higher densities of development and force vertical structuring of new development.

Due to the short-duration purpose of most retail trips into the core area, vehicle access and parking demand is crucial to the performance and satisfaction of local business operators. However, since the development of the Perry Street parking area and the adjacent Stockland Mall, the precinct now accommodates the highest level of off-street public parking within the town centre.

A more compact centre supporting higher density development and hence employment and residential opportunities will support the introduction of better planned open space within the public and private domain, resulting in a liveable, lively and safe town centre. The continued growth through development in the area together with nearby developments such as the upgrading of the marina and new business park at Surf Beach, will create

opportunities for the town centre.

### Vision

This precinct provides an ever-expanding range of retail and service functions, and accommodates retail support businesses to compliment the retail precinct without eroding commercial opportunities or duplicating the activities within the Watergardens Precinct. The arrangement of allotments will allow a higher and denser built form than that of the waterfront retail precinct. The precinct will be an active, pedestrian friendly space which reduces interference from private vehicle movement.

The urban design identified for the streetscapes within the precinct, will create an intense and vibrant area where businesses are linked and operate in a symbiotic environment. Businesses will also have access to support services through high quality communication networks both with providers and the wider consumer market.

Articulated and active street frontages entice pedestrians to stroll the sunlit footpaths with occasional glimpses of sea views along pedestrian linkages and street corridors through to the foreshore. With appropriate building set-backs at higher levels, buildings can achieve maximum height potential but respect the environmental considerations needed to filter to street level. Both public and private spaces and amenities are tailored to meet the needs of pedestrians. Opportunities will be provided at, and on street level for cafés and after- hours social interaction.



map 4.2 market place precinct

### Elements

- Active street–retail interface at ground level, enhanced by fine-grain shopfront businesses;
- Consistency of shopfronts creating active street frontages and heightened pedestrian experience;
- Ground level retail businesses are complemented by upper levels of commercial and accommodation mix;
- A consistency of built-form within individual streetscapes and adherence to human scale;
- Block edge buildings strongly define the street and its corners and exhibit architectural unity;
- Breaks between building form at upper levels permit solar access to street level and view corridors to the foreshore;
- Consistent and contiguous awnings above active street frontages;
- Seamless flow of retail interface into pedestrian linkages and side streets;
- Materials and finishes are usually pale or pastel coloured masonry with timber and light steel-framed elements providing sun shading and lightweight indoor/outdoor spaces; and
- Roof forms relate to gable structures and individual smaller forms.

### Principles

- Ensure that the active streets within the precinct are reinforced as the focus of retail activity;

- Ensure that new development incorporates a mix of uses which reinforce the importance of retail activity at street level;
- Extend the range and location of the pedestrian access network to link the precinct to the foreshore;
- Plan for active frontages at the interface with pedestrian environments, such as active streets, pedestrian links and arcades;
- Larger stores with the propensity for blank frontages should be ‘wrapped’ with smaller specialty stores where they front active streets;
- Minimise blank frontages within pedestrian-favoured areas, and create opportunities for double fronted shops where developments run through blocks;
- Enhance the primacy of the public domain by implementing strategies such as, low-speed shared pedestrian and traffic zones within Clyde, Orient and North Streets;
- Create a diversity of environments within open spaces, including a variety of hard and soft landscaped surfaces;
- Improve pedestrian safety within linkages and open spaces through the introduction of active interfaces, lighting and high quality signage;

**Site specific outcomes**

**Discretionary Heights**

The overall precinct heights are 18m covering the Stockland Mall block and the North Street block to its interface with the new lane. The block between Perry and Orient Streets has an overall height of 15m. There are opportunities for higher discretionary heights, (refer heights map 6.3) on selected sites (up to a maximum of 18m) on corner sites and identified heritage site, (Bay View Hotel).



The actioning of discretionary heights will be subject to the inclusion of a range of incentive options that will include, but not limited to:

- Urban design outcomes
- Pedestrian linkages
- Public open space
- In-development parking
- Mixed-use building inclusions
  - retail at ground level
  - commercial office space above retail

- residential within upper levels

Large sites undergoing redevelopment will be encouraged to consider how the uses 'work' within the development, in association to similar uses on adjacent properties. For example opportunities may exist to provide pedestrian linkages which connect like retail uses at similar levels across adjoining developments.

Redevelopment sites will be encouraged to look at alternative options to provide parking requirements within the development. Such developments should look at parking areas designed so that they are located within or below the development envelope therefore not compromising retail interaction at street level.

The Bay View Hotel is an identified heritage item, the implication of such listing, places restrictions on re-development options. In consideration of these restrictions there is height relief if any re-development on the remainder of the site, respects the retention of the heritage structure and use, and the design is sympathetic to, and complements the present built-form.

### Mixed – use controls

Developments that have frontages to Orient Street and North Street are to have active retail use at ground level. Levels above the ground floor level will be available for commercial office space or residential accommodation. However, where all levels above the ground level are principally dedicated to accommodation, the first floor level should be structured such that it can be retro-fitted for commercial space as future demand dictates.

To achieve a mix of living styles, sizes and layouts within the accommodation component of each development, the development mix will comply with the following criteria:

- the residential accommodation units shall comprise a mix of unit size and bedroom component (i.e. one, two and three bedroom apartments);
- Two bedroom residential apartments are not to be greater than 75% of the total mix of residential accommodation component;
- The residential accommodation can be strata titled or serviced apartments under a key management arrangement. However, the arrangement of residential units must take into consideration the likely impact or conflict with adjacent building uses.



## 4.3 Watergardens Precinct

### Function

This Precinct can be roughly divided into three sectors, all representing varying levels of development intensity (or more appropriately under-development). The area west of Orient Street through to Commercial Lane houses many supporting retail and slightly larger floor area businesses. The built form is generally ground level only, and is designed to maximise available space for display areas. The area east of Orient Street through to the Museum Place carpark has remained underdeveloped, and houses many of the local vehicle dealers with associated repair and workshop facilities. A lower order supermarket has been established in this area for some time, and it relies heavily on parking availability within adjacent Council roadway and vacant allotments. The area east of the Museum Place carpark and Flora Crescent is predominantly vacant land, with the exception of the recently re-furbished Soldiers' Club. The precinct as a whole includes the largest areas of un-subdivided allotments still remaining within the Town Centre. The elevated topography of the adjacent residential Hill precinct to the east and south provides a natural eastern boundary to the commercial component of the town centre.

The 'flavour' of this precinct has yet to be defined through its built structures and incorporated uses, and therefore as a whole, represents open opportunities for its future potential. The under-development of sites and range of uses currently representative, would suggest this area is acting as the future supply of commercial land.

Given the right timing and population growth, there is opportunity for a second large floor plate DDS to be located in this area. The style of development

that would house such a development, together with other specialty retail presence, could include and introduce a number of levels of parking within the development over and above that required for the development itself. (i.e. a contribution to the overall public parking in the Bay area.

### Vision

The area bounded by Orient Street and the current Museum Place carpark could support dedicated commercial office areas to a standard suitable for institutional, government/agency, design, consulting, or legal services. The Orient Street ground level frontage will continue to support primary retail outlets. New developments will provide, where possible, through links to assist public circulation around the town centre and to undercover car parking areas to the east of Flora Crescent.

This precinct (when it matures to potential), will host a destination retail/commercial complex and be a significant focal point combining a number of traditional retail and cultural/entertainment components. Importantly, the precinct will become a vital economic generator for the town centre. Developments will house a mix of uses, but will predominantly include retail spaces - and including a DDS at the appropriate future timing - at ground level (where they front main streets). New developments, particularly those on areas east of Orient Street, will house multi-level public parking facilities.

Both the commercial and residential components of this precinct will actively address the Green Boulevard. There will be a consistent landscape and street tree theme adjoining the Green Boulevard, providing continuity of open space from the Watergardens through to the foreshore walkway.



map 4.3 water gardens precinct

**Elements**

- Active street frontages to Orient Street with buildings mainly housing retail and support businesses;
- Upper levels house institutional and larger area commercial floorspace occupiers, such as government and agency departments;
- There is a consistency of built-form along Orient Street and an adherence to human-scale within streetscape;
- The Beach Road streetscape is dominated by the existing Soldiers' Club building, which is architecturally well defined and acts as a gateway location to the town centre.
- The precinct is intersected, north-south, by the Green Boulevard which will act as both vehicle movement space and pedestrian link. It will include landscaped, publicly-accessible open areas on sites fronting the boulevard;
- The currently vacant land to the south of the present Soldiers' Club will house a major 'destination' mixed-use development. This development will include a public parking facility, accommodating some of the present and future in-town on-street demand parking.
- There is (at a future time) a destination major retailing development containing retail, entertainment/cultural and residential/accommodation mix.

**Principles**

- Encourage the development of active street level floor spaces with retail/commercial/foyer reception, fronting onto the Green Boulevard;
- Encourage opportunities for pedestrian linkages through the precinct, as

identified within the open space mapping;

- Allow for higher development opportunities where public facilities incentives are included;

Encourage a mix of uses throughout new development, particularly for residential, to take advantage of water and hinterland views from upper-level windows and roof terraces, whilst respecting the views from the adjacent residential areas.

- Buildings of varying heights up to four storeys could be developed;
- Buildings should be appropriately articulated to soften built form;
- Buildings must provide active edges to main retail streets with shopfronts, entrances or visually permeable facades, and avoid blank walls and visible ground level parking areas.
- Developments will be encouraged to provide parking in excess of their own requirements to facilitate better parking management for the town centre as a whole; and,
- To protect the values of the core retail areas of the town centre, development within the short-term of retail specific 'bulky goods' or stand alone large plate retail is considered inappropriate in the Watergardens Precinct. However given a maturing economy and sufficient growth into the future, a master planned complex of mixed-use development including retail and DDS style offer in association with commercial and entertainment would be a consideration for this area.

## Site – specific outcomes

### Discretionary Heights

The Overall precinct height is 15m. However, there are opportunities for greater heights (maximum 18m) within certain areas, dependent upon certain outcome criteria, including:

- masterplanned development integrating all components of the precinct;
- inclusionary mix of desired uses
- provision of on-site public parking;



- design shall incorporate integrated landscaping around the green corridor and the established Water gardens;
- maintaining active street frontage to Orient Street through good streetscaping design.

In granting the discretionary height, Council must be satisfied that the proposal provides adequate consideration to the outcomes criteria.

### Parking requirements

Sites identified on the site outcomes map, will be required to provide additional parking facilities in collaboration with Council for future parking demand. The design location and number of spaces required will be negotiated with developers at the time of pre-planning for the development.



The provision of such public parking facilities within a development will be factor in the consideration of discretionary height. Council will take into consideration:

- The location, access and number of parking spaces (over and above that required for the development itself), located within the development;
- The architectural merit of the overall building design and its relationship to and impact on, surrounding buildings and the 'green boulevard'
- The provision of carparking, if provided on a number of levels should not be a visually dominant aspect within the development.

### Precinct master planning

Any future development proposal for the precinct must be preceded by a full precinct master plan. Such planning will be carried out on a contextual basis including strategic redevelopment principles. The principles will define the nature of development and time-frame based on economic growth for the town centre as a whole and the functional diversity that the proposal will contribute. It is likely that the development will be phased-in, in response to economic indicators which will determine the timing of the various components such that they act in a supporting role, not in conflict with comparable existing centre provision.

The master plan for the precinct should take an holistic approach to the potential development of the area, including traffic and access, pedestrian movement, landscape and streetscape amenity and the amenity of adjacent residential areas. Master planning will need also to assess the inclusion and integration of existing community facilities in the precinct with those proposed for inclusion with the development.





## 4.4 Highway Precinct

### Function

This precinct has seen little change over the past decade and most of the allotments remain undeveloped. The precinct includes a number of larger lots (in comparison to the remainder of the town centre) which provide greater latitude for longer-term development opportunities. The location adjacent to the main highway and town by-pass has attracted interest in the provision of businesses that rely heavily on visual exposure and passing traffic for operation function.

The location will promote commercial activity along a main arterial approach road, particularly commercial uses requiring larger footprint buildings, major goods vehicular access and storage of supplies, product and product display. The importance of this part of the by-pass as a complementary business centre is reinforced by increasing the scale and activation of buildings along the street, with service uses such as parking and goods storage away from street frontages. Residential development incorporated in mixed use development, are encouraged within walking distance of the town centre and in areas abutting the general residential zone to the south-east.

The RTA and Council have previously expressed concern as to suitable access to land from the highway. However, the imminent construction by Council of a dedicated 'slip lane', providing off-highway access, has reactivated interest in the development potential of the area.

### Vision

The precinct will provide a range of retail services that complement the retail core and watergardens precincts, but without duplication. New development makes use of the exposure provided by the highway by-pass and will provide economic opportunities for businesses requiring large floor plates and expanded display frontages than cannot readily be accommodated elsewhere in the town centre.

This area, when developed, will provide a range of new structures to house a variety of uses such as camping/outdoor equipment, electrical goods, motor vehicle showrooms and fast food outlets. These structures will be purpose-designed yet sensitive to neighbourhood character, with landscaped frontages. They could support a range of uses, such as commercial space at upper levels, however uses in these levels are more likely to support or be complementary to the main use. Parking and goods storage will be accommodated away from the street frontages and developments will be organised such that vehicle traversing will be linked, inter-allotment to minimise access and egress congestion.

### Elements

- The location and high road visibility gives this area a linear form. Although consisting of separate developments and business entities, the streetscape should present as integrated and should flow easily between allotment;
- Although buildings could house larger floor plates, the built-form will not dominate the site. Structures should sit comfortably against the elevated topography to the rear of the sites.
- The immediate topography has an impact on engineering design,



map 4.4 highway precinct

particularly in respect to stormwater management, traffic access and intra-site vehicle movements. However, this should be used in innovative ways to provide landscaped open areas to accommodate stormwater management features;

- The linear arrangement of site layout and allotment size will encourage development over multiple allotments or pre-development consolidation;
- The lower land elevation of the sites, in respect to adjacent residential areas, permits a larger scale of development within the area that will not adversely impact on the adjoining land; and,
- Buildings should be setback from the highway frontage and softened by landscaping. Although the built-form could be of a larger scale, building design should not be compromised, and designs should be sensitive to the fact that all buildings will be prominent on one of the main approaches to the town centre.
- There are opportunities, given the appropriate timing and economic growth of the town centre, to re-develop the site currently housing the Tourist Information Centre. This is a Council owned site and any development would need to be carried out in partnership with the private sector such that the development included not only the existing public facility but also offered a high level of public investment return.

**Principles**

- Encourage developments that require larger floor plate retail and storage areas;
- Site layout and design is to consider inter-site vehicle linkages to overcome topographical constraints on vehicle manoeuvring;
- Building design will facilitate parking either within or behind the development;



- To achieve optimal site use and traffic management sites should be amalgamated to create allotments 3000m<sup>2</sup> or greater;
  - Development design will be required to illustrate architectural sensitivity to the location and incorporate landscaping between the buildings and the highway;
  - Provide engineering management solutions to highway access and site exiting which will not impede highway traffic flow; and
  - Create safe pedestrian access to the town centre.
- The street frontage presentation of the buildings incorporating good architectural outcomes for building facades; and
  - The amalgamation of sites to minimum 3000m<sup>2</sup> allotment size. In granting the discretionary height, Council must be satisfied that the appropriate enabling considerations have been met and incorporated in relation to the design and topography of the site.

### Site specific outcomes

#### Site Plot areas

In the Highway precinct individual allotments have a site plot area of 50% (maximum). This is to ensure that developments are provided with adequate landscaping and vehicular access areas. Where existing allotments are amalgamated to create a single new allotment greater than 3000m<sup>2</sup>, the site plot area will be increased to 70% overall the final allotment area.

#### Discretionary Heights

The overall precinct height is 8.5m. However, there are opportunities for greater heights (maximum 15m) in consideration of the following development outcomes:

- The merit of landscaped frontages;
- The provision of parking within or behind developments;
- The incorporation within site layout of inter-allotment access and vehicle manoeuvring patterns;





## 4.5 Foreshore Residential Precinct

### Function

This residential precinct lies adjacent to the town centre and is ideally located within easy walking distance to both the commercial core and the foreshore. Most properties are afforded good view opportunities towards the main waterways and distant land horizons.

The Foreshore residential area includes some of the historic housing items still remarkably intact and close to the town centre. The Western compartment together with the town foreshore areas has traditionally provided the main component of the tourist accommodation offering until recent years. Some of the accommodation houses within this area have undergone limited restoration and improvements to up-grade the individual unit standards.

The eastern compartment of the precinct is heavily restricted by very steep cliff faces and limited road access points. Many of the elevated blocks have already been re-developed for multi-unit housing, but the lower slopes adjacent to Beach Road should continue to be reserved for vegetated road buffer. This buffer provides an attractive entry to the main commercial centre.

Although the area will in the short term continue to provide predominantly permanent accommodation there will be opportunities for continued higher density housing offer.

### Vision

The location and proximity to the town centre offer opportunities for higher standard amenity and density for a mix of permanent and tourist/short-term accommodation uses. The provision of this accommodation will reinforce

and facilitate good interaction with the town centre. Scale and form of the new developments will be greater but also of a higher standard to enhance and maximize location advantages. New development will introduce a higher quality of living environment and strengthen the town's sense of identity.

The precinct will in time provide opportunities for serviced apartment type development and low impact commercial uses. Nevertheless, development must value add to the coastal character of the town and immediate neighbourhood, and be respectful of the urban environment and town locale.

Residential design and densities shall have regard to the protection and establishment of vegetation to soften and screen development, maintaining appropriate building height and simple built forms / coastal designs that utilize lightweight materials, recessed or below structure vehicle garaging and minimalist or vegetated property fencing. Particular regard will be had to prominent town entry located sites such that the design elements reflect a destination statement.

Coastal and landscape themes should feature strongly in the selected design solutions. These developments can and should add diversity and interest not only within the immediate residential area but to reinforce the town centre.

### Elements

- Although this precinct shares locality with and within the principle commercial centre, development should reflect a sense of place. This can be designed-into the buildings through the urban detail and scale of the buildings, topography and orientation to the main centre, reflecting the natural environment, and statements in the built form.



map 4.5 residential foreshore precinct

- Built form should preserve the established foreshore advantage of individual allotments. New development should not dominate or overshadow established buildings. Contemporary housing provision should blend with, and contribute to, the character of the area.
- Residential provision should encompass a wide variety of accommodation styles. Ensuring flexible permanent and tourist accommodation demand.
- Any offer that includes seniors housing should be located for easy access, transit pathways and ultimately, integral with public transit provision.
- New residential development should give consideration to the transitioning of ground level floor spaces to other uses, (i. e. restaurant/cafe space) as and when the town centre matures into a higher level of service provision.
- New development needs to be cognizant of present and future vehicle access and parking requirements such that vehicle maneuvering for the development, integrates with the traffic hierarchy of the town centre.



## Principles

- New buildings and residential development are to be designed for multi-use conversion as market shifting dictates mixed-use activities.
- Tourist accommodation and permanent residential accommodation should be interchangeable uses throughout this precinct.
- New development that includes residential accommodation will include a range of dwelling size, choice and configuration, to meet the varying and future demands of a changing society.
- Serviced apartment and tourist accommodation is strategically integrated such that it will not impact negatively on the residential amenity and character of the area.
- Setbacks and scale are such that the height of buildings does not dominate the street and retains a human scale and quality.
- New developments are energy efficient, diverse in style and designed to be adaptable to a range of uses over time.
- Medium density housing or multi-use buildings will maintain an overall built form (height) of 11m





## 4.6 'The Hill' – Residential Precinct

### Function

The residential precincts within and adjacent to the town centre are ideally located within easy walking distance to both the commercial core, the adjacent health complex and foreshore. The topography of the area facilitates good view opportunities towards the foreshore and across the town centre.

The Hill area has a varied mix of housing style mix and condition. Some of this accommodation stock dates to the early development of the town. Many of these 60's & 70's houses still remain. Due to recent sub-division of larger allotments the area supports a divergence of allotment size. Also many allotments have been developed for dual-occupancy and multi residency accommodation. Some of the older residences/allotments are emerging on the market for second generation accommodation development.

Although the area will in the short term continue to provide predominantly permanent accommodation, there will be opportunities for structured change to a more diverse mix of commercial–accommodation together with health related commercial use.

### Vision

The location and proximity to the town centre offer opportunities for higher standard amenity and density for a mix of uses. However this area will in the short-term be dominated by residential accommodation allowing good interaction with the town centre facilities. Scale and form of the new developments should be compatible to the character of the locality.

The precinct will provide a mix of medium density housing, permanent and longer-stay tourist accommodation, together with serviced apartments and low impact commercial uses. Nevertheless, development must value add to the coastal character of the town and immediate neighbourhood, and be respectful of the urban environment and town locale.

The Eurobodalla Settlement Strategy and Greater Batemans Bay Structure Plan support zoning of areas immediately adjoining the town centers for medium density development. This will involve establishing a three storey height limit (to a maximum of 11m), however built-form design will need to meet urban design criteria that integrates with the surrounding residential character, (see sect'n 6.6, residential design criteria).





map 4.6 the hill residential precinct

Residential design and densities shall have regard to the protection and establishment of vegetation to soften and screen development, maintaining appropriate building height and simple built forms / coastal designs that utilize lightweight materials, recessed or below structure vehicle garaging and minimalist or vegetated property fencing. Properties in prominent ridge-top and exposed locations, will need to be given particular attention as to design detail, to ensure development respects the landscape values.

Innovative medium density housing solutions will be encouraged. Coastal and landscape themes should feature strongly in the selected design solutions. These developments can and should add diversity and interest not only within the immediate residential area but to reinforce the town centre. Accommodation styles will include a broad offering of smaller individual dwellings and consideration for affordable housing requirements.

**Elements**

- Residential neighbourhoods should have a sense of place even though they share locality adjacent to the commercial centre. This can be designed-into the buildings through the urban detail and scale of the buildings, topography and orientation to the main centre, reflecting the natural environment, and design statements in the built form.
- Generally road reserves are wider than in the peripheral commercial areas. The reserve provides for safe efficient and attractive pedestrian, cyclist facilities, below-grade infrastructure facilities and mature street planting.
- Although new developments will gradually replace many of the present residences, these developments should not dominate or over-shadow established buildings. Contemporary housing provision should contribute to enhancing the character of the area.



- Residential provision should encompass a wide variety of accommodation provision, ensuring that differing family groupings and family make-up, are catered for. Also providing opportunities for first-time home buyers and the lower income housing market.
- Affordable housing and seniors housing should be located for easy access transit pathways and ultimately integral with public transit provision.
- New residential development should give consideration to the transitioning of ground level floor spaces to other uses, (i. e. health care profession suites) as and when the town centre matures into a higher level of service provision.
- New developments are energy efficient, diverse in style and designed to be adaptable to a range of uses over time.
- Medium density housing or multi-use buildings will maintain an overall built form (height) of 11m (refer sect'n 5.0 for urban design guidelines).

### Principles

- New buildings and residential development are to be designed for multi-use conversion as market shifting dictates mixed-use activities.
- Tourist accommodation and permanent residential accommodation should be interchangeable uses throughout this residential zone.
- New development that includes residential accommodation should include a range of dwelling size, choice and affordability, to meet the varying demands of a changing society.
- Identify land suitable for affordable housing and older developments that due to their close proximity to the town centre are suitable for re-development as affordable housing.
- Medium-density housing will principally occur within easy walking distance of the town centre and is strategically integrated such that it will not impact negatively on the residential amenity and character of the area.
- Setbacks and scale are such that the height of buildings does not dominate the street and retains a human scale and quality.





## 4.7 Central – Residential Precinct

### Function

The residential precincts within and adjacent to the town centre are ideally located within easy walking distance to both the commercial core and the recreational areas and foreshore. The topography of the area facilitates good view opportunities towards the foreshore and across the wetlands, Ryan's Creek areas.

The central residential area has provided some of the accommodation stock that supported the early development of the town. Many of these 60's & 70's houses still remain. The allotments in this area are relatively large for single residence use and re-use and re-development for a higher density residential form has already commenced. Some of these residences are also undergoing retro-fitting for a higher commercial use such as private consulting suites and business space offer. The properties that share a frontage with the old highway are already undergoing transition to a semi commercial use (i.e. professional and consulting suites).

Although the area will in the short term continue to provide predominantly permanent accommodation there will be opportunities for structured change to a mixed commercial - accommodation use supporting a higher density of accommodation.

### Vision

The location and proximity to the town centre offer opportunities for higher standard amenity and density for a mix of uses. However this area will be dominated by residential accommodation allowing good interaction with the

town centre facilities. Scale and form of the new developments should be compatible to the character of the locality and its historic function.

The precinct will provide a mix of permanent and longer-stay tourist accommodation, together with serviced apartments and low impact commercial uses (Health related and commerce). This type of development will add value to the periphery of the town and immediate neighbourhood, and be respectful of the urban environment and town locale.

The Eurobodalla Settlement Strategy and Greater Batemans Bay Structure Plan support zoning of areas immediately adjoining the town centers for higher density development. This will involve establishing a three storey height limit





map 4.7 central residential precinct

with the possibility of higher structures that meet amenity and urban design criteria.

Residential design and densities shall have regard to the protection and establishment of vegetation to soften and screen development, maintaining appropriate building height and simple built forms / coastal designs that utilize lightweight materials, recessed or below structure vehicle garaging and minimalist or vegetated property fencing. Particular regard will be had to prominent ridge-top and exposed locations, including those highly exposed to town approaches and from foreshore vantage points, to ensure development respects the landscape values.

Innovative medium density housing solutions together with selected ground floor commercial use will be encouraged. Coastal and landscape themes should feature strongly in the selected design solutions. These developments can and should add diversity and interest not only within the immediate residential area but to reinforce the town centre. Accommodation styles will include a broad offering of smaller individual dwellings and consideration for affordable housing requirements.

**Elements**

- Residential neighbourhoods should have a sense of place even though they share locality with and within a principle commercial centre. This can be designed-into the buildings through the urban detail and scale of the buildings, topography and orientation to the main centre, reflecting the natural environment, and statements in the built form.
- Generally road reserves are wider than in the peripheral commercial areas. The reserve provides for safe efficient and attractive pedestrian, cyclist

facilities, below-grade facilities and mature street planting.

- Built form should preserve the established or heritage nature of adjoining residences and not dominate or over-shadow established buildings. Contemporary housing provision should blend with, and contribute to, the character of the area.
- Residential provision should encompass a wide variety of accommodation provision. Ensuring that differing family groupings and family make-up, are catered for. Affordable housing and seniors housing should be located for easy access transit pathways and ultimately integral with public transit provision.
- New residential development should give consideration to the transitioning of ground level floor spaces to other uses, (i. e. commercial office space) as and when the town centre matures into a higher level of service provision.

## Principles

- New buildings and residential development are to be designed for multi-use conversion as market shifting dictates mixed-use activities.
- Tourist accommodation and permanent residential accommodation should be interchangeable uses throughout this residential zone.
- New development that includes residential accommodation will include a range of dwelling size, choice and affordability, to meet the varying demands of a changing society.
- Identify land suitable for affordable housing and older developments that due to their close proximity to the town centre are suitable for re-development as affordable housing.
- Medium-density housing will principally occur within easy walking distance

of the town centre and is strategically integrated such that it will not impact negatively on the residential amenity and character of the area.

- Setbacks and scale are such that the height of buildings does not dominate the street and retains a human scale and quality.
- New developments are energy efficient, diverse in style and designed to be adaptable to a range of uses over time.
- Buildings that include a residential component contributing to high density housing, which may include a commercial component at ground level will maintain an overall built form (height) of 11m.
- Buildings and prospective developments containing only a commercial component shall maintain a built form height of 8.5m.



## 4.8 Centre Support Precinct

### Function

This precinct is located adjacent to the Princes Highway on the southern approach to the town centre. The area is bounded by the highway to the West Hughes Street on the South and Gregory street and its adjoining allotments to the east. The northern perimeter of the precinct is framed by the present 'Shady Willows Caravan Park'. The past and current use of the area has principally been dominated by light industry and retail use. The area has carried an industrial zoning through two planning instruments since 1976.

Although there is still an active industrial use present within the area, (concrete batching plants, light metal manufacturing and automotive repair), much of the area is being converted to principally retail use. This is being driven in the main, by the highway exposure on the western boundary. Although the transition from industrial to retail use has been and will continue to be slow, in terms of dominant use and floor area capacity, the area is now weighted in favour of mainly retail use. The allotment format is still tending to a larger format than evident within the commercial centre, although the size would now preclude consideration for industrial use. Also, current market land values would preclude consolidation for regression to industrial activities.

The future principle use for this area will be the offer of access to larger format retail plates which cannot be readily sourced on the market within the town centre. Businesses establishing within this precinct will act in a support role to the commercial centre. Direct vehicle access is important as is adequate short-term vehicle parking both within individual sites and public street parking.

### Vision

The precinct provides a range of retail and service functions that compliment the commercial centre. Retail uses that do not conflict with the main centre functions will continue to be located within this precinct, (i.e. large floor area hardware and building supplies, large display area retailers such as lighting and household fittings). The precinct may also support light manufacturing that requires and supports a retail presence.

In the transition phase the industrial/peripheral business role of the precinct should be supported and encouraged with the inclusion of high-tech, value added industries and retail with low off site impacts. The moderate gradient terrain should not be a deterrent to implementation of good outcomes, but give rise to innovative design solutions that maximise additional floor space and retail amenity.

New developments will include street and intra-allotment landscaping to add visual softening of the built form.

### Elements

**Urban form:** Encourage amalgamation of smaller allotments to maximise good built-form design and integrated landscaping. Parking should be located within or behind the development. Due to the predominant use most buildings will be single or at most two levels. Building facade should be articulated and not be dominated by single material cladding or finishes. Articulate material selection and colour to increase environment amenity.

**Streetscape:** Where practicable buildings should adopt a zero lot frontage, alternatively incorporate a landscaped setback. Large expanse of vehicle



map 4.8 centre support precinct

parking should be avoided between the street and building frontage. New development should also be encouraged to provide suitable street tree planting within the road reserve to provide public street shading.

#### Transport and mobility:

Due to the predominant industrial uses within the precinct, pedestrian access has been largely ignored. There needs to be Improved access for pedestrians and cyclists in the precinct as a whole and particularly linking the mid section areas and eastern streets back to the hwy and distribution footpaths to link with the town centre.

A range of traffic/road options have been evaluated by Council and this will be ongoing with the transition of this precinct to a higher order of retail offer. Due to the slope terrain within this part of the town centre intersection treatment and sight-lines are important. Developments adjacent to or located on corner allotments will need to consider setbacks for good traffic management.

With an anticipated increase in all-day consumer access there comes a higher demand for convenient car parking. Therefore car parks for future demand, needs to be considered with the changing retail uses, not just retail growth (development) which has been moderate to-date. Therefore, retail trends need to be carefully monitored to ensure emerging and dominant uses which generate high volumes of traffic and car parking have an appropriate supply of car parking spaces. How the demand for car parking can be accommodated in the future may be determined by two distinct factors, Council's ability to provide new car parks and the private sector's willingness to accommodate car parking above or below new developments.



## Open space

The past uses and range of development styles has left this precinct with a largely build-form domination. There has been little consideration of open space provision. Recreation space will therefore need to come in the form of individual allotment landscaping and streetscape works. New development will be encouraged to provide some landscape frontage to contribute positively to the vitality, amenity and attractiveness of the public areas

Together with developments Council will look to a co-operative approach to integrating allotment landscaping with street plantings.

## Principles

- Minimise large structures with blank walls at the interface with pedestrian environments such as, active main streets, pedestrian links and access laneways.
- Provide a diversity of paved environments, particularly within landscape areas with a variety of hard and soft pavement styles.
- Provide convenient and inviting pedestrian pathways along streets to connect with the neighbouring residential and commercial areas, to discourage unnecessary multiple car movements. Improved pedestrian access to and within parking areas is also desirable.
- Investigate the provision and appropriate scheduling of public transport options to this precinct, including the provision of bus stops and convenient shelter options.
- Encourage passive surveillance and active uses adjoining areas where pedestrian movement can be predicted, particularly at either end of walk throughs.

- Provide adequate lighting in access ways and public open space areas that are intended for night time use, especially in the commercial areas and pedestrian walk throughs.
- Encourage uses within commercial areas, particularly adjoining public open space, that ensure a human presence and passive surveillance at all times of the day and night. Encourage shop top housing, mixed use development and residential development to the rear of shops fronting streets to facilitate round-the-clock activity.
- Precinct master planning to include a planting program and streetscape works schedule, such as, street furniture, pedestrian ways, street lighting, paving, signage and open space areas.
- Ensure that the main active streets within the precinct are reinforced as the focus of retail/commercial activity.



## 4.9 Industrial Enterprise Precinct

### Function

The existing industrial area to the south and west of the town centre has now been largely compromised by a predominance of retail or semi-retail activities. Many of the businesses now operating within the industrial area are a varied mix of retail and manufacturing/warehousing and in some cases purely retail. The limited number of properties that enjoy highway exposure are now dominated by retail functions and are operating as an extension of the town centre commercial precinct. With commercial land able to attract higher rents and thereby adding to business fixed-costs, many businesses are finding it increasingly difficult to establish within the traditional commercial areas and are turning to industrial zoned land. Factors such as, increased traffic movements, expectations of higher servicing and increasing rent levels also impact on existing businesses within the industrial area, who in turn may seek to re-locate or struggle to continue operating.

Council recently prepared an Industrial Lands Audit. In this and the draft Illawarra and South Coast Employment Lands Study, there is a recognition to augment existing industrial land to cater for expansion within the Shire as a whole. The audit identified a need to reconsider the location and types of industry and where industry achieves its economic growth and serves the economy best. Traditional industry areas adjacent to town centres such as Batemans Bay have been identified as accommodating light industry and commercial service providers, very much in the form of commercial support. These more district style industries also accommodate retail components that rely on the manufacturing/warehousing facilities also attached. The existing industrial precinct needs to develop a stronger business/commercial

relationship so as to create its own identity and complement the retail core, but not compete with it.

Most centres of the general scale of Batemans Bay do not operate effectively on either side of a major highway corridor. Where such physical barriers occur within a centre, either one side is subsidiary to the other, or both sides tend to operate as independent centres. It is unlikely that there will be the need for growth of large floor-plates within this industry precinct. Nor is it anticipated that large type manufacturing sector will want to locate here. This is evident by the recent subdivision to the far west of the precinct that has favoured smaller allotments.

It would be beneficial for an element of light industry/manufacturing (motor repairs, building products manufacturing and component supply) to remain in the industry precinct servicing the immediate area and provide for local employment opportunities.

It is likely that the conversion of existing and non complementary business uses into industry/retail may provide for redevelopment outcomes which make for better utilisation of larger land holdings and contribute to the provision of employment opportunities for an increasing population base.

### Vision

To provide for, and cultivate an industrial sector that delivers opportunities for the development of a range of industries and associated activities, in a location and form that is compatible with surrounding development, and that achieves high quality sustainable design outcomes.



map 4.9 industrial enterprise precinct

Elements

*Growth management*; the existing industrial area is now land-locked for future ‘greenfield’ expansion. There are both environmental and infrastructure barriers that will contain the industrial area to its present footprint. However, growth can still be accommodated through natural attrition of existing uses and intensification and better management of existing area utilisation. There are a number of sites that are under-utilised or where existing development could be re-structured to yield significant floor areas for new businesses.

In harmony with the above, there needs to be a managed program of adequate and structured provisioning of growth areas. This is being facilitated through the identification and provision of suitable land at Surf Beach and North Moruya. (Ref; Greater Batemans Bay Structure Plan – Surf Beach; and Moruya Structure Plan – North Moruya). These areas have been specifically identified as they will provide for future industry types not able to be accommodated within existing industrial areas.

*Enhance environmental benefits*

- Protect the environmental and landscape qualities of Ryans Creek and the drainage lines that flow to the wetlands.
- Encourage efficient use of natural resources, particularly water and energy usage to ensure the industrial area is sustainable in the long term.
- Minimise amenity impact of industrial development by ensuring appropriate treatments are utilized at the interface between industrial and adjacent environmentally sensitive land, including the implementation and where necessary retro-fitting of landscaped buffers.
- Ensure development is sited so as to not to contribute or exacerbate detrimental actions on adjacent wetlands and the estuary system.

*Balance service provision;* The continuing provision of infrastructure and services should be provided in balance with the growth of the whole commercial offer of the regional centre. That is, services such as water and sewer provision will need demand yield assessment in respect to anticipated growth period and projected demand scenarios. Future industry structures may need quite different levels of demand to that under current provision.

*Integrate social change;* As the future growth of Batemans Bay as a regional centre drives changes in business and industry type, the nature and demand for differing skill sets will require the workforce to also adapt how it responds to the challenge of providing the required labour force. The area is already stressed in meeting the demand for sufficient labour that meets industry demands. Although this is not unique to this area, this only adds further to the need for tertiary and labour providers to better manage skill training and education in concert with future industry direction.

### Principles

- Ensure that adequate serviced land is available for employment generating businesses and that allotment structuring and access provision will meet the requirements of future business needs.
- To ensure there are opportunities for diverse and emerging employment generating businesses.
- To ensure that the provision of labour skills training and its provision locally is targeted to the growth and industry types demands.
- To ensure existing and future employment activities can continue and establish unencumbered through possible conflict with adjoining land uses.

- To ensure that new and emerging business/industry types has minimal environmental impact, requires minimal structural alteration to accommodate the built form and makes optimal ongoing use of existing infrastructure.
- Explore opportunities to establish vegetated buffers between existing industrial areas and adjacent wetlands.
- Liaise with public transport operators to explore options for optimal route servicing to integrate with industry operating times and workforce requirements.
- Explore the future demands on infrastructure and services to ensure that industry growth can be accommodated unencumbered by provision limitations.



