Book 3 Pattern Book

Design Framework

Pattern Book

Design Framework (Form)

5.0 URBAN DESIGN

Urban design is the relationship between ALL elements that contribute to the urban environment, the relationship between different buildings, and between buildings and civic spaces. It is also the relationship between the streets, squares, parks and waterways and how these elements of the environment relate to the built form around them. Good urban design will integrate these spaces and help to 'blur' the hard edges, giving the impression of a cohesive public domain. Consideration of urban design elements should seek to utilise established movement and activity patterns to maximise benefits, not just for the individual development, but how the development will enhance these patterns for the centre as a whole.

In short, urban design is an important tool in enhancing built form amenity.

5.1 View Lines and Sense of Place

Element Explanation

Identification and analysis of important views both into and out of the town centre are important in understanding the character of Batemans Bay, and these views make up one of the strongest and most positive memories for locals and visitors. Views also contribute to, and enhance, the sense of place and identity.

The physical setting of the town centre between the coast and the vegetated backdrop behind, provides for special views of this natural environment and associated elements. It is important that views to the foreshore and ocean be maintained from as many points as possible at street level. In the redevelopment of some sites, consideration should be given to opening up new view corridors. Views are regarded as significant when they terminate at places of architectural, landscape, or cultural significance. This may include views of the foreshore, parks or publicly significant objects or buildings of architectural merit.

Similarly, the silhouettes of many buildings against the skyline contribute to the identity of the commercial centre and its setting within the environment. The massing and arrangement of the built-form skyline should be carefully considered and the proposed development designed, such that its appearance adds to and enhances that town skyline.

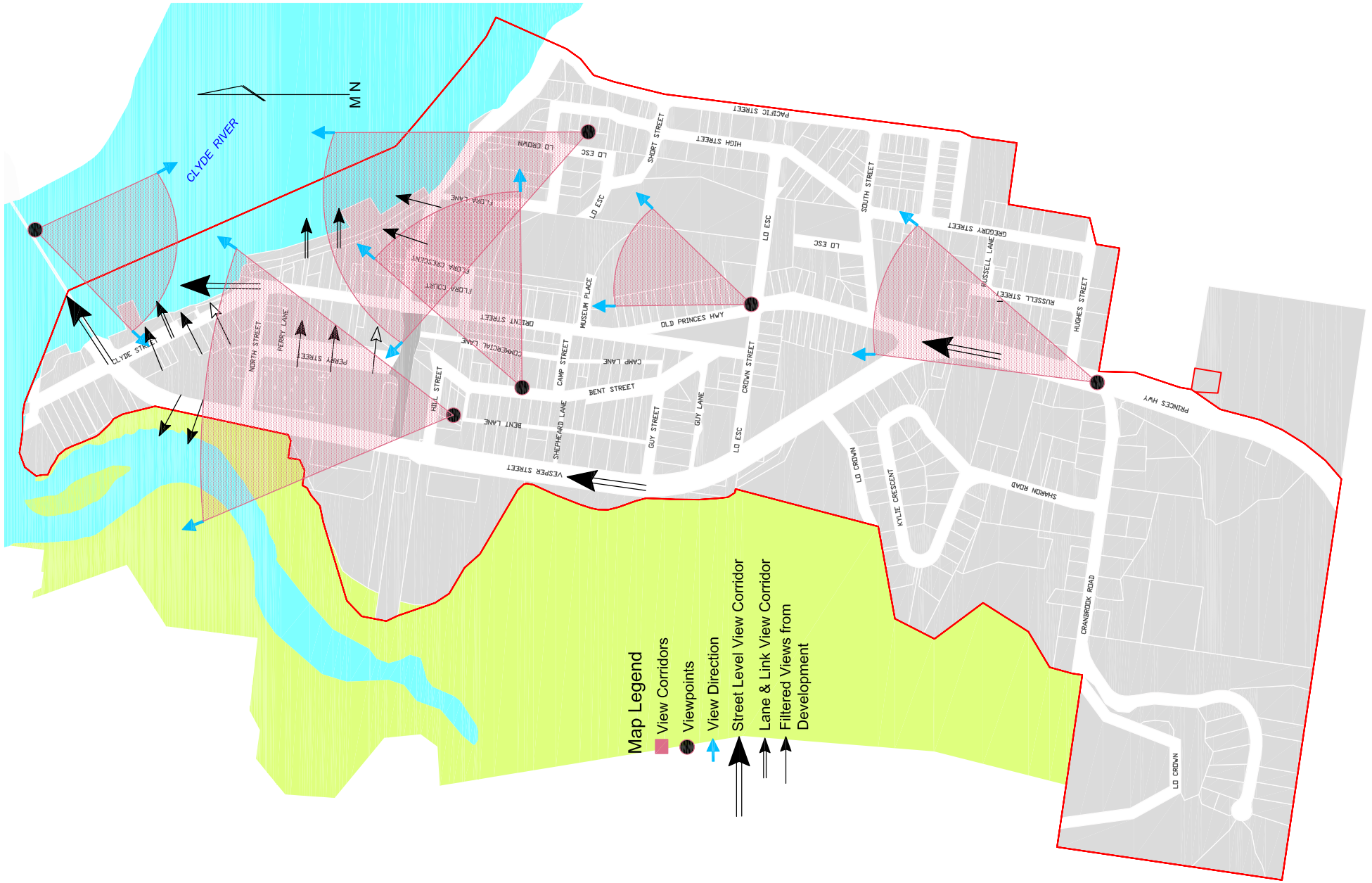
There are important view corridors into the town centre, particularly from the bridge entrance and from the water. Also the vegetated backdrop to the town is significant in framing the context of the main activity area and locating important landmarks within. These views are visually important in their relationship to the foreshore and its historic role in the towns economic growth.

Views out of the town centre are also important to the visual character of Batemans Bay. Views to the water from the ends of streets and along street corridors assist in linking the town centre with the bay, taking advantage of the geographic location

Due to the low built form of much of the town centre, views from taller structures and surrounding elevated vantage points are dominated by roofs. These roofscapes have the potential to diminish the amenity of distant views if the total built-form design is not considered in the overall town context.

Design Considerations

- In consideration of creating new view opportunities and enhancing view corridors, building design should:
- Maintain views from prominent vantage points both within the town centre, from the bridge approach and from the water;
- Maintain and enhance views down street corridors and between buildings to the water and foreshore;
- Create visually pleasing roofscapes when viewed from taller structures and surrounding residential areas; and
- Consider landscaping and tree plantings that assist in framing views rather than obstructing view corridors.



map 5.1 batemans bay town center view corridors

5.2 Streets

Element Explained

The streets of the town centre vary in scale, function and importance. The street typology is defined in this plan to accommodate the future growth and function of the precincts and to integrate parking and access options.

Streets form a framework for the public domain, providing access to both private and public buildings, and linking open space and places of activity. Well designed streets can:

- Enhance and strengthen the legibility of movement networks and hierarchy in the town context;

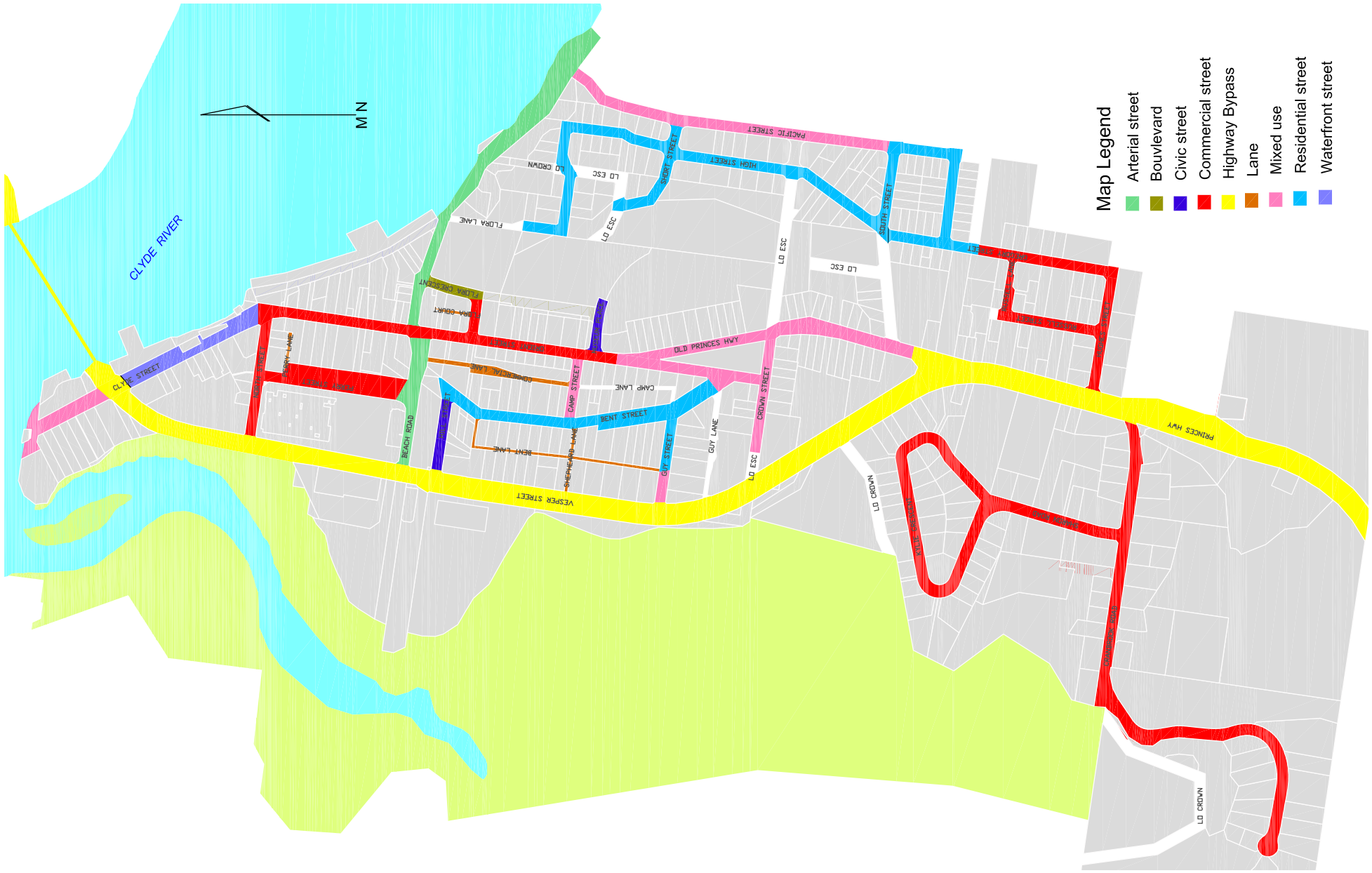
- Create a convenient pedestrian network linking spaces and places, unifying the town and enhancing pedestrian experiences;
- Improve amenity and reduce vehicle/pedestrian conflict; and
- Create a memorable image for the town centre.

Street type is determined according to:

- street hierarchy – the importance of the street in the network, and contribution to the life of the city;
- built form – the quality of space created by the built edge, and presence of awnings;
- the level and character of activity within the street – determined by accessibility and ground floor building use; and
- connections to public buildings and spaces, relationships to important heritage and/or cultural items, and connections to the foreshore.

Each street type will have a distinctive character, defined primarily by use and built form, which is reinforced through streetscape design elements such as tree planting, paving, lighting and furniture. The design and character of the streets should respond to existing environmental conditions including topography, views and existing trees, as well as street function, and role within the street hierarchy.

There are, broadly nine street character types relating to the predominant use of adjoining buildings and corresponding intensity of pedestrian movement. These are shown in map 5.2.



map 5.2 street hirarchy map

Commercial Street

Streets with a high level of activity, and retail/commercial frontage. Designed to accommodate intense use, and primacy within the hierarchy. Best quality paving, high-level pedestrian lighting for night activities, both public and private spaces will contain artwork, and high-order street furniture.

Arterial Street

Major traffic street leading into the town centre. This street passes through a variety of use areas, but generally is a major delivery access from the adjoining residential areas. As the street nears and enters the town centre it accommodates a higher pedestrian profile and use. The street is generously scaled and identified by distinctive street planting and higher order lighting.

Civic Street

Civic streets have a mix of cultural, commercial and retail uses at the ground floor and serve as important connectors to areas of community focus, including open spaces, cultural facilities and recreation facilities. Best quality paving, pedestrian lighting for night activities, artwork, and high order street furniture.

Waterfront Street

These streets provides a scenic corridor around the waterfront, and connect other areas of the town and residential areas to the foreshore. They have generous provision for pedestrians and cyclists, which integrate with a series of public spaces. Streetscape treatment is unique to these streets, combining a special palette of paving, furniture and lighting.

Highway Bypass

Major traffic dedicated corridor to divert through traffic away from the main town avenues. This street is generously scaled by wide pavements and regulated by signage and traffic management measures, Generally, there will be minimal direct private access and wherever possible, access should occur from lower order streets. This street should, however, have a high level of landscape amenity and lighting, as it does provide a major identification of the adjoining town presence.

Boulevard

Minor traffic/pedestrian streets connecting major open and cultural spaces, passing through a variety of use areas and with high pedestrian use. These streets are generously scaled and identified by distinctive street tree planting along the edge reserve and cascading into the private frontages.

Residential Street

Generally includes a mix of high density and single dwellings but is expected to evolve to a predominance of multistorey buildings. The street provides vehicular and pedestrian access to dwellings. These streets have narrower pavements, minimal street furniture and generous street tree planting.

Lanes

Low profile streets generally, narrower in pavement layout, but still allowing pedestrian and vehicular connection mid-block and service access to adjoining properties. Streets should still have a landscape presence and some night lighting.

Mixed-Use Street:

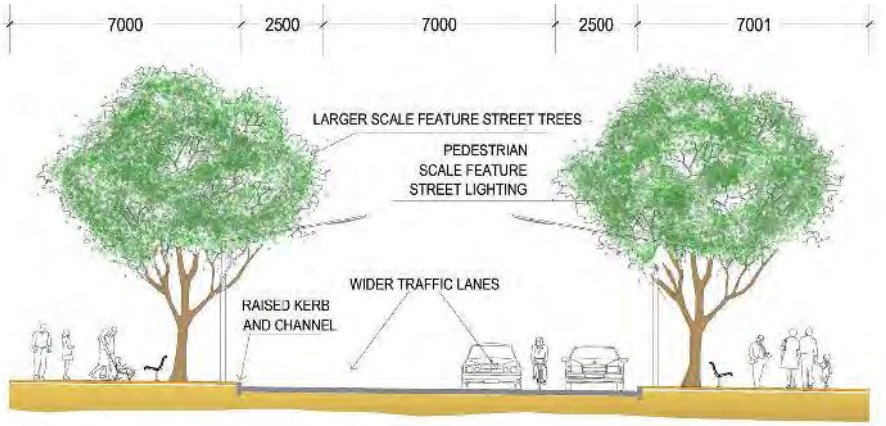
Streets with residential, commercial or mixed use at ground floor. Lower intensity of pedestrian activity. These streets have paved footpaths, minimal street furniture and street tree planting within the road reserves to accommodate a medium level of pedestrian activity.

The design treatment of all streets enhances the sense of the journey into the town, and increases legibility and orientation. Streets generally provide a transition from suburban to an urban environment, and as such must assist in guiding the adjustment in travel behaviour from a vehicle dominated street to the pedestrian dominant town street hierarchy.

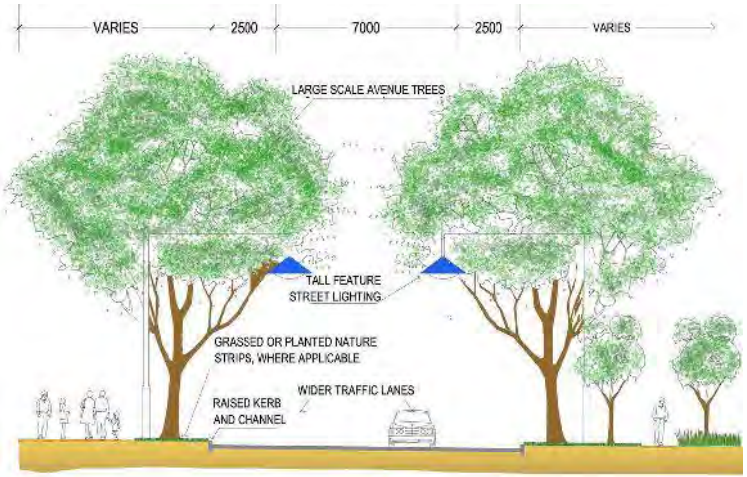
Design Consideration

Design and physical layout of each street should:

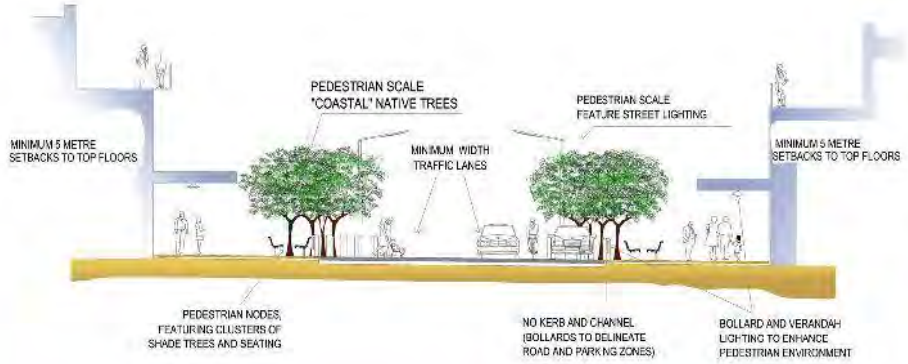
- integrate well with each area it passes through, in order to emphasise the adjustment in driving behaviour from a vehicle dominated to pedestrian friendly street environment;
- include lighting, directional signage, landscaping and artworks to enhance orientation and a sense of destination; and
- make a statement about the immediate environment that the street serves.



ACCESS STREETS (residential, mixed use Arterial)



GREEN BOULEVARD



COMMERCIAL & CIVIC STREET - LOW SPEED / SHARED TRAFFIC ZONE

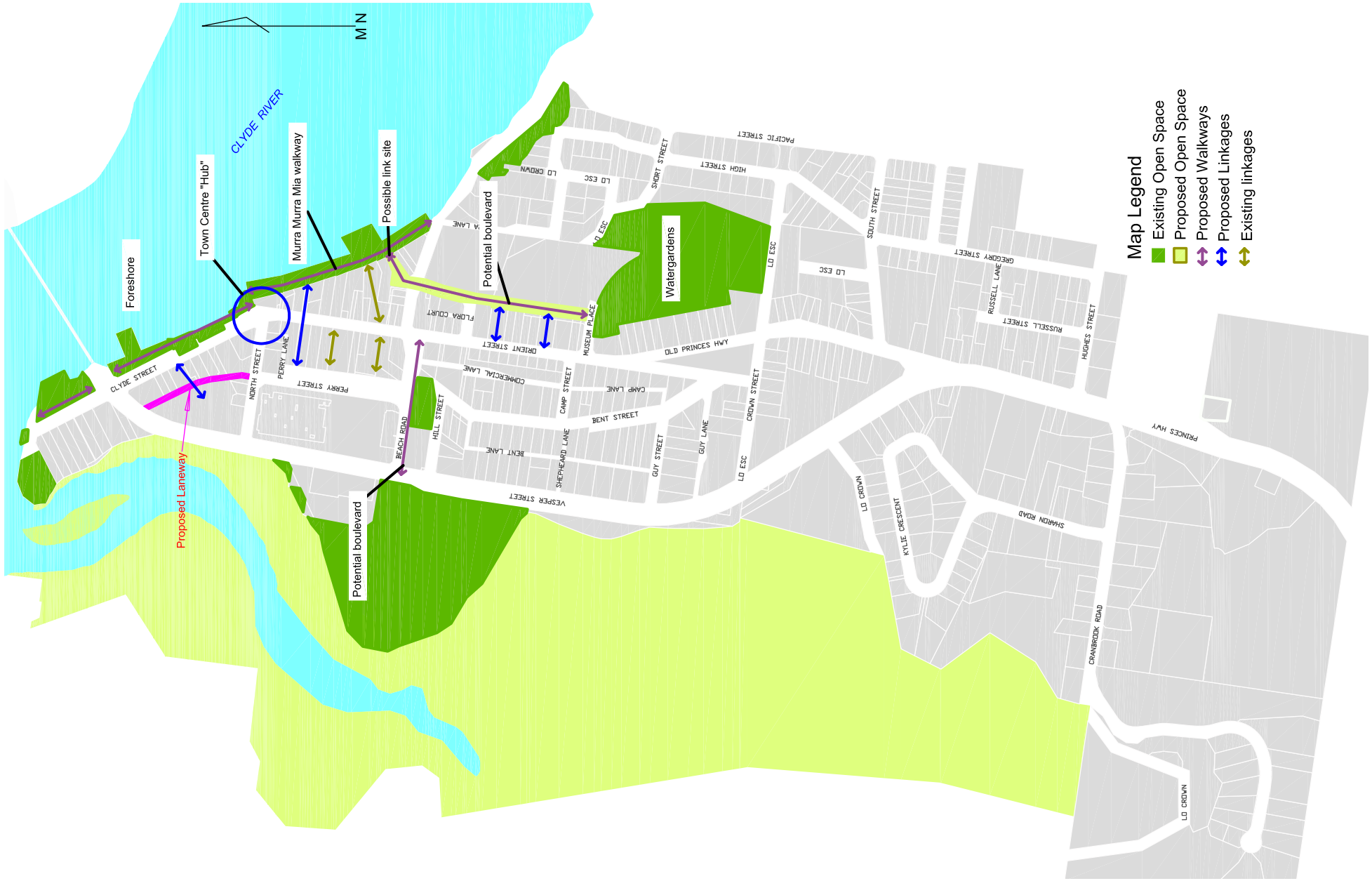
5.3 Pedestrian Linkages and Arcades

Element Explanation

Most trips to the town centre are currently undertaken by car, and movement around the centre can at times be difficult for all forms of transport. It is important to recognise that all those who arrive at the town centre by vehicle become pedestrians when they leave the vehicle and perambulate through the centre. Therefore, pedestrian access between incoming pedestrian pathways, bus stops, car parks and the town centre is important. Signalised and pedestrian crossings have been successfully integrated into the street design in many parts of the town centre, however there is a need to give greater priority to pedestrians, cyclists and public transport users to create a more accessible and vibrant experience with improved amenity. Providing improved facilities for alternate forms of movement – such as bike racks and destination furniture is also important. Focussing on these transport modes will also promote more sustainable travel patterns.

Enhanced pedestrian links between and intra precinct are also necessary to enable the town centre to operate as an integrated whole. Currently the movement of pedestrians between the major activity nodes is constrained by their physical separation and by poorly defined pedestrian links. Beach Road and the Highway by-pass also act as physical barriers to direct pedestrian movement.

Arcades and open pedestrian pathways should operate as secondary access networks for through town pedestrian navigation (refer map 5.3). They also open up additional opportunities for retail frontage within existing commercial blocks. The design of arcades, where they form part of a larger development,



map 5.3 existing and preposed pedestrian linkages

should include open and translucent frontages to the adjoining commercial space, have a light and airy feel and have clear sight lines to destination points. Arcades should ideally give the impression of extending the public domain.

Design Considerations

Arcades are to:

- have active uses accessing to each side of the arcade (to be housed within the development, not an alleyway on one side);
- be obvious and direct thoroughfares for pedestrians;
- be a minimum of 4m but preferably 6m or wider;
- provide public access for similar operating times as that of the adjoining retail development;
- have access to natural or open light for the majority of their length and at entryway's on either end;
- have translucent entry doors and side panels, where the arcade shares a temperature controlled environment;
- have signage at the entries indicating public accessibility and the destination to which the arcade leads.
- Pedestrian links are to:
- have active frontages incorporating uses consistent with and supportive of the precinct;
- be clear and direct thoroughfares for pedestrians;
- provide open public access at all times;
- have a minimum width of 6m clear of all obstructions;
- have signage indicating public accessibility and the streets or destination to which the link connects;
- remain in large part, uncovered, but where practical to do so, shall incorporate awnings or verandas to individual active frontages;
- ensure that private use of adjacent buildings does not interfere with the public use of the linkage, e.g. positioning of air conditioning units;
- be illuminated at night with appropriate lighting in compliance with 'Safer-by-design' guidelines.

5.4 Public Open Space

The creation and availability of public open space allows the community more opportunities to 'own' the town centre, and therefore provides an incentive to use and visit the centre. Public and private open spaces provide opportunities for the public to enjoy their surroundings.

The foreshore area, beaches and walkways are Shire resources that attract people from beyond the local area. The implementation of the Foreshore Plan will further enhance the rich natural amenity of the town centre, and there are opportunities to expand this legacy further into selected private space along the existing walkway to benefit present and future communities.

Element Explained

Both private and public open spaces should provide a range of public amenity that includes all members of the community. These spaces join with streets to provide a public domain network with a variety of recreation opportunities. The design of each space should reflect the function of the place, its existing or potential character, and its place in the overall structure and hierarchy of the public domain.

map 5.4 foreshore park

The town centre also lacks a cohesive system of civic spaces – spaces that may be urban in character and which cater for intensive use patterns, festivals and cultural celebrations. These can be spaces that are housed within the footprint of larger developments and add to the variety of experiences within the centre.

Council is currently upgrading existing public areas and creating new spaces for the public domain.

The work currently underway on the Foreshore Park will provide significant improvement to the foreshore reserve, Clyde Street streetscapes and the interaction of the northern part of the town area with the foreshore. The foreshore reserve functions as a destination in itself, and with improved accessibility will provide uninterrupted recreational links to other foreshore areas adjoining the town centre. There is already a dedicated walkway and cyclepath from the town centre to the marina. This pathway will be further improved with the expansion and re-development of the marina complex.

The vegetated escarpment on the southern fringe of the commercial area forms an important backdrop to the town. Small areas of open space and natural vegetation throughout the town area are also significant.

The Watergardens, located on the southern fringe of the town centre, needs to be integrated into an overall network of public open space. This can be achieved by the provision of a Green Boulevard linking Museum Place along Flora Crescent to the eastern end of the present foreshore walkway. New developments fronting the boulevard should include plantings and landscaped areas to continue the theme of open and landscaped amenity. This new

fig 5.4 foreshore - marina pedestrian link

roadway will be designed to accentuate a tree-lined street extending the open space of the Watergardens through to the foreshore.

Design Considerations

Open Space should:

- build on the existing attributes and amenity of the town centre and create spaces that are attractive, vibrant and safe during the daytime and in the evening;
- foster distinct landscape qualities of the town centre that soften the hard urban edges of the commercial built-form and provide a range of public spaces and contrasting landscape qualities throughout the town centre;
- utilise streetscape treatments to project an overall, unified image for both open and pedestrian spaces;
- ensure that open spaces have high levels of amenity, especially for pedestrians, including increased seating and opportunities to linger;
- Integrate thematic public art into spaces, to build on the local identity of the town centre, increase the sense of community and create opportunities for local artists and community groups.

5.5 Movement, Access and Public Transport

Element explanation

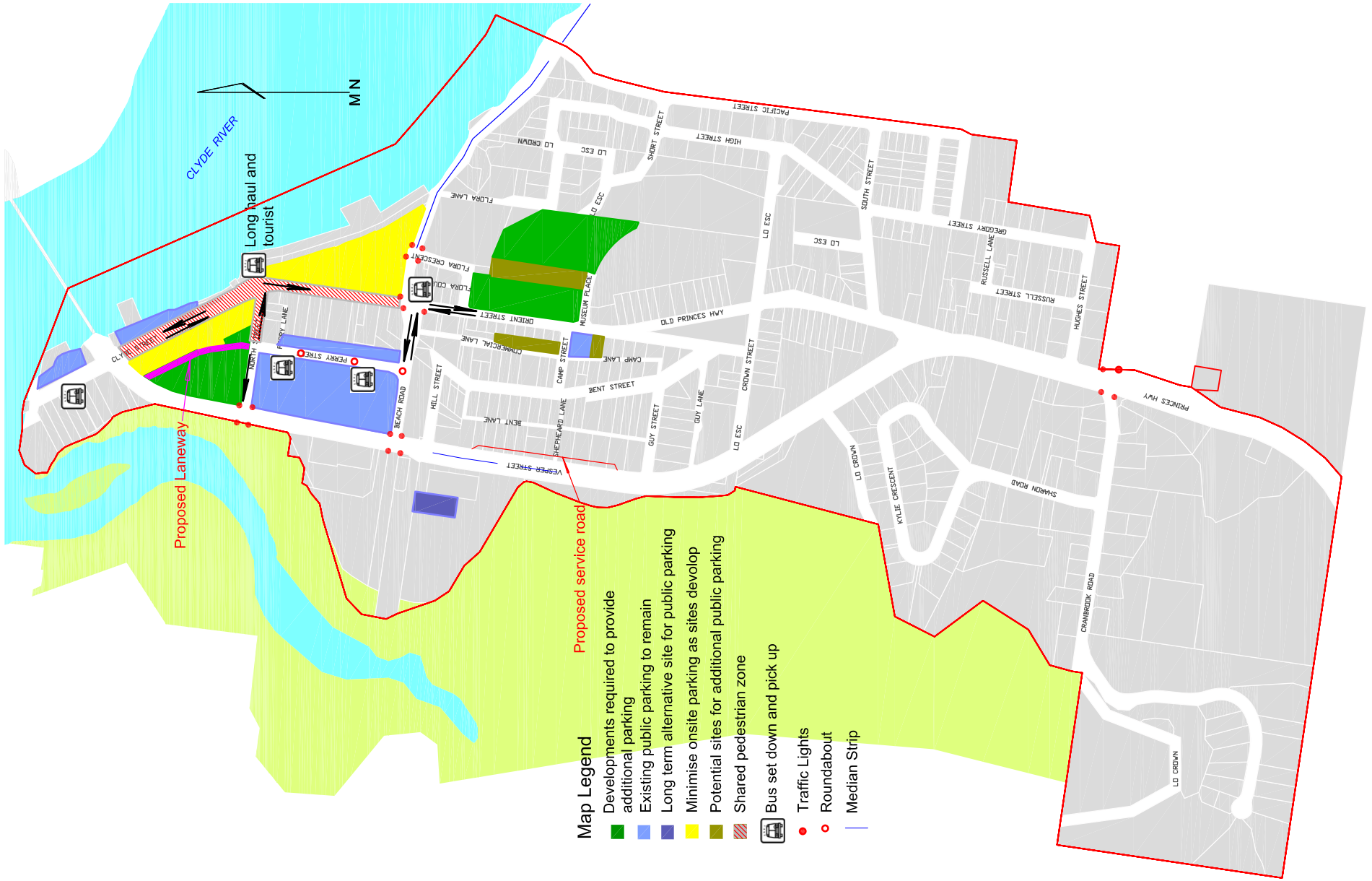
A place that people can move easily around, by foot, bicycle or vehicle, is an attractive place. There are many elements that make a place accessible. Pedestrians need to be able to navigate an area by recognising familiar landmarks or consistent public domain treatments and signage. People on foot like weather protection and things to look at as they walk. They also need to feel safe in an environment that includes vehicles. Cyclists also, need to feel safe and welcome in the street environment.

Motorists visiting the town centre need to be able to navigate the area easily and if required to find car parking that provides relative convenience. However, the design of the town centre should assist those wishing to access the centre, but dissuade those using the town road network as a convenient through route.

The town centre is, on the whole, a pedestrian-friendly environment which comprises an easy to navigate street grid. The opportunity exists to build on this strong base by providing a safe, attractive, convenient and enjoyable pedestrian environment at a human scale. Over time, the emphasis should shift to the management of all centre streets to optimise local access and circulation. Car travel is essential to the economic viability and vitality of the town businesses, however in managing the town centre street network, the Council recognises the importance of all modes of travel, including walking, cycling and public transport.

Ultimately, Council's traffic strategies for the town centre are structured to promote a consistent message to motorists that the centre is a traffic environment that is distinctly different to the rest of the arterial network. As a result, it requires special attention to address the safety needs of vulnerable road users, such as pedestrians and cyclists. Some existing traffic management measures, such as those within Beach Road and the Highway by-pass, actively prioritise road traffic over pedestrian traffic. Dedicated turning lanes often necessitate a widened road pavement, reducing pedestrian pavement area and contributing to wider and more complex road crossings.

Like walking and cycling, greater priority will need to be given to public transport infrastructure and service provision in the future to promote a shift to more sustainable transport choices. Improved pedestrian links and integration with main activity retail streets and the Stockland retail mall would also improve this role, and result in public transport becoming a more attractive transport option. Other options to further improve access for bus users, such as improved waiting areas and integrated timetabling with school and long-haul services, will need to be explored.



map 5.5 proposed acces, transport and parking

The bus routes servicing the town centre and adjoining suburbs and nearby towns currently loops through the centre with minimal pick-up locations. With the dispersal and provision of parking facilities on the town periphery, the in-town loop may need to include additional pick-up points to serve these new parking locations.

Currently, the long-haul bus interchange facility is located adjacent to the foreshore and Council is currently planning to upgrade this area to better accommodate both local and tourist buses. Improvements to these interchange facilities are already underway. Specifically, this will include an increase in the available bus waiting area and improved bus stop facilities for passengers.

Design Considerations

Development supporting good access outcomes will:

- Create a comfortable, safe and engaging town centre for pedestrians;
- Provide equity of access for all town users, (i.e. disability ramps and pram ramps);
- Reduce pedestrian/vehicle conflict;
- Reduce private vehicle use within the town centre by improving public transport and alternative transport options.
- Strategies in town centre design to improve transport options include:
- providing convenient locations for public transport routes and pick-up nodes through the town centre;
- investigating options for the instigation and operation of a shuttle bus service to ferry town users from parking locations to the main activity nodes within the centre;
- introduction of signage and diversion management measures directing vehicle traffic to parking locations on the periphery of the town centre;
- include management measures and co-ordination of town centre special events, and
- improving bus pick-up point shelter and facilities at existing locations around the town centre.

5.6 Traffic Capacity and Parking

Element explanation

As a well-defined activity centre, the town centre faces a number of challenges

in relation to vehicular access and mobility. On a local scale, arterial roads and the highway form a system of radial feeders. These roads generally diverge on the town centre or feed into other inner-town links. Despite the existence of the highway by-pass, there has been a history of use of many of the key roads in the centre area by through-traffic, including articulated and heavy vehicles. This has worked against the pedestrian scale and amenity of the area.

Immediate opportunities exist to reduce and divert this traffic and improve the in-town street system through signage and effective traffic management; however, the long-term appropriateness of this arrangement will need constant review as the centre develops and the town centre moves up in the centres hierarchy.

Council has recently commissioned an updated traffic study for the town centre. The study recommends the retention of the existing road hierarchy and flow parameters with some modification to turning regimes off the bridge, the Clyde Street – Highway intersection and Clyde Street parking as a consequence of the foreshore park project. The town centre is currently experiencing 3500 to 4000 vehicle visitations per day, (average non-seasonal). This volume will increase as the town develops. The intensification of the centre, particularly with developments supporting mixed use and residential, will add to the demand for improved traffic management and parking accommodation.

Good planning in the past has resulted in the town centre being well served by a number of car parks. Council's recent study indicates that parking space numbers are adequate for the level of centre use and short-term visitation. However, with the development activity proposed and the presence of a constantly changing retail provision, the location of parking availability may not always suit all town users. Parking Precinct Plans will be implemented to ensure new development provides adequate car parking to meet individual needs, however both public and private development parking provision needs greater integration.

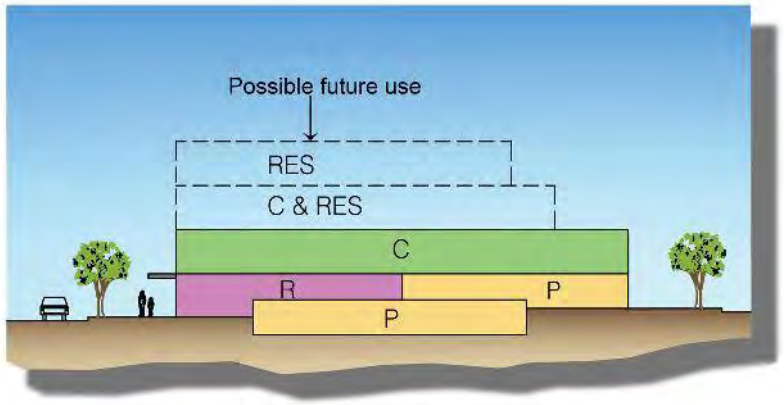
The effectiveness of new development particularly of any additional retail and commercial floor space, will be dependent on the provision of additional public car spaces and the adequate management of existing spaces. It is also important that pressure of overflow parking does not detract from the amenity of the foreshore and in-town public spaces. However, future parking needs should be considered in the context of improvements to other modes of travel and measures which discourage excessive and unnecessary car trips.

The priority, at least for the immediate future, is to better manage the parking areas to provide a greater number of short term spaces both within new development on the periphery of town and in public provided parking facilities. Employee and all-day parking should be located well away from the main activity areas and preferably in allocated facilities such as vacant land adjacent to Mackay Park.

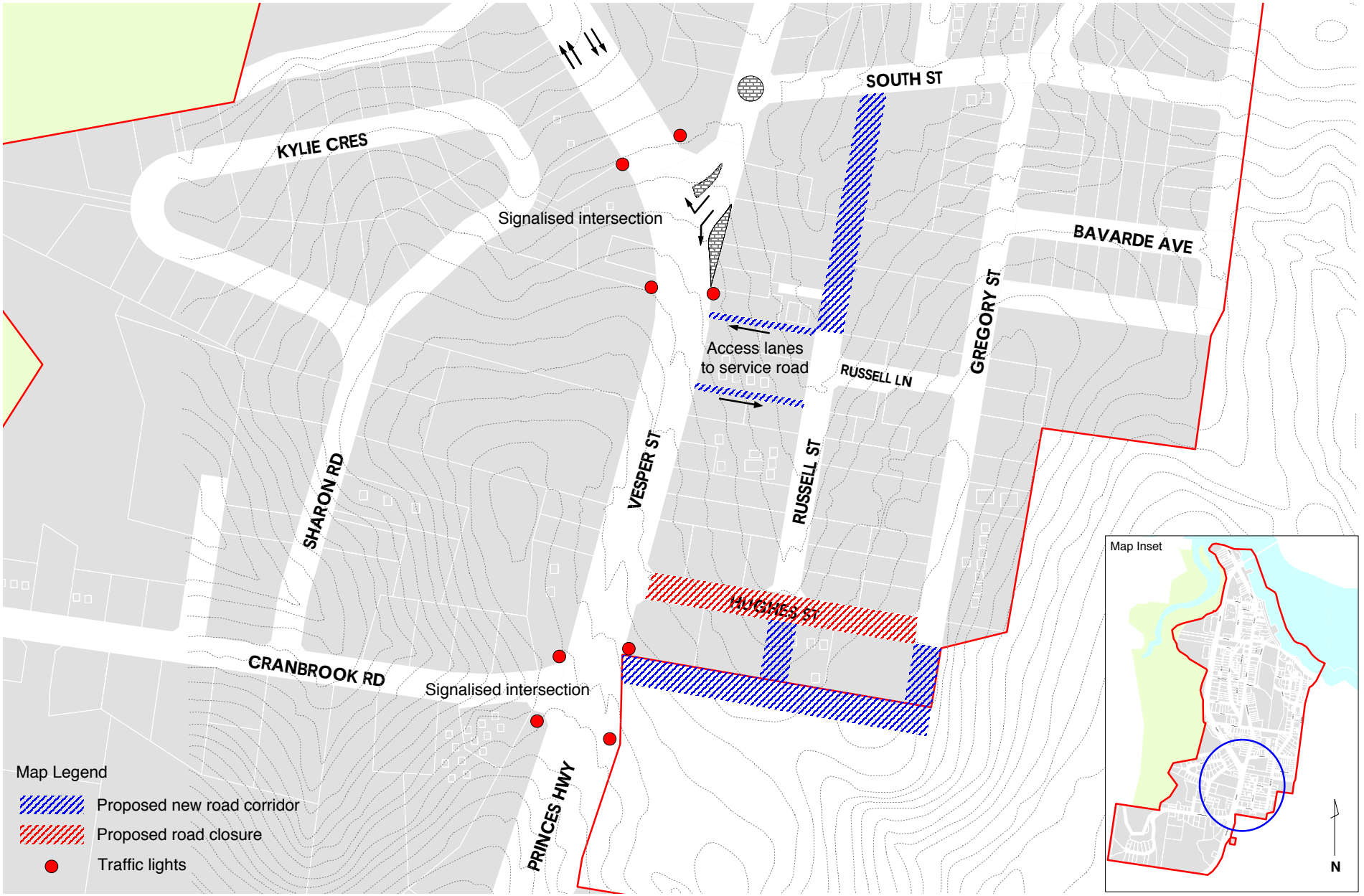
One way to encourage more efficient mixed-use of both existing and new development is to reduce the necessary on-site car parking requirement. New developments within the Foreshore Precinct can reduce the provision of on-site parking for retail and commercial use and only provide the parking component for residential use. However all developments should design for the convenient provision of car parking (usually sub-grade where hydrological imperatives permit) or within the development. Large parking aprons at street level on-grade will not be permitted.

Design Considerations

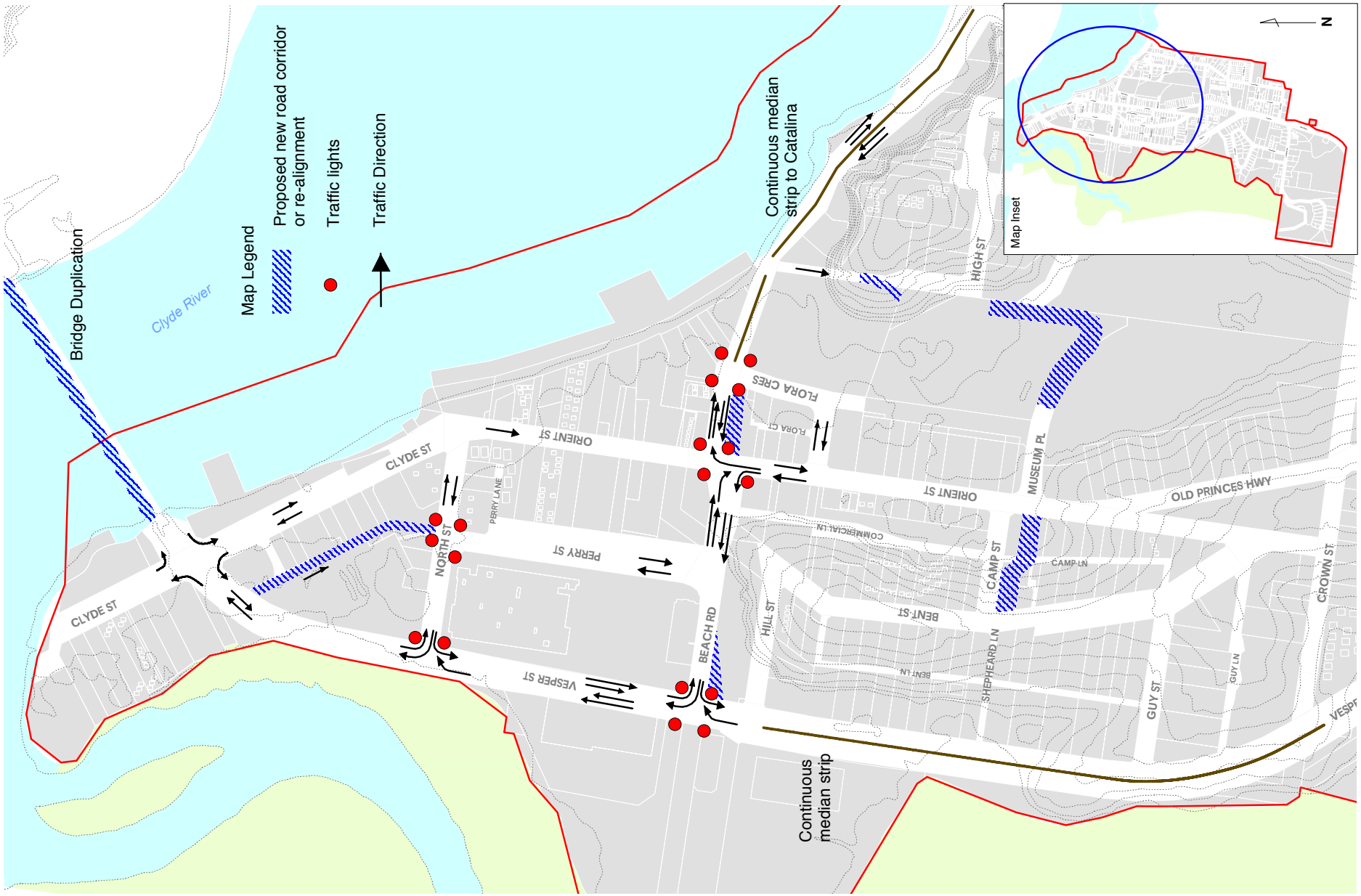
- Seek opportunities to minimise on-site parking requirements, that is, mixed-use developments may, through agreements with Council, contribute to public parking facilities away from the town centre and/or actively integrating uses that would support a shuttle bus service rather than individual car movement and access;
- Developments should minimise, or preferably exclude, vehicle access points that conflict with active street frontages;
- Where parking is to be provided with the development, it should not dominate street frontages but be located within or below the development. Where site constraints will not permit sub-grade parking, roof parking or higher-level parking should be an alternative consideration; and
- Development design should not position vehicle movement areas or goods handling areas within pedestrian linkages.



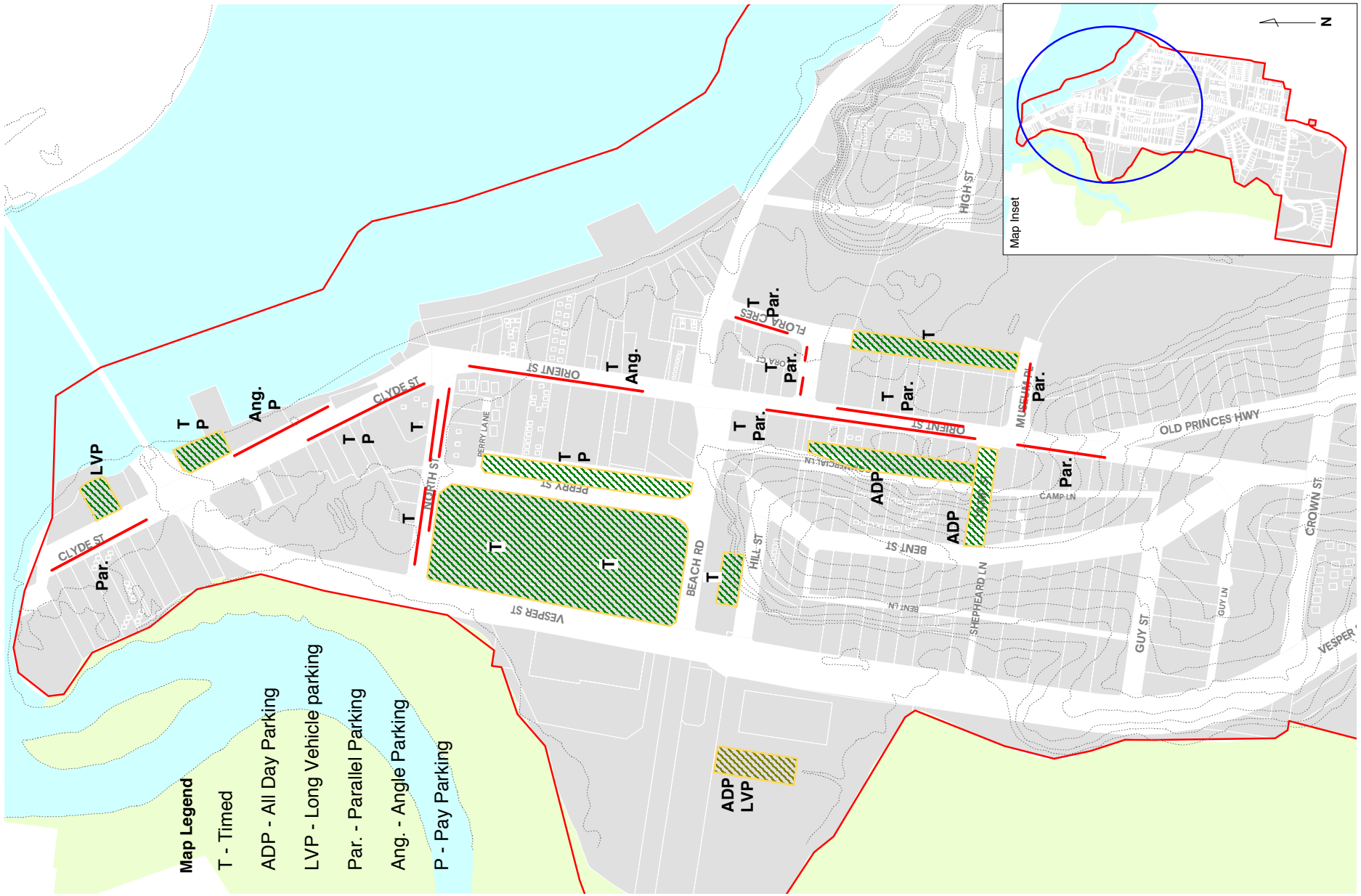
IN-DEVELOPMENT PARKING



map 5.6 .1 proposed management (north)



map 5.6 .2 proposed management (south)



map 5.6.3 proposed public parking management

Pattern Book

Design Framework (Form)

6.0 BUILT FORM

Built-form and character refers to the individual elements of building design that collectively contribute to the character and appearance of the built environment. This section of the Structure Plan aims to introduce provisions, such as building form, heights, floor space ratio, site plot areas and design element composition that will encourage high-quality design for new buildings. However, that same new development through its structural presence needs to strike a balance of the character of Batemans Bay as expressed by the community, with innovation and creativity. The resulting built-form and character of new development should contribute to an attractive public domain in the town centre, and produce a desirable setting for the intended use.

The town centre currently has a low scale of built form and most buildings are single storey. Recent developments, including the Soldiers' Club and the Stockland Mall (residential flats component) have higher verticality. However, prime locations, such as Clyde and Orient Streets, comprise mainly single storey buildings. As a result, the street spaces in Batemans Bay generally have an 'open' appearance, due to low-scale buildings and wide road reserves.

Community feedback has shown that while people value the low scale 'village feel' of the town centre, some areas may be suited to a higher built form. Increasing the scale of development in appropriate parts of the centre has a number of important benefits, including a more efficient use of space, greater definition of key sites and spaces, and increased street activity.

Opportunities for higher scale or landmark buildings within the town centre have been identified. These are areas or sites that are the focus of activity, form entry points to the town, have strong potential as landmark sites, or provide opportunities to consolidate existing activity through more efficient use of space. In all instances, building scale should respect the following elements of built-form presentation as outlined in this section.

6.1 Façade Composition

Element Explanation

Although town centres are a composite of architectural styles, variations, periods and forms of construction, there are a number of facade design elements which help contribute to coherent and attractive streets.

Developments should be designed to reduce visual bulk to the street through detailing and articulation of facades. This can be achieved with the use of materials, colours, design elements and public art. Larger developments should be required to break down building mass by creating the appearance of several smaller buildings or a series of building elements, such as rooflines and articulated facades.

Buildings should be supportive of high quality street amenity through the use of cantilevered verandahs or similar shade and weather protection devices, of a height and form consistent with the rest of the street. Also buildings should be easily 'read' and accessed through the appropriate location and design of building entries and exits. Buildings that include accommodation as part of the use-mix should locate entries with access directly onto main streets to provide good passive security.

Design of building elevations, which have respect for the adjoining built-form and public domain, will include the following:

- facades with variation in the architectural treatment from base to top;
- have windows and openings which are features of the elevation rather than walls themselves;

- windows that service accommodation areas need special privacy considerations such that opposing windows do not cause privacy conflicts;
- facades will be balanced, with variations in surface texture to break up the scale;
- building finishes and colours will complement and respond to the coastal location, (see colour pallete below).

Design Considerations

Development design should consider the following:

- base, middle and upper conditions and finishes should vary on the facades composition, with cues for each level taken from location aspect and preferred use;
- fenestration, particularly to the building street and/or active (walkway) elevation should be no less than 50% of façade;
- Surface relief, texture and pattern should be included in facade designs;
- balance of horizontal and vertical articulation
- pale rendered treatments and timber, particularly in foreshore active frontages with balconies and open facades on upper floors;
- masonry, face brickwork and rendered surfaces are to be presented in lighter colours and textures that minimise bulk and solid form;
- in the highway precinct, building design shall utilise structural elements such as steel and glass to reduce the elevation 'massing' associated with larger floor plate buildings;
- non preferred treatments include:

- black
- predominantly red and yellow colour schemes
- metallic and reflective finishes
- highly saturated colours, particularly primary colours.

Theme, Colour Palette and Textures

New development when viewed from the street and public places should ensure that the external design of buildings is attractive and visually compatible with surrounding development and the streetscape.

The following principles apply in respect to building design:

- Buildings should be of a style and character that emphasises the coastal resort function of Batemans Bay, linking the built environment with the waterfront;
- Exact replication of existing buildings should be avoided. However, existing design elements can be used to develop a specific character and reinforce the streetscape;
- Building design, roof form and details of materials visible from public areas should not be in strong visual contrast with the character of attractive buildings in the site's visible locality;
- Long un-articulated frontages to the street should be avoided. Frontages should be broken by smaller architectural elements;
- Entry features to buildings and/or arcades are encouraged to provide a development with a visual focus and add interest to the building; and
- The use of awnings is encouraged to break up building facades. Awnings should be positioned such that they provide maximum width of coverage to the footpath and allow a maximum height appropriate for unobstructed pedestrian passage.

In keeping with the design theme of Batemans Bay suitable materials would be:

- bricks (light coloured)
- tiles (light coloured)
- timber
- metal
- glass
- canopies – shade sail-cloth
- lightweight sunhoods
- pre-coloured roofing sheets

Note: Metals should be aluminium, stainless steel or powdercoat galvanised steel, to protect from corrosion.

Paint colours chosen should reflect the seaside environment. Strong colours such as red or bright yellow should be avoided. Colours chosen should generally be in accordance with the following:

- Roofs: Off-White or Ghost Gum
- Walls and Trim: Toronto Jays, Tranquil Blue, Windswept, French Silver, Ethereal, Blue Niche, Kenya Coral, Dakota Land, or Courtship.

Note: These are examples of colours that can be used, and are from the Dulux Master Palette. Similar colours from other paint charts may be used.

A colour scheme or colour palette with sufficient range of colours which allows some individual expressions, is a mechanism which can be applied to improve the look of the centre as a whole. All new buildings and renovations should

incorporate a colour scheme using the colour palette.

Corporate colours shall be limited to advertising signs or structures, and should not be applied to the painted surfaces of the buildings.

6.2 Roof Elements

Element Explanation

'Well-mannered' architecture and consistency of building types is important, as is provision of equivalent articulation and detailing to provide a human scale and interest. The built-form presence and street addressing of lower scale buildings is important in respect to the entire street elevation, including roof form, as these buildings can be viewed in their totality from the opposing frontage and street alignment.

Developers appear to have become more flexible over the last few years on the question of how many levels should be provided within a retail environment. In high-value locations such as the commercial area of Batemans Bay, the retail/accommodation offer now extends to three and four storeys, although two remains the norm. One clear opportunity for the urban retail developer is to use the advantages of topography and connectivity with adjacent sites to extend the strength of the offer over several levels. This is another reason why urban retail design cannot be seen purely as an inside-out activity.

However, the development return on initial investment needs maximisation of useable floor space. Where annual returns are marginal (as is the present situation within the town centre) and land values high, it is difficult to gain good design outcomes where components of the built form are not directly contributing to that return. In this sense therefore, devoting some of the available building height to roof design, can often be considered a luxury that most developers can't afford. In Batemans Bay, where the commercial area lies within a natural bowl, the roofscape of development is highly visible from different parts of the city. The design of the roofscape therefore is one of the more challenging and controversial aspects of the design process.

The roof needs to be treated as an additional elevation, as a major landscape design challenge that requires the same degree of thinking about context as the external facades. In this respect, flat, large area metal roofs are rarely a good option. .Unfortunately there is an increasing trend toward large floor plate malls dominating retail centres, resulting in monopolistic expanses of metal sheet roofing. This in turn dictates linear parapets and capping, which imbue little architectural character.

Roof-top mechanical plant also needs to be thought through at an early stage of design. It cannot be designed in detail at the planning application stage and so a clear design strategy, which must be honest and realistic about the amount of plant involved, is needed for dealing with it. The amount of servicing on the roof should be minimised and incorporated within any streetscape strategy. Thought should be given to whether public or at least communal uses can be accommodated as part of the strategy. This might include roof-top gardens for residents, a restaurant terrace or similar, and can take advantage of views out of a development. The topography of the town centre is such that the upper levels of new development affords the opportunity of views out to the foreshore and hills around the centre – which of course means that the roofscape will be prominent in views back from those hills.

All developments should be designed to reasonably protect amenity on their own and neighbouring sites. This will entail consideration of issues such

as future development on neighbouring sites; acoustic and visual privacy; measures to buffer noise sources and access to daylight and natural ventilation. Public and private amenity relies increasingly on more sophisticated and responsive design solutions as development density increases. Without good design, problems such as loss of access to sunlight as well as impacts of noise from air conditioners and other roof-mounted equipment may result.

Design Considerations

- Break-up roofs where possible with hips, gables and changes in materials;
- Make roofs into rooftop recreation terraces for staff, or external access areas for tourists in buildings incorporating tourist accommodation;
- Incorporate recreation terraces and/or green roofs with living roof gardens which have rainwater capturing and re-use benefits as well as aesthetic qualities, into roof design;
- Roof shapes, roof top housings and projections should be treated as an integral part of the building design;
- In context with existing structures, roof pitch, slope and plane articulation (shape), should be consistent or complementary. In other circumstances, continuity of parapet lines may be appropriate;
- Roof colours should not contrast strongly with the building theme colours and textures, and should be seen in the context of the environment that frames the development.

6.3 Heights and Discretionary Heights

Element Explanation

The majority of the town centre is made up of development that is generally of low built-form. This is in keeping with the historic building forms of a 19th or early 20th century traditional town centre. Although there has been limited development within the centre for purely commercial purposes, activity in property acquisition positioning has been quite active. Based on the experience of other similarly sited coastal towns, it is likely that the foreshore areas will be the first to experience the greatest pressure to develop, taking advantage of water proximity and views. However, neglecting a structured approach to in-centre development heights could see these foreshore sites excluding views and amenity for the town centre as a whole.

The recent surge of development activity in the coastal residential strip adjacent to the town centre, has seen an increase in both the built-form bulk and height of these structures. This development activity has not yet transferred to the commercial sector, and many of the sites within the centre remain under-developed. This situation has placed the town centre at odds with traditional understandings of a town as the civic and commercial heart of the region.

The intensity (and height) of development presently permitted under the operational Batemans Bay Town Centre DCP is not being achieved on most sites, which may suggest the economic returns on redevelopment have been insufficient to stimulate further intensification. Also past practice of smaller prime ownership of allotments and strata-titling have not encouraged larger scale quality design and entrepreneurial development to consolidate the town centre.

There is the opportunity to consider higher density development throughout the town centre that creates consistency of height regimes, with the highest levels located in the main commercial precincts and activity streets and the lowest fronting the foreshore and framing view corridors. The main view corridors are defined on map 5.1.

Height is an important control due to its major impact on the physical and visual amenity of the town centre and it's surrounding residential areas. It is therefore intended that the height regime suggested in this structure plan be provisions within the Shire-wide Local Environmental Plan (LEP). These development heights have been designed to work with existing built form massing and to ensure an improvement of the area in the future.

The elements used in consideration of setting building heights are:

1. Levels required to meet desired commercial offer;
2. Preferred building use mix based on location;
3. Inter-floor levels (dependent upon location based use-mix);
4. View sharing and view corridor protection.

Although there are other development standards that apply to the commercial areas of the town centre (such as FSR & site plot area), factors such as on-site parking requirements, open space and upper floor setbacks, tend to largely dictate building mass in respect to available site areas.

Building height, and conversely asymmetry of individual development heights, should be further refined and analysed by using factors such as daylight access, roof form, residential amenity, setting and topography of particular sites and streets. It is important that the rationale for height determinants is included in design proposals. Furthermore, future development should respond to the desired scale and character of the street and local area, and allow reasonable daylight access for adjacent developments and the public domain.

Maximum Built-form heights and number of storeys

Upper height limits have been set for the town centre and are expressed as an overall height in metres. Wherever possible this has been equated to the optimal individual floor-to-floor dimensioning for commercial development. Influencing this dimensioning are some local constraints, including; tidal inundation and sub-grade water tables, which impact on structures below natural ground levels.

Building height is defined as:

The vertical distance between ground level (existing) at any point, to the highset point of the building, including plant rooms and lift over-runs, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimney, flues and the like.

A storey is defined as:

A space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:

- *A space that contains only a lift shaft, stairway or meter room, or*
- *A mezzanine, or*
- *An attic.*

Note; referenced from the Std LEP Template Order 2006, (Department of Planning NSW)

Precinct/zone	Level	Preferred use	Floor-to-Floor heights (m)		Permissible height (m)
Foreshore	Grnd level	Retail	4.1		
	Second level	Commercial	3.6		
	Subsequent level	Accom	2.9		
	roof		1.4		12
Commercial Core	Grnd level	Retail	4.2		
	Second level	Commercial	3.6		
	Subsequent level/s	Commercial/accom	2.9 X 3		
	Roof		1.5		18
Highway	Grnd level	Commercial	Display 5.0	Carpark 2.9	
	Subsequent levels	Commercial	3.6	4.1	
	Roof		1.4	1.5	10 / 8.5
Business support	Grnd level	Retail/commercial	4.1		
	Upper level	Commercial	2.9		
	Roof		1.5		8.5
Residential	Grnd level	Residential/commercial	3.5		
	Upper floors	Residential	3.1 X 2		
	Roof		1.8		11.5

table 6.3 suggested floor to floor structuring for town centre built height

View Corridor protection

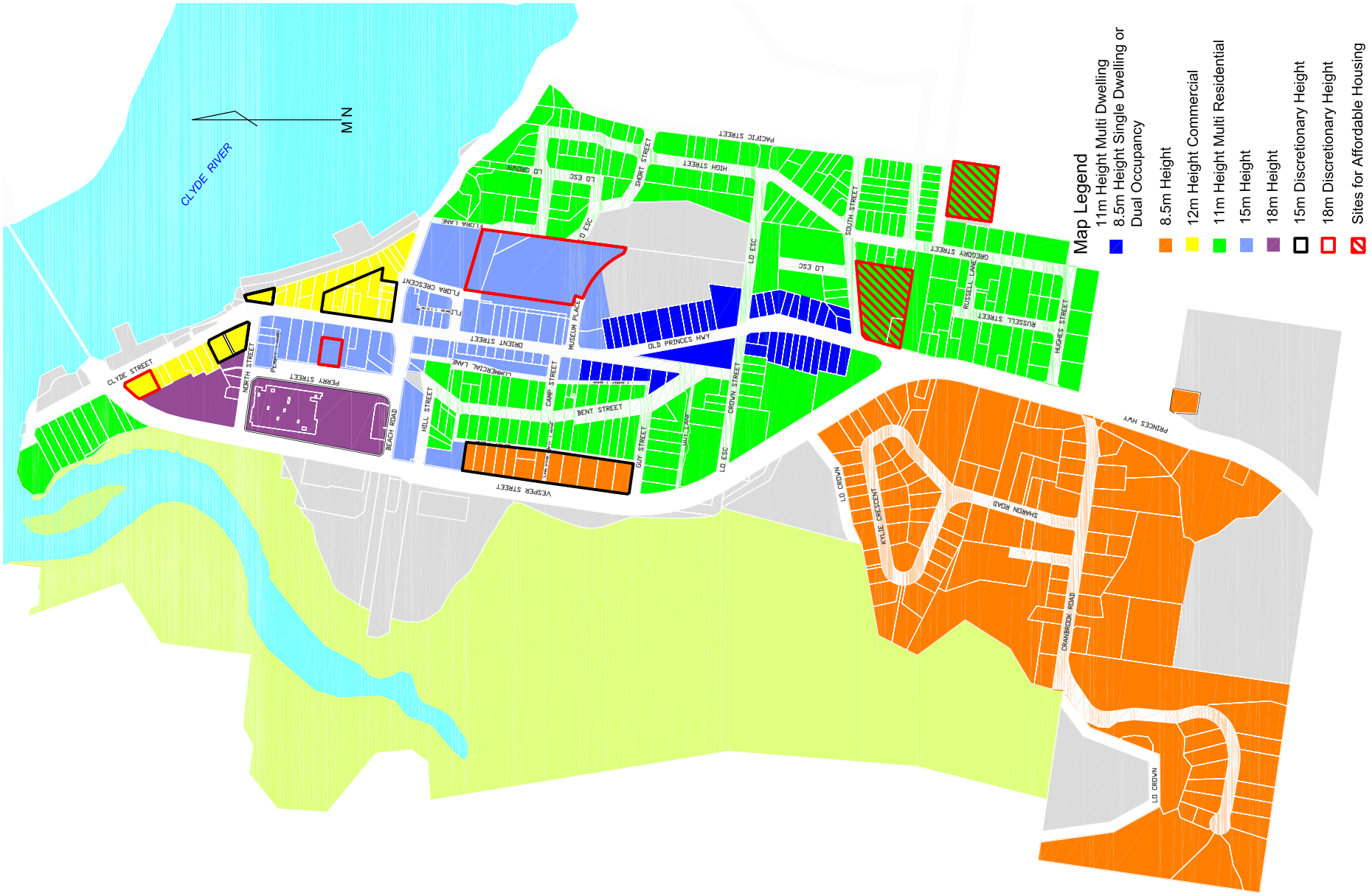
Design of developments located within or adjacent to a view corridor (refer to map 5.1) will need to consider the impact within the nominated corridor and may need to incorporate upper floor setbacks to ensure that the proposed building, including the roof and any roof protrusions, will not encroach on the view corridor.

Preferred Building Use-Mix

The primary use of buildings, or tenancies within buildings, should conform to the desired precinct theme. The social and economic benefits of co-location will only be achieved if volume location massing is actively persued.

Design Considerations

- The scale of development is significant within its siting context and should work to create a town centre with a built-form which reflects its civic and commercial importance;
- Larger buildings are to be located away from the foreshore to reduce visual impacts and overshadowing of public areas;
- Balance in the desire for some views with the desire for redevelopment is essential;
- Maintain daylight access and amenity at street level, with appropriate building heights;
- Ensure heights of buildings lining the street have been scaled in proportion to the streets width to achieve a pleasant proportion and human scale;
- Ensure that buildings do not cast all-day shadows over North Street and Flora Cres during the shorter daylight months;



map 6.3.1 proposed batemans bay maximum built heights

- Promote the penetration of daylight into the depths of offices and accommodation;
- Ensure that identified view corridors are not adversely impacted by adjacent built-form;
- Permit greater heights in the areas not affecting views, where redevelopment is desired to improve the vitality and long-term economic health of the town centre;
- Provide a mixture of building heights in the majority of the town centre; and
- Building heights will diminish with proximity to the waterfront.

Discretionary heights

Developments may be permitted to exceed the maximum height limit where certain public facility outcomes are met. In granting the discretionary height, Council must be satisfied that the appropriate enabling considerations (as detailed on the outcomes map 6.3.2) have been met and incorporated within the design. For example within the Foreshore Precinct developments proposed for the 'book end' sites may achieved greater heights by incorporating architectural corner elements that mark the significance of the block termination.

In some cases the ability to access discretionary heights may relate to the provision of hard infrastructure, such as public parking or public open space which for the benefit of town centre functioning, can be incorporated into future development certain sites. Refer to the precinct section for a full description of site specific outcomes.

Flood levels and Building Heights

Certain areas within the Town Centre are affected by localised flooding and/or tidal inundation/wave run-up. Council has adopted minimum prescribed commercial floor heights for these areas.

In some circumstances (particularly those properties fronting foreshore areas) this prescribed flood floor height will be higher than the natural ground level of the site. In these cases, the prescribed overall building height shall be increased by the differential between the natural ground level and the adopted flood commercial floor height, but in any case not exceeding 1.2m.

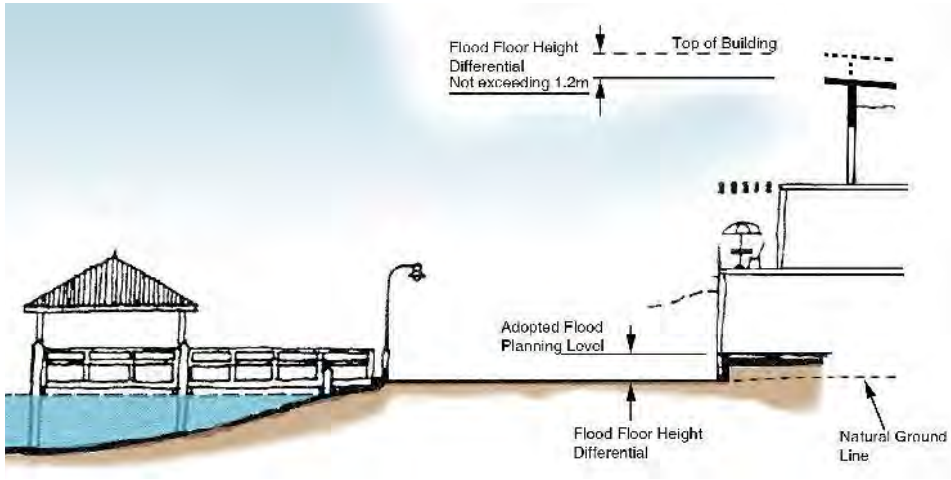
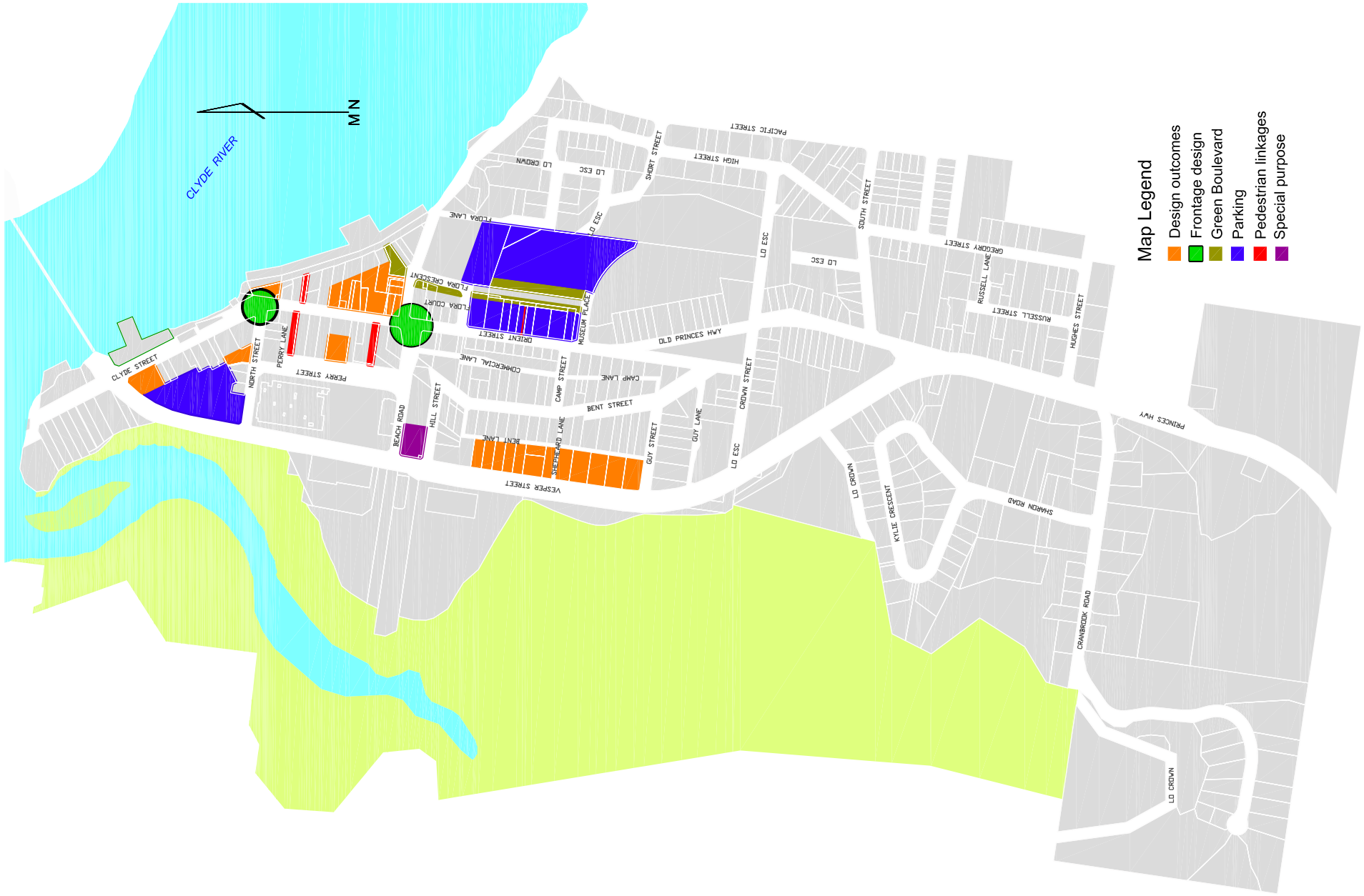


fig 6.3 relationship of flood height to maximum building height



map 6.3.2 site subject to specific outcomes

6.4 Floor Space Ratio

Floor Space Ratio (FSR) defines to a large degree the building form and character. When inscribed through good building design and together with heights, collectively contribute to the character and appearance of the built environment. It is intended that heights, and FSR will form the core development standards enshrined within the comprehensive Eurobodalla LEP.

Together with the other development provisions as outlined within this Structure Plan, development standards are intended to encourage high quality design for new buildings, balancing the character of Batemans Bay with innovation and creativity. The resulting built form and character of new development should contribute to an attractive public domain in the town centre and produce a desirable setting for its intended uses.

The application of FSR, together with other controls such as site plot area, aim to:

- Establish the scale, dimensions, form and separation of buildings appropriate for the setting in the town centre;
- Achieve attractive and sustainable form within the town context;
- Provide a strong definition of the public domain;
- Achieve active street frontages with good physical and visual connections between buildings and the street;
- Ensure there is consistency in the main street frontages of buildings having a common alignment;
- Provide for pedestrian comfort and protection from weather conditions;
- Define the public street to provide spaces that are clear in terms of public accessibility and safety, and are easy to maintain;
- Ensure building depth and bulk is appropriate to the environmental setting and landform, allows for view sharing and provides good internal building amenity;
- Ensure building separation is adequate to protect amenity, daylight penetration and privacy between adjoining developments;
- Ensure that buildings that include mixed use development with accommodation components that achieve active street fronts and maintain good residential amenity.

Precinct or other specific area	Site specific areas	Existing FSR	Proposed FSR	Proposed site coverage	Comment
Foreshore	Precinct areas	3 : 1	2 : 1	68%	Refer to public access & linkage map for location of proposed through links and arcades.
	Sites subject to site specific outcomes	3 : 1	2.5 : 1	100%	Built form to comply with street frontage heights, setbacks and upper level setbacks
Market place & Watergardens precinct (Commercial core)	Precinct areas	4 : 1	3 : 1	85%	Sites subject to landscape and solar access setbacks
	Sites subject to site specific outcomes	4 : 1	3 : 1	85%	Built form to comply with street frontage heights, setbacks and upper level setbacks
Highway		1 : 1	1.5 : 1	50%	Refer to site plot area requirements, subject to allotment amalgamation
High density Residential (Orient Street Sth & Old Highway)		1 : 1	1 : 1	50%	
Residential areas		0.85 : 1 (tourism) 1 : 1 (tour'm + comm.)	0.85 : 1 (tourism) 1 : 1 (tour'm + comm.)	50%	To comply with directions of the Greater Batemans Bay Structure Plan
Business development		0.75 : 1	1 : 1	65%	
Industrial enterprise		0.75 : 1	0.75 : 1		

table 6.4 precinct and area specific FSR

6.5 Building Alignments and Setbacks

Element explanation

Street setbacks and building alignments establish the front building line. They help to create the proportions of the street and can contribute to the public domain by enhancing streetscape character and the continuity of street facades. Street setbacks can also be used to enhance the setting and address for the building. They provide for landscape areas, entries to ground floor apartments and deep soil zones. Street setbacks are measured from the street boundary to the outside face of the external wall of the building.

In the commercial core, buildings are to be built up to the street alignment to reinforce the urban character and improve pedestrian amenity and activity at street level. Above street frontage height, tall buildings are to be set back to allow sunlight accesss to streets, and daylight to pedestrian areas and lower levels of other buildings. Also setbacks assist in mitigating uncomfortable wind conditions, increase opportunities for view corridors, achive appropriate building scale for pedestrians and good growing conditions for street trees. In the residential locations and some city edge locations, buildings are to be setback to a consistent building line.

The definition of "building line or setback" is:

The horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary) and:

- *a building wall, or*
- *the outside face of any balcony, deck or the like, or*
- *the supporting posts of a carport or verandah roof,*
- *whichever distance is the shortest.*

Note; referenced from the Std LEP Template Order 2006, (Department of Planning NSW)

The controls applying to building alignments and setbacks will assist in meeting the following objectives:

- To provide a hierarchy of street edges from commercial core with no street setbacks to residential locations with landscaped setbacks.
- To establish the desired spatial proportions of the street and define the street edge.
- To create a clear transition between public and private space.
- To locate active uses, such as shopfronts, closer to pedestrian activity areas.
- To assist in achieving visual privacy to apartments from the street.
- To create good quality entry spaces to lobbies, foyers of mixed-use buildings entrances.
- To allow an outlook to, and surveillance of, the street.
- To allow for street landscape character, where appropriate.
- To maintain shared views to the water front.
- To maintain sun access to streets, open space and the public domain.

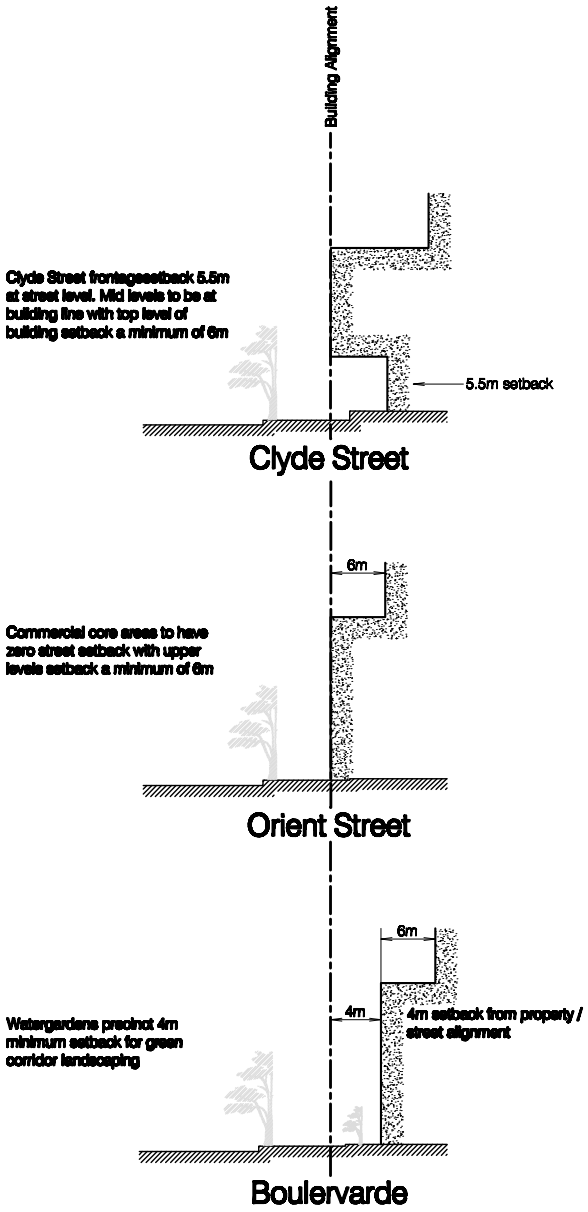


fig 6.5.1 street frontage

Precinct	Building line or setback from street frontage	Details
Clyde Street foreshore	Main building set to zero setback. Ground level setback 5.5m.	Clyde Street frontage setback to form continuous colonnade.
Retail Core areas, (Foreshore & Marketplace precincts) & Orient Street (Watergardens precinct).	Zero street frontage setback (Build to street alignment)	Other setbacks may apply to upper levels (see boundary setbacks section).
Watergardens precinct (green corridor)	4m minimum setback for landscaping	
Highway precinct	8m minimum setback for landscaping	
Residential precincts	Maintain residential setbacks as per Council residential Design DCP. Or retain current building line setback	Introduce setbacks as per Greater Batemans Bay Structure Plan.
Centre Support precinct	6m minimum setback for landscaping. Zero street frontage to Russell Street and Russell Lane	Maintain residential setback to residential areas.
Industrial Enterprise precinct	8m minimum setback for landscaping	Apply minimum setbacks as per Council's Industrial Design DCP

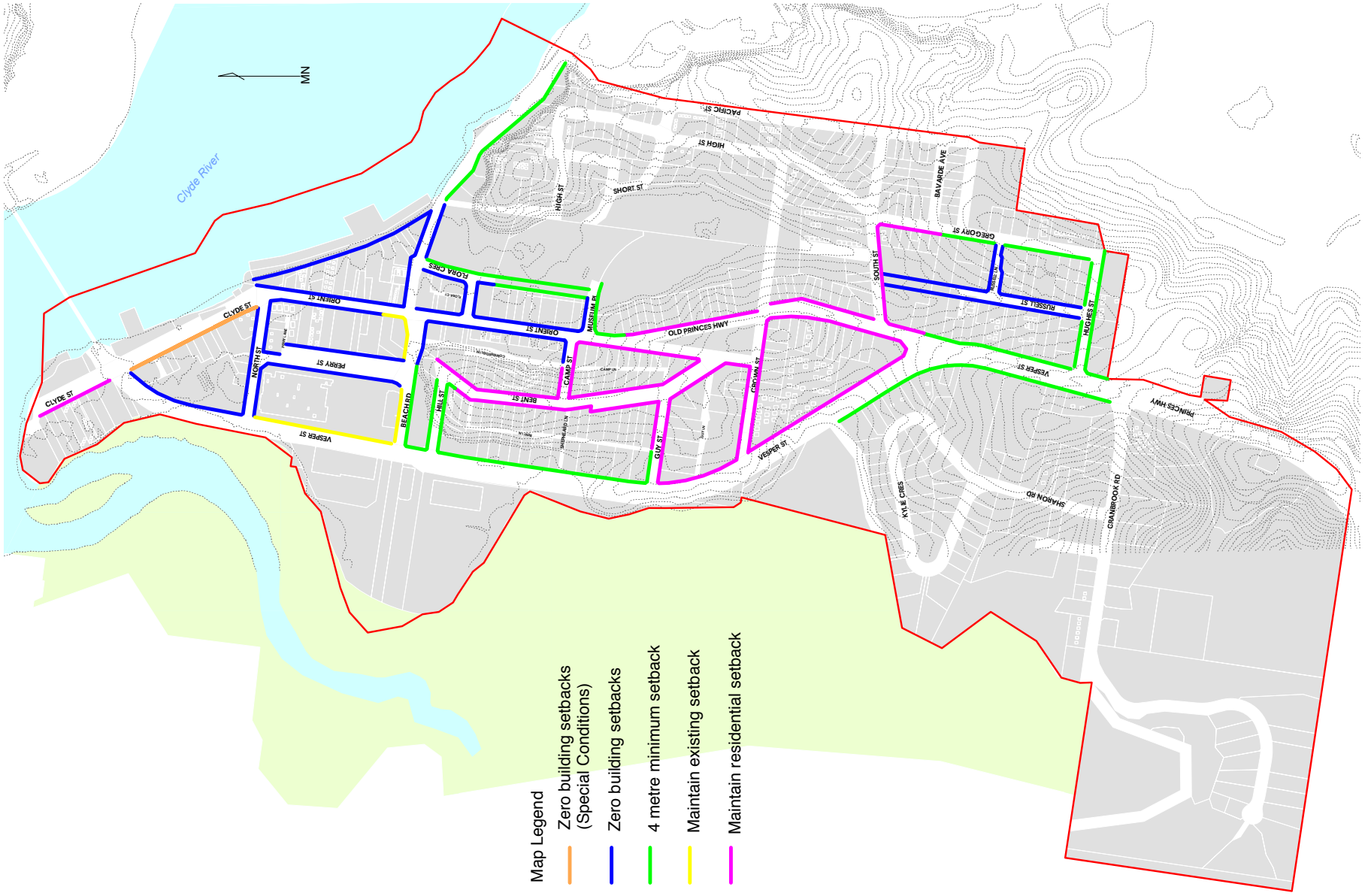
table 6.5.1 street frontage

6.5.1 Street alignment

Street building alignment and street frontage are to comply with the following table and figures 6.5.1

Balconies may project up to 600mm into the front building setback, provided the cumulative width of all balconies at the specific level totals no more than 50% of the horizontal width of the building facade, measured at that specific level. However, the underside of balconies shall not be less than 2.9m above the finished pavement level immediately below the balcony projection.

Minor projections into street building frontage and setbacks for sun shading devices, entry awnings and decorative facade cornices are permissible where these features meet the specific design criteria for good urban design.



map 6.5.1 street alignment and setbacks

6.5.2 Street frontage heights

Well framed streets are an important characteristic of a town centre. Street frontage heights are specified in order to ensure a sense of street enclosure that is appropriate to Batemans Bay, the natural setting of the status as a regional centre and the function and character of different parts of the the town centre. Buildings built to the street alignment and with appropriate street width to building height ratios provide a sense of enclosure and contribute to the town's character.

Controls setting street front heights apply primarily within the commercial core and town edges, where the street frontage height component of the building is to have a high solid to void relationship. Street frontage heights requirements are also specified in certain areas where aspects such as sun angles for solar access are required.

Objectives

- To achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.
- To reinforce the intrinsic character of Batemans Bay while enabling flexibility in building design.
- To encourage a strong architectural expression of the building wall up to the desired frontage height.
- To protect solar access to key streets and public spaces.

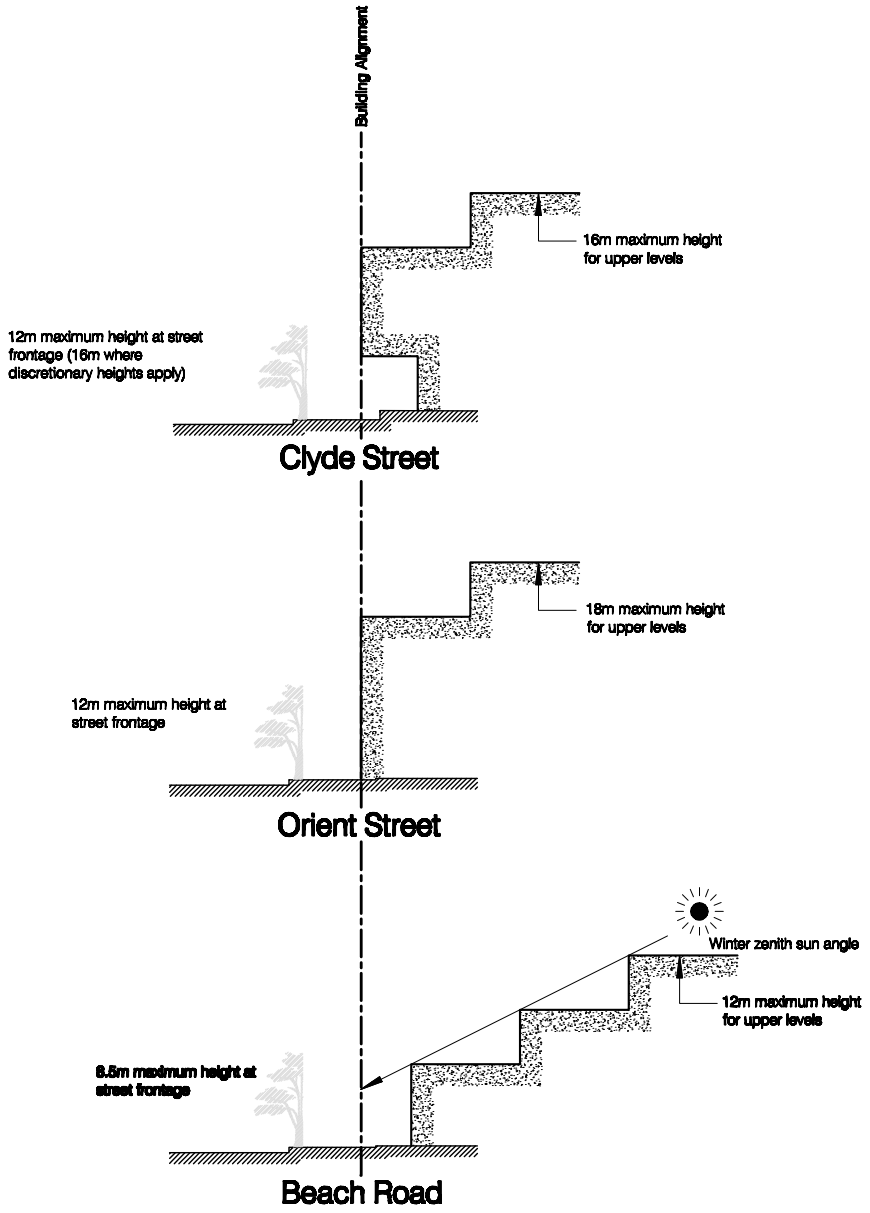
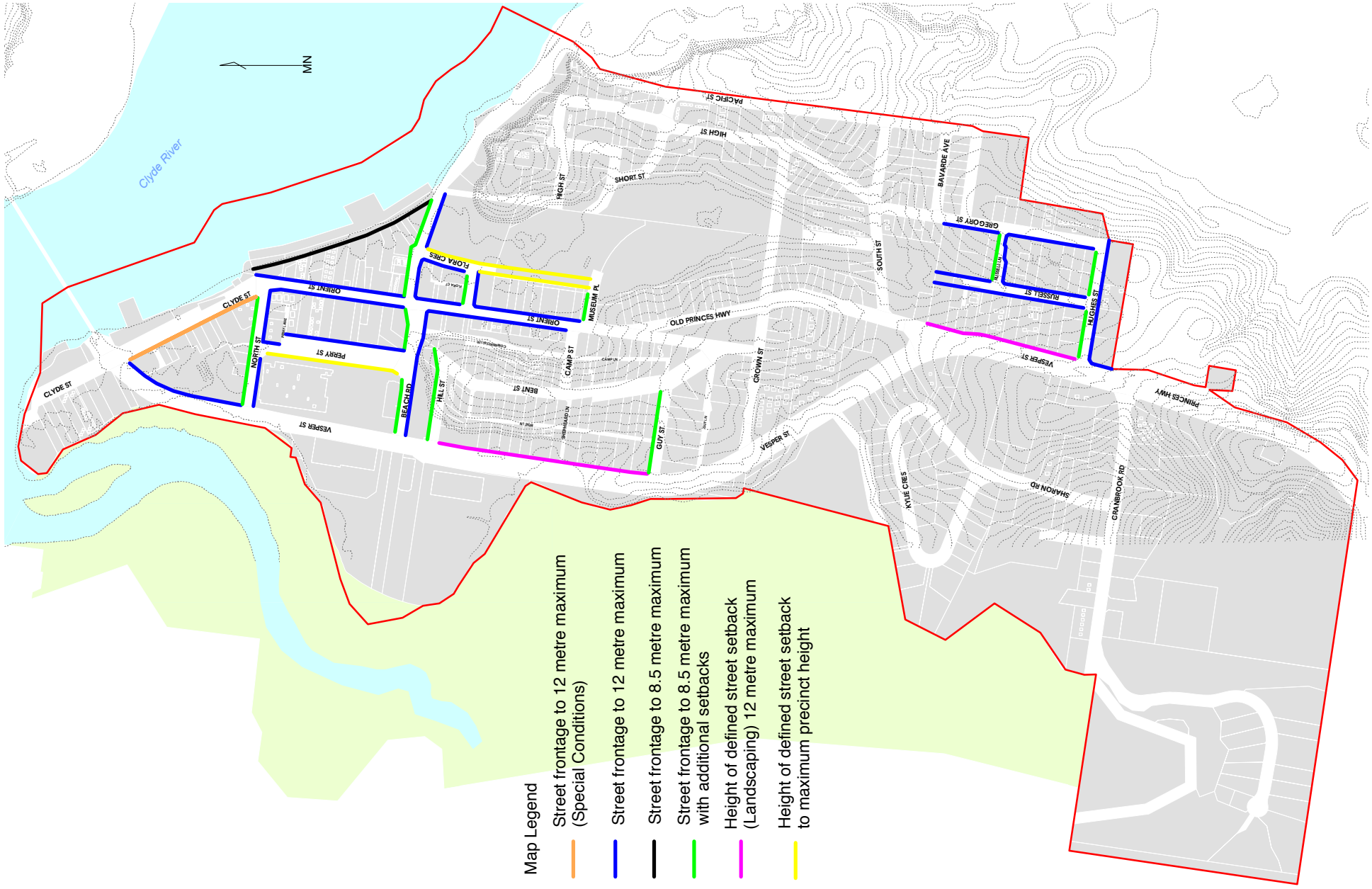


fig 6.5.2 street frontage heights



map 6.5.2 street frontage building heights

6.5.3 Site plot areas

Due to topography, climate and latitude, Batemans Bay experiences pleasant outdoor conditions for much of the year. Controlling the size of upper level floor plates in new buildings allows for good internal amenity access to natural light and ventilation and mitigates potential adverse effects that the height and bulky buildings may have on the public domain.

Building depth is related to building use. Typically, mixed use buildings have larger commercial floor plates combined with smaller residential floors. Controls on site plot area should therefore be classified into residential or commercial at the detail level.

Objectives

- To promote the design and development of sustainable buildings.
- To achieve the development of living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting.
- To provide viable and useable commercial floor space.
- To achieve usable and pleasant streets and public domain at ground level by controlling the size of upper level floor plates of buildings.
- To achieve a town centre skyline, sympathetic to the topography and context.
- To allow for view sharing and view corridors.
- To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form and articulation of facades.

To achieve the objectives for good public amenity, the following site plot areas and floorplate sizes are recommended for the specific precinct within the town centre:

Precinct (or specified area)	Maximum site Plot area	Condition	Comment
Foreshore Precinct	68% of site area	Mixed use buildings must also comply with % of accommodation make-up	Individual building components must not aggregate to greater than 68% of the site area.
Highway precinct	50% of site area	Where individual allotments are aggregated to greater than 3000m2, site plot area can be increased to 70%	Proposed development that includes large floorplate style retail shall include full socio-economic analysis supporting the use and mix of uses
High density residential area, (sites with a property boundary or direct access, adjoining the Old Highway, and south Orient Street between Camp and South Streets.	55% of site area	Where the proposed development includes commercial component at ground level with residential accommodation at upper levels, the site plot area can be increased to 65%	This area is in transition to a higher mixed use incorporating a component of commercial use.
Residential precincts	50% of site area	Site plot area and FSR to comply with the Greater Batemans Bay Structure Plan and Shire-wide Residential Design Code.	
All other precincts	100% of site area	Site coverage will be further defined by street setbacks.	Proposed development that includes large floorplate style retail shall include full socio-economic analysis supporting the use and mix of uses

table 6.5.3 suggested site plot areas

At street frontage height levels, and where development is built from street edge to street edge, articulate buildings using atria, light wells and courtyards to improve internal building amenity and achieve substantial day lighting at every level, and cross ventilation and/or stack effect ventilation.

All points on an office floor should be no more than 10m from a source of daylight (eg. window, light well or skylight). Buildings containing

accommodation components (mixed-use buildings) will comply with BASIx, and SEPP 65 Design Quality of Residential Development.

6.5.4 Building separation

Building separation and setbacks contribute to good urban design and allow ventilation, daylight access and view sharing, increase privacy, and reduce adverse wind effects. In residential buildings and serviced apartments, separation between windows on side and rear facades and other buildings is particularly important for privacy, acoustic amenity and view sharing. Setbacks for residential development in the Foreshore Precinct are different to other precincts to reflect the different settings and forms of buildings in these different areas.

For commercial buildings, separation distances are smaller due to reduced requirement for privacy, noise and daylight access. Separation for mixed use buildings containing residential and commercial uses should be considered in light of adjacent uses and the aspect that achieves best amenity and view sharing.

Objectives

- To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy.
- To achieve usable and pleasant streets and public domain areas in terms of wind mitigation and daylight access.

Precinct	Separation condition	Side setbacks with adjacent allotments	Separation within allotment
Foreshore precinct	Up to street frontage height	0m	0m
	Retail & commercial use above 8.5m (two storey)	6 to 9m	12m
	Residential accommodation above 8.5m (two storey)	9m	21m
Other commercial precincts	Up to street frontage height	0m	0m
	Retail/commercial use above 8.5m (two storey)	4.5m	12m
	Residential accommodation above 8.5m	6m	21m
Residential precincts	Building setbacks & separation as per Residential Design Code.		

table 6.5.4 suggested building separation

Notwithstanding the above setbacks, buildings can be built to the side allotment boundary (i.e. 0m setback up to relevant street frontage height) in precincts other than the Foreshore precinct, where windows to habitable and non-habitable rooms are placed to face the front or rear of the allotment.

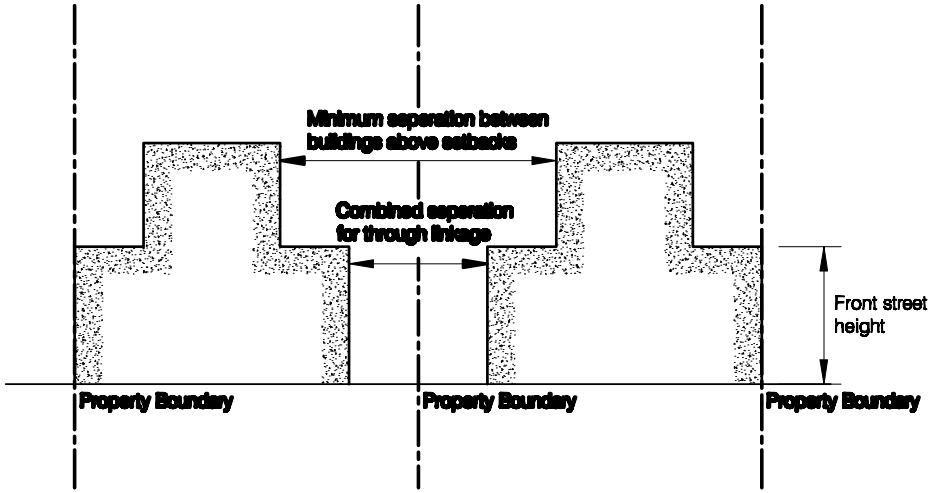


fig 6.5.4 building separation

6.6 Residential Design

Element Explanation

Many opportunities for new housing in the town centre have been identified. This includes new residential spaces in mixed use developments, apartments above shops or offices, shop-top housing along the main activity streets and purpose built residential development in conjunction with other commercial uses (such as. retirement living, affordable and adaptive housing).

In addition to the strategies as set out in this Plan, the provisions in the Residential Flat Design Code associated with State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development (SEPP 65) apply to residential development within the town centre. The provisions of the SEPP apply to flats, multi-unit dwelling housing, any residential component of a mixed use development, and serviced apartments, (managed under strata titled or management scheme). In particular, Parts 2 and 3 of the Code are to apply to the town centre.

For residential apartment buildings, mixed-use buildings and multi-unit housing on land with less than 18% slope, 15% of all dwellings (or at least one dwelling – whichever is the greater) should be designed to be capable of adaption for disabled or elderly residents. Dwellings should be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), which includes 'pre-adaption' design details to ensure visitability is achieved.

Design Considerations

- Provide a range of new housing opportunities which offer high standard of amenity, close to the activity of the town centre;
- Ensure that residential development provides a mix of dwelling types and sizes to cater for a range of household types;.
- Ensure that dwelling layout is sufficiently flexible for residents' changing needs over time;
- Ensure that dwellings have a street address, even when located above shops. In larger developments, include as many entrances as possible to provide dwellings with a sense of address and to activate the street space. Avoid sharing entrances to residences with shops or businesses;
- Encourage the provision of outdoor areas in higher density development in the form of balconies, roof terraces, small private gardens or larger communal open space areas. These will also offer a 'street presence' at the upper levels of the building and improve surveillance and safety of the street;
- Locate open space areas to maximise views of the water or vegetated town backdrop;

- In mixed use development, provide active ground level frontages for office or retail uses, with residences above;
- Locate and orient buildings to minimise any adverse amenity impacts from adjoining uses, such as shops or cafes. Provide adequate acoustic insulation in mixed use developments or those near other uses where noise may occur;
- Offer a transitional scale of building form on sites adjoining established residential areas and include adequate landscaping along this interface;
- Retain existing large canopy trees wherever possible, or require the planting of replacement canopy trees to frame buildings;
- Provide adequate space for substantial landscaping in all new developments;
- Ensure that new developments incorporating residential spaces reflect the predominant building scale of the street; and
- Avoid small setback spaces between units in multi-dwelling development. Share walls where possible to consolidate open space areas on the site and create larger areas for landscaping.

6.7 Mixed-use Buildings

Element Explanation

Mixed-use developments provide for a variety of uses and activities within town centres, encouraging use of the city outside the working day and adding vibrancy and life to the streets. Different uses within the same building operate the most efficiently when they are located within a pattern and layout suitable to the mix of uses. Retail and commercial (office space) activity should ideally be located at ground level to ensure that they engage with the active street front.

Residential uses, requiring privacy and noise minimisation, should be located at other than ground level. Mixed use buildings incorporating residential use work best to mitigate noise disturbance when office space is interspersed between the active areas; (for example, retail at ground level) and residential at higher levels.

Design Considerations

- Provide flexible building layouts which allow variable tenancies or uses at ground and first floor level;
- Developments should be of high quality, site-responsive design, avoiding 'replicas' in multi-dwelling buildings i.e. repetition of housing style; 'mock heritage' and replication of older multi-residential styles. Innovative design will include a variety of building forms and envelopes, detailing of facades, incorporation of a variety of materials, colours and design elements;
- Building design will be supportive of sustainability principles in site planning and building function, including:
  - optimisation of northern orientation;
  - maximisation of daylight filtration and natural ventilation. The use of

atriums is an appropriate response;

- provision of shading devices, to east and west facades to reduce heat loss or gain; and
- provision of double glazing to help attenuate noise, as well as improve energy efficiency of facades;

- Vehicle entry to buildings should be via single entry or shared driveway access, to rear or in-development parking, to reduce the number of access points at street level, and to limit the visual disruption of multiple front garages;
- Commercial service requirements, such as loading docks will be separated from residential access, and primary outlook;
- Clearly demarcated residential entries will be located directly on the public street;
- Commercial and residential entries and vertical circulation will be clearly separated and distinguished;
- Security access controls will be provided on all entrances into private areas, including car parks and internal courtyards;
- Provide safe pedestrian routes through the site, where required;
- Buildings with frontages to commercial streets should have active uses at street level;
- The use of blank building walls at the ground level should be avoided.

6.8 In-development Parking

Element Explanation

Adequate, convenient and safe vehicle parking is crucial for the health of the commercial activities in the centre. However, the provision of parking areas, whether public or private should not subvert the principles of urban design. Past practices of fore-court aprons relegated to parking and vehicles dominating under-developed allotments, need to change. Council has recognised the need to look at parking requirements in a more holistic fashion. Some areas of the town centre are better positioned to accommodate parking areas, including the provision of parking capacity above that required on the particular site. This means that some developments will house larger parking provision, whereas others may have minimal on-site parking. Developments providing 'surrogate' parking, will need to be conscious of the design implications such that parking structures do not dominate the built-form.

Council will implement a special town centre parking contributions plan to administer the cost sharing funding for surrogate and donor parking sites, (refer parking integration section in Book 1). The administration and allocation of funding for future parking facilities will need to be integrated with the overall town parking strategy. The eventual provision of spaces within dedicated parking stations must be linked to the additional development of retail and commercial floorspace, that is, any major retail extension or provision will only proceed with the provision of adequate public parking, or in combination with an alternate transport provision.

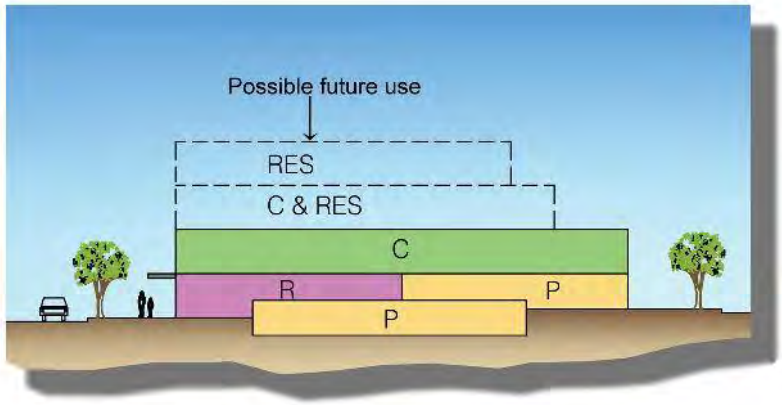
The effectiveness of the additional retail and commercial floor-space will be dependent on the timely provision of additional public parking spaces and

better management of existing facilities. It is also important that the pressure of overflow parking does not detract from the amenity of the foreshore areas and adjoining open spaces.

Generally, parking should be provided within the development to ensure that the parking areas do not dominate frontages or areas readily visible from the public domain. This can be achieved by incorporating parking space as an additional floor level (or part) within the development or at sub-grade (if topography and site-hydrology permit).

Design Considerations

- The provision and location of parking facilities should recognise the complementary use and benefit of public transport and alternate mobility modes;
- The provision of in-development parking should be considered as an integral part of the overall development planning, not as a built-on annex, post development;
- Planning for development parking provision should facilitate an appropriate level of on-site parking to cater for the mix of uses within the development and the precinct;
- Parking facility design should minimise the visual impact of on-site parking spaces; and
- Directional signs should be provided to assist shoppers and visitors to navigate parking facilities and pathways linking activity areas with parking areas.



IN-DEVELOPMENT PARKING

6.9 Street Elevations

Element Explanation

Batemans Bay has a unique setting positioned as it is, within a foreshore location. The water and mountain views, low scale of the buildings and a relaxed atmosphere, create a highly valued 'village feel' of the town centre.

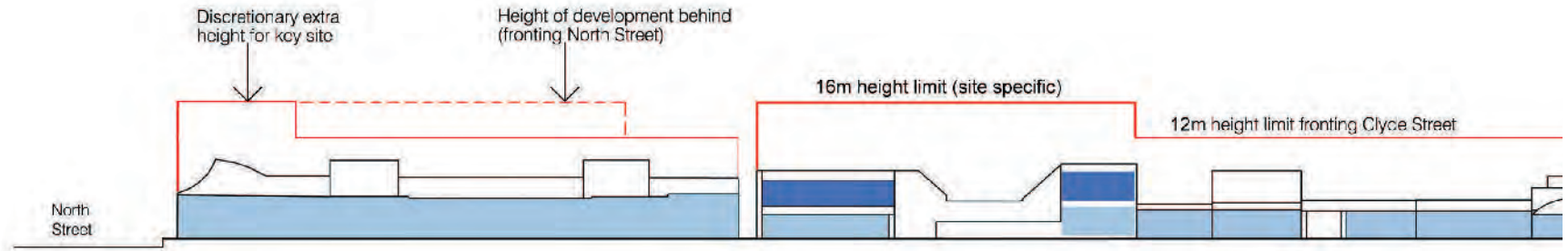
However, the image of the town centre is in need of improvement, particularly in relation to building design and presentation. Currently there are many streets and buildings that have a run-down appearance or are perceived by the public to be unsafe, especially at night. Several buildings on key sites have poor design quality and detract from the streetscape. Additionally, building presentation at the rear of the shopping centres form unsatisfactory edges to streets and public spaces. Large expanses of car park aprons – as exist presently - are an inefficient use of space within an active centre, and are unattractive.

Streetscapes, in particular, need to create a positive urban image for each part of the town, through the design of buildings and spaces. Respect for street presentation elements adds highly valued character, while allowing for innovative new development that embraces local identity and promotes a significantly improved urban environment.

The following diagrams illustrate the general design principles and built-form parameters that apply to development fronting the main commercial streets within the town centre.

Clyde

Existing



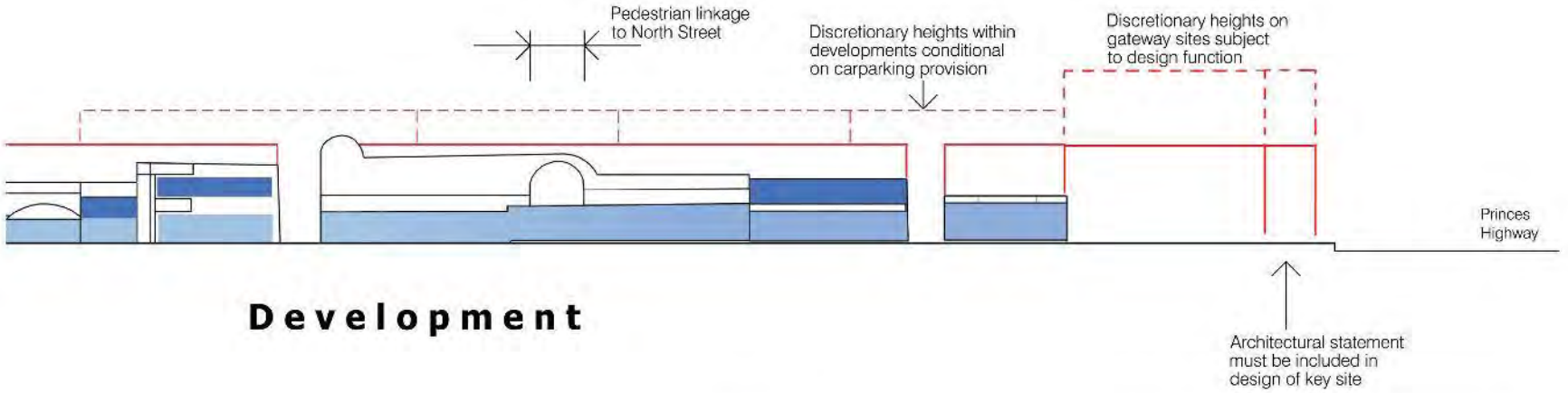
Potential

- Active street frontage as main pedestrian thoroughfare
- Horizontal awning on street frontage (for weather protection)
- Maintain zero street alignment
- Recevelopment of sites must include active spaces (at street level) to interact with public spaces

0 20m

Street

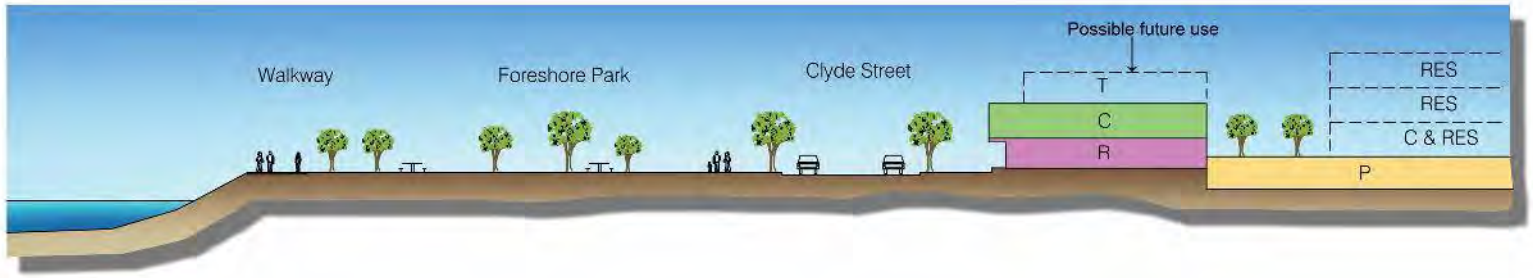
Development



Development

Clyde Street

Recommended Level use



Legend

RES	Residential
T	Tourism accommodation
R	Retail
C	Commercial
P	Parking

Section Location

NOT TO SCALE

Clyde Street

Recommended Level use

Section Location

Legend

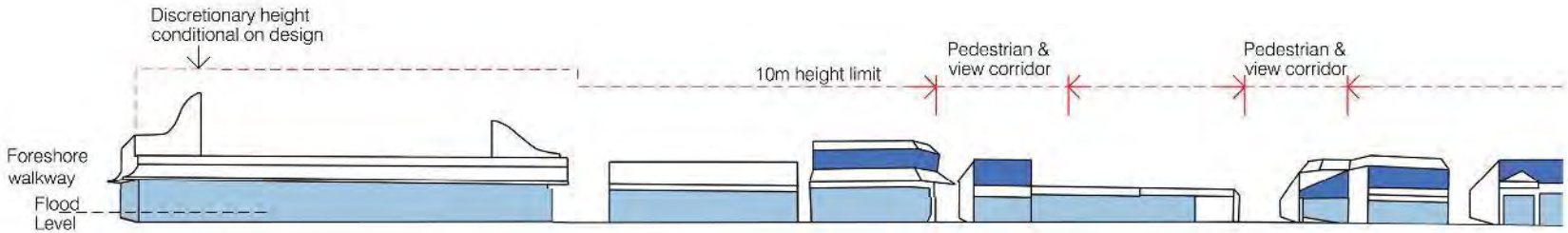
RES	Residential
T	Tourism accommodation
R	Retail
C	Commercial
P	Parking

NOT TO SCALE

Orient

(Eastern

Existing



Potential

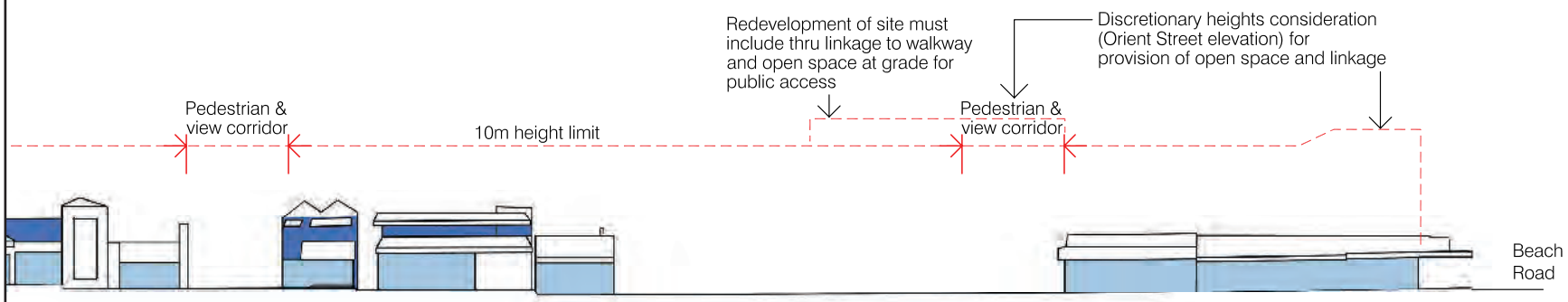
- Active street frontage as main pedestrian thoroughfare
- Horizontal awning on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces

0 20m

Street (North)

View)

Development



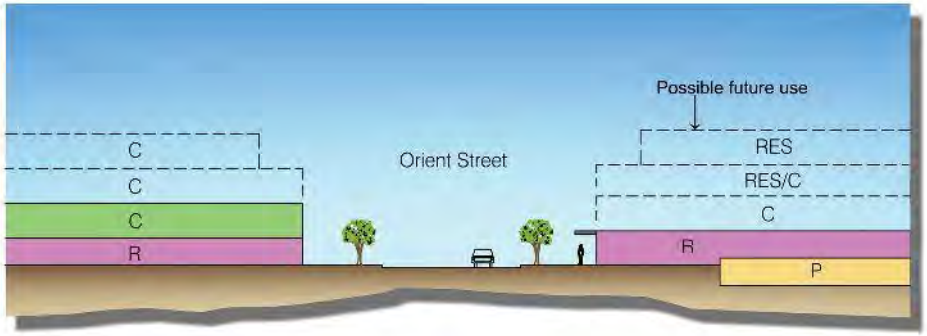
Development

Legend

- EXISTING GROUND LEVEL — Active street frontage as main pedestrian thoroughfare
- EXISTING FIRST FLOOR LEVEL — Tourist accommodation, restaurants & commercial space
- PROPOSED DEVELOPMENT HEIGHT
- DISCRETIONARY HEIGHT — Conditional upon provision of open space and public facilties

Orient Street

Recommended Level use



Legend

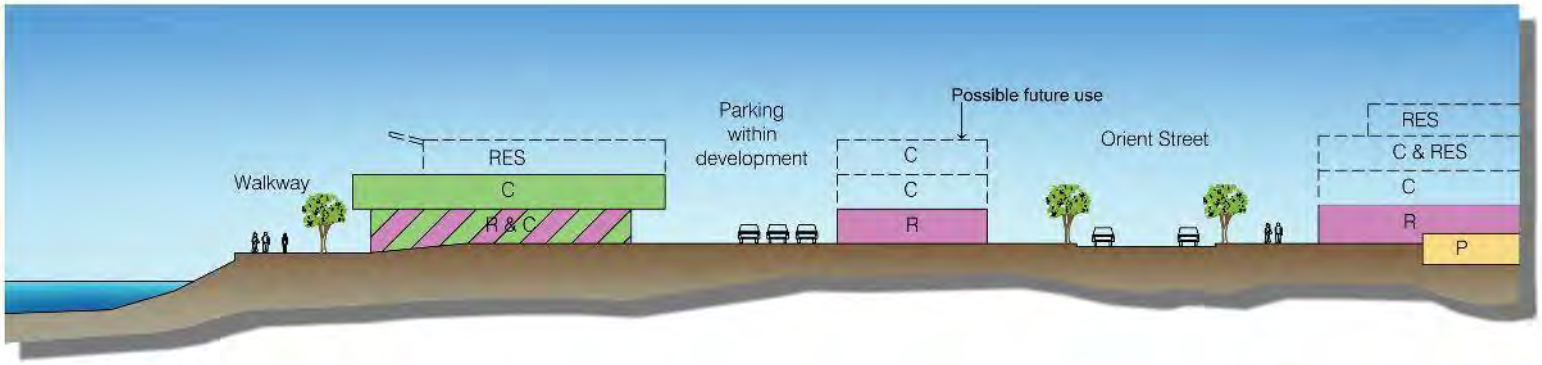
RES	Residential
T	Tourism accommodation
R	Retail
C	Commercial
P	Parking

Section Location

NOT TO SCALE

Orient Street

Recommended Level use



Section Location

Legend

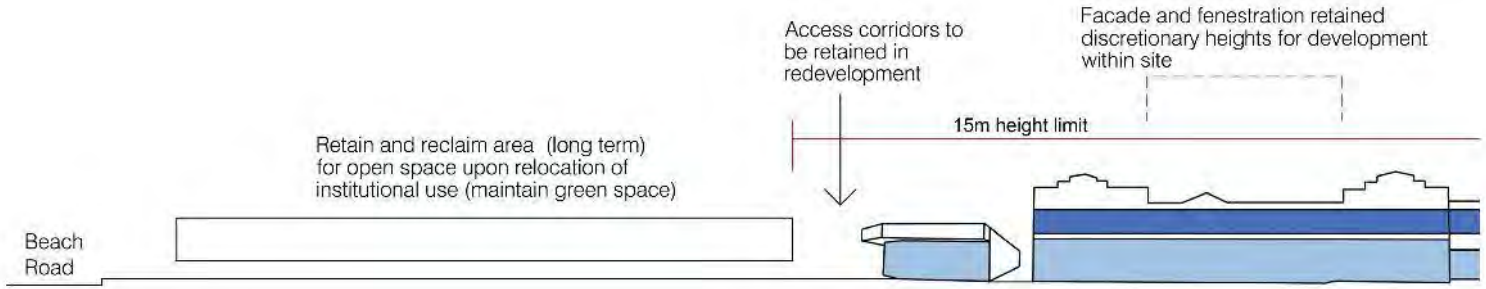
- RES Residential
- T Tourism accommodation
- R Retail
- C Commercial
- P Parking

NOT TO SCALE

Orient

(Western

Existing



Potential

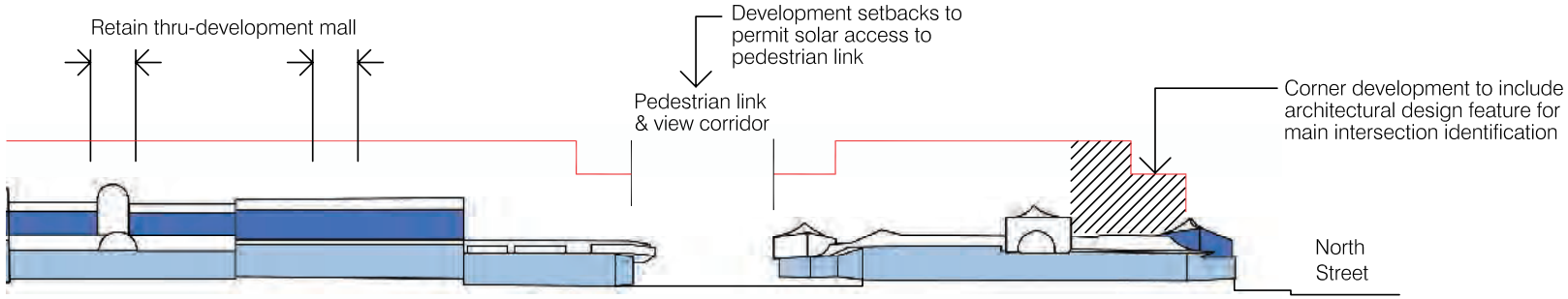
- Active street frontage as main pedestrian thoroughfare
- Horizontal awning on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces

0 20m

Street (North)

View)

Development



Development

Legend

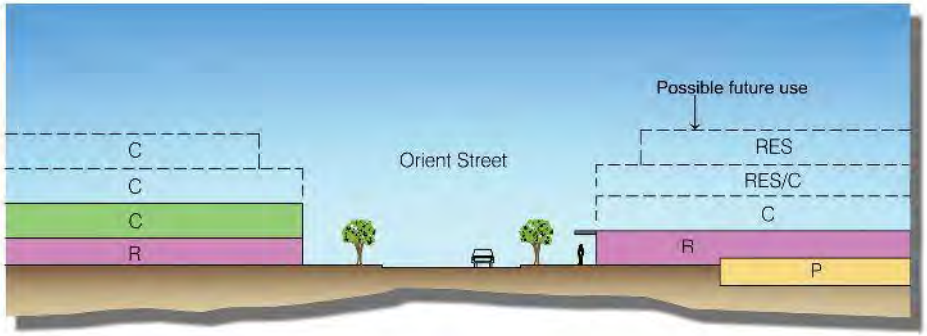
EXISTING GROUND LEVEL
Active street frontage zone includes shops, cafes & retail accessable to the public

EXISTING FIRST FLOOR LEVEL
Proffessionsl offices, shoptop housing, accommodation, restaurants etc

PROPOSED DEVELOPMENT HEIGHT

Orient Street

Recommended Level use



Legend

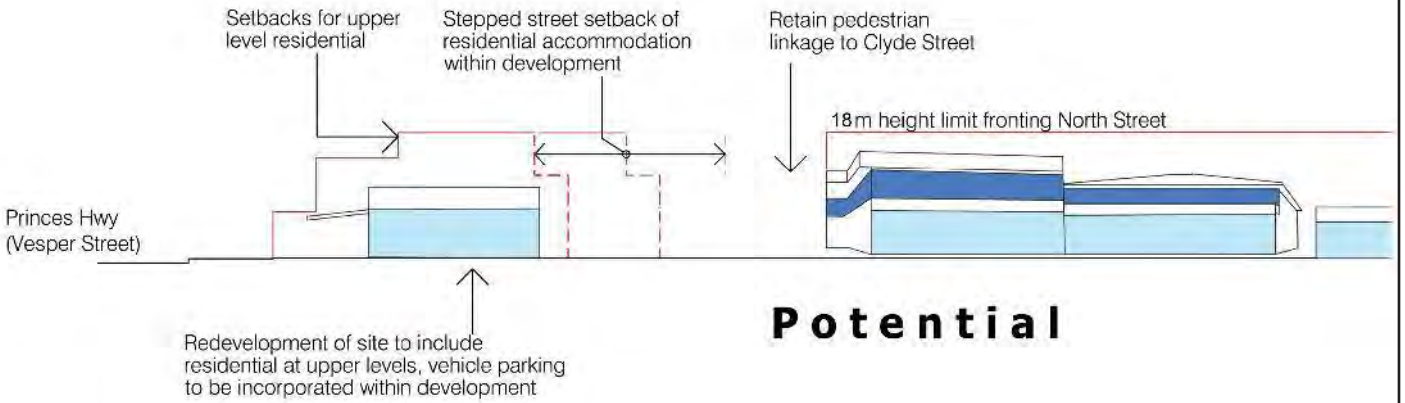
RES	Residential
T	Tourism accommodation
R	Retail
C	Commercial
P	Parking

Section Location

NOT TO SCALE

North (Northern

Existing



Potential

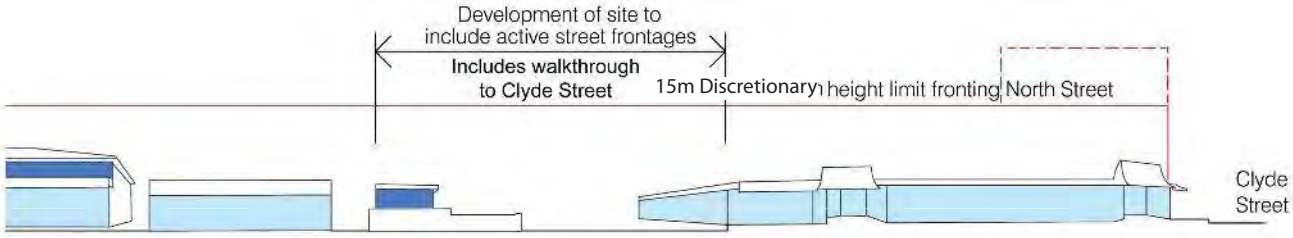
- Relaing active street frontage to Eastern half of street
- Maintain horizontal street awning of street frontage (for weather protection)
- Maintain zero street alignment for active street frontage
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces

0 20m

Street

View)

Development



Development

Legend

EXISTING GROUND LEVEL
Active street frontage , access and open space/development setback & landscaping

EXISTING FIRST FLOOR LEVEL

PROPOSED DEVELOPMENT HEIGHT

DISCRETIONARY HEIGHTS

North Street

Recommended Level use

Legend

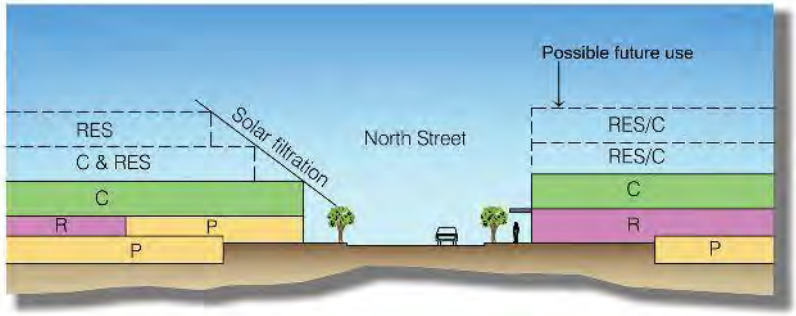
- RES Residential
- T Tourism accommodation
- R Retail
- C Commercial
- P Parking

Section Location

NOT TO SCALE

North Street

Recommended Level use



Legend

- RES Residential
- T Tourism accommodation
- R Retail
- C Commercial
- P Parking

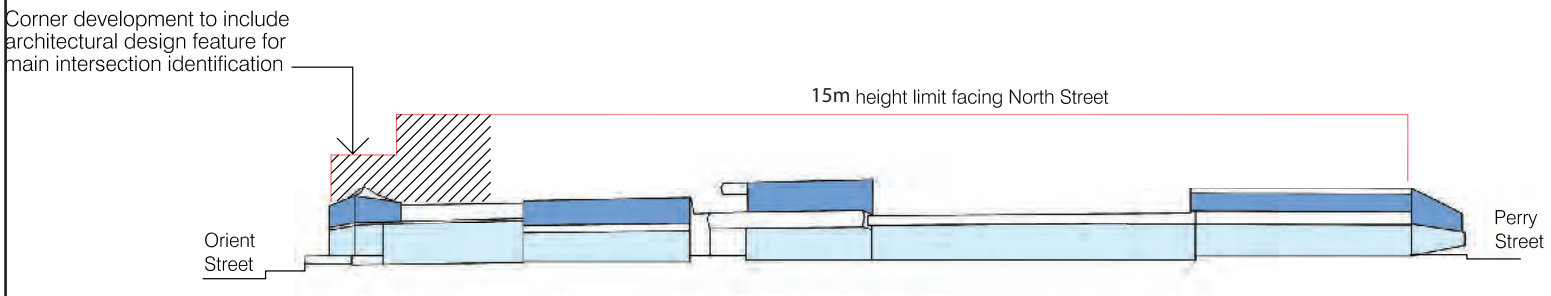
Section Location

NOT TO SCALE

North Street

(Southern View)

Existing Development



Potential Development

- Retaing active street frontage to Eastern half of street
- Maintain horizontal street awning of street frontage (for weather protection)
- Maintain zero street alignment for active street frontage
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces

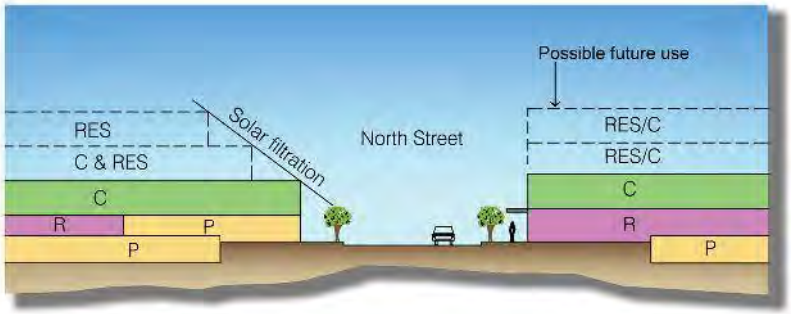
0 20m

Legend

- EXISTING GROUND LEVEL Active street frontage , access and open space/development setback & landscaping
- EXISTING FIRST FLOOR LEVEL
- PROPOSED DEVELOPMENT HEIGHT

North Street

Recommended Level use



Legend

- RES Residential
- T Tourism accommodation
- R Retail
- C Commercial
- P Parking

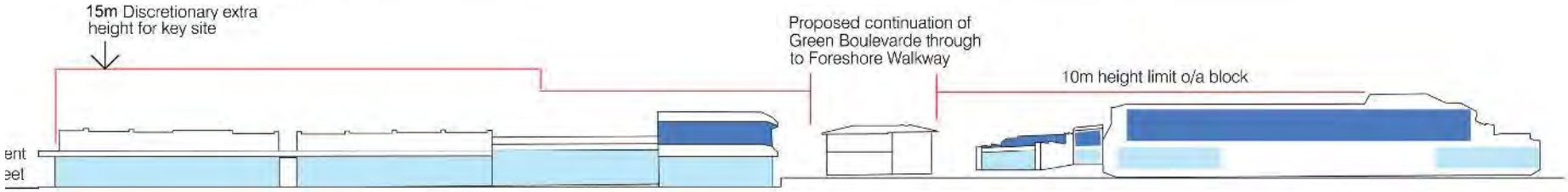
Section Location

NOT TO SCALE

Beach Road (East)

(Northern View)

Existing Development



Potential Development

- Active street frontages to main pedestrian/vehicle thoroughfare
- Horizontal awining on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces
- Upper levels primary use for tourist accommodation

Legend

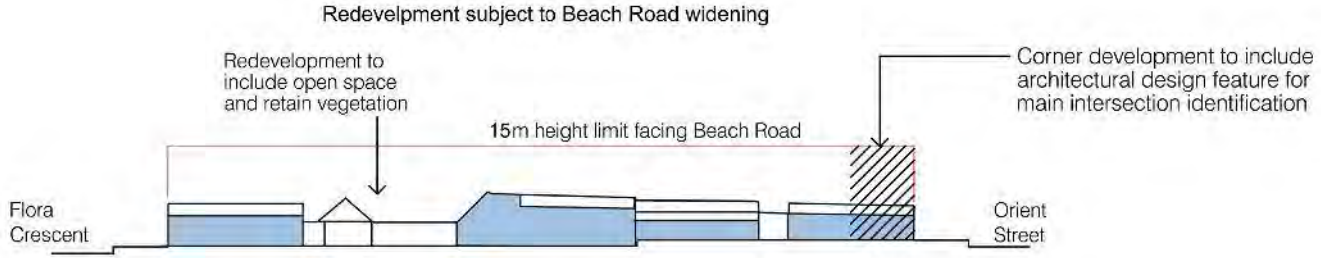
- EXISTING GROUND FLOOR LEVEL
  Active street frontage for retail interactive spaces with public thoroughfare
- EXISTING FIRST FLOOR LEVEL
  Tourist accommodation, restaurants, cultural spaces
- PROPOSED DEVELOPMENT HEIGHT

20m

Beach Road (East)

(Southern View)

Existing Development



Potential Development

treet frontages to main pedestrian/vehicle thoroughfare
tal awining on street frontage (for weather protection)
n zero street alignment
lopment of sites must include active spaces (at street level) to interact
blic spaces
evels primary use for tourist accommodation

20m

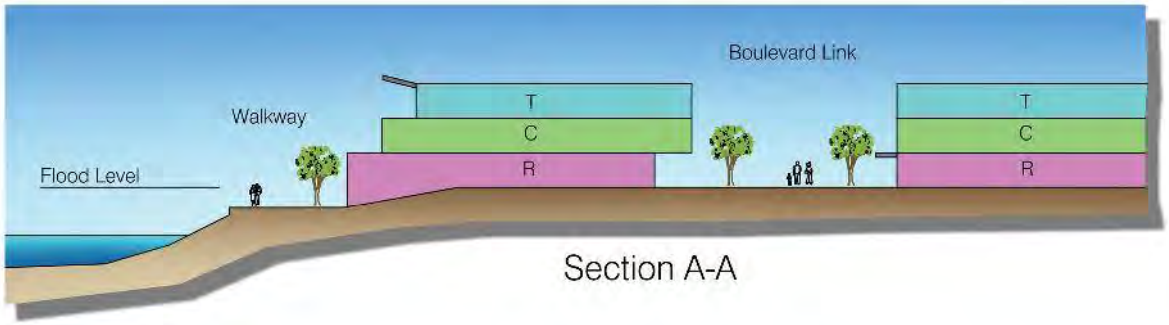
Legend

EXISTING GROUND FLOOR LEVEL
Active street frontage for retail interactive spaces with public thoroughfare

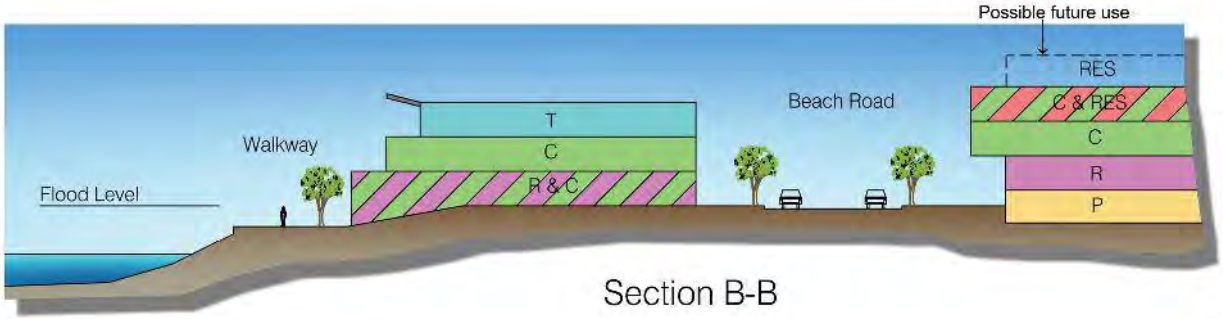
PROPOSED DEVELOPMENT HEIGHT

Beach Road

Recommended Level use



Section A-A



Section B-B

Legend

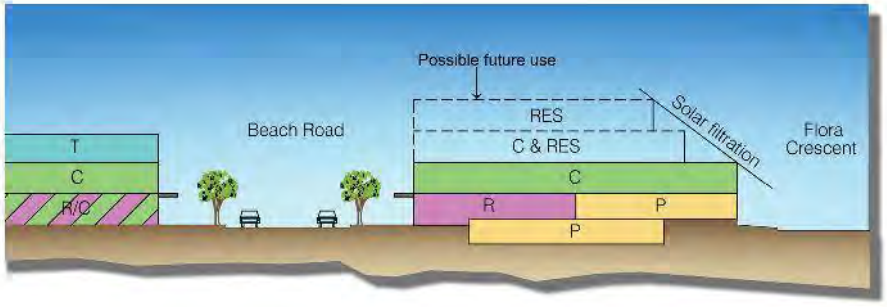
RES	Residential
T	Tourism accommodation
R	Retail
C	Commercial
P	Parking

Section Location

NOT TO SCALE

Beach Road

Recommended Level use



Section Location

Legend

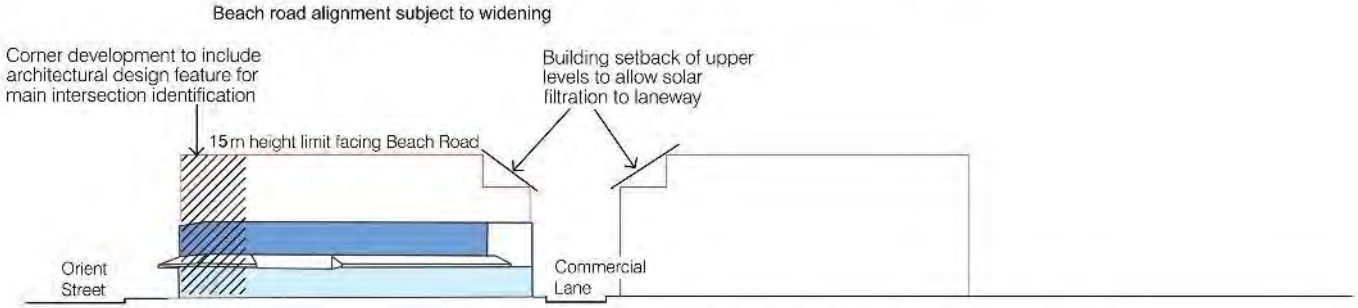
- RES Residential
- T Tourism accommodation
- R Retail
- C Commercial
- P Parking

NOT TO SCALE

Beach Road (West)

(Southern View)

Existing Development



Potential Development

- Active street frontages to main pedestrian/vehicle thoroughfare
- Horizontal awining on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces
- Upper levels primary use for tourist accommodation

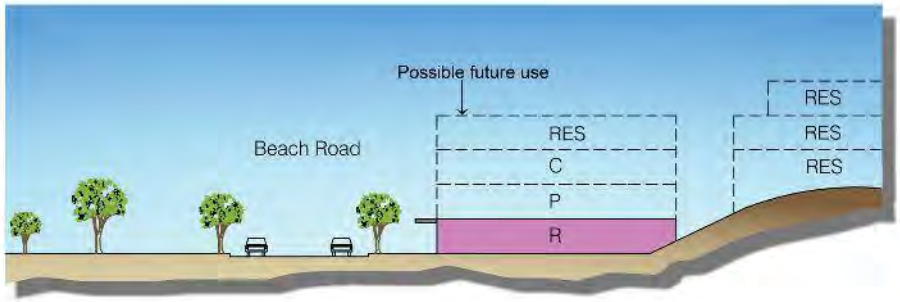
0 20m

Legend

- EXISTING GROUND LEVEL
  Active street frontage to main pedestrian/vehicle thoroughfare
- EXISTING FIRST FLOOR LEVEL
  Commercial office accommodation, residential accommodation, Institutional accommodation
- PROPOSED DEVELOPMENT HEIGHT

Beach Road

Recommended Level use



Section Location

Legend

RES	Residential
T	Tourism accommodation
R	Retail
C	Commercial
P	Parking

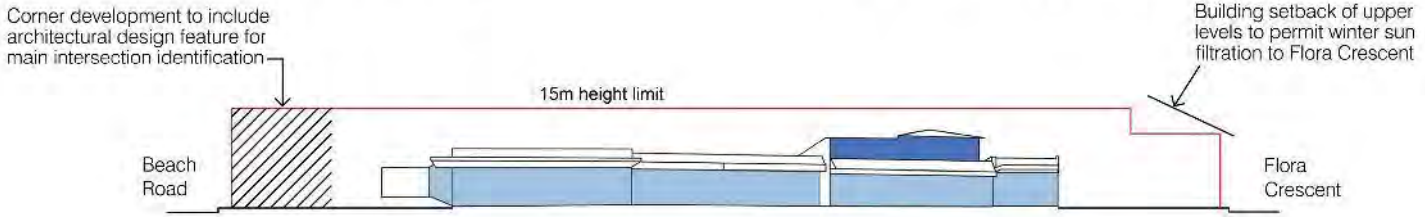
NOT TO SCALE

Orient Street

(North of Flora Crescent)

(Eastern View)

Existing Development



Potential Development

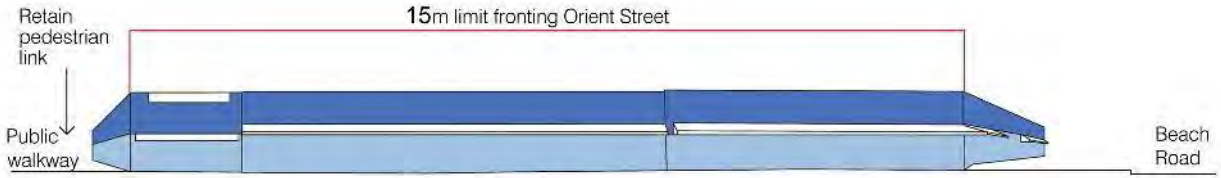
Note: Beach Rd will be subject to future widening which will effect development on the Southern side of Beach Rd

- Maintain active street frontage to Orient Street
- Horizontal awning on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public thoroughfare

Orient Street (South)

(Western View)

Existing Development



Potential Development

- Active street frontage as main pedestrian thoroughfare
- Horizontal awning on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces

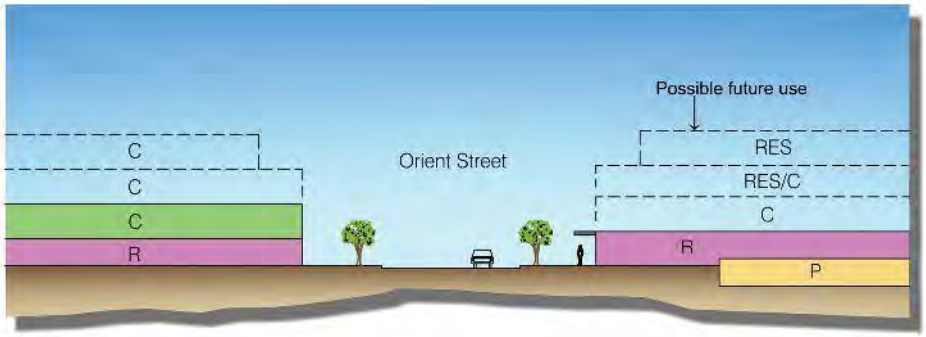
0 20m

Legend

- EXISTING GROUND LEVEL
  Active street frontage to main pedestrian/vehicle thoroughfare
- EXISTING FIRST FLOOR LEVEL
  Commercial office accommodation, residential accommodation, Institutional accommodation
- PROPOSED DEVELOPMENT HEIGHT

Orient Street

Recommended Level use



Legend

RES	Residential
T	Tourism accommodation
R	Retail
C	Commercial
P	Parking

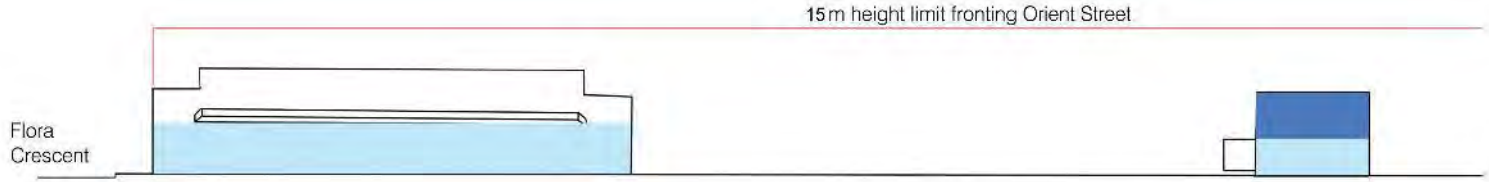
Section Location

NOT TO SCALE

Orient

(Eastern

Existing



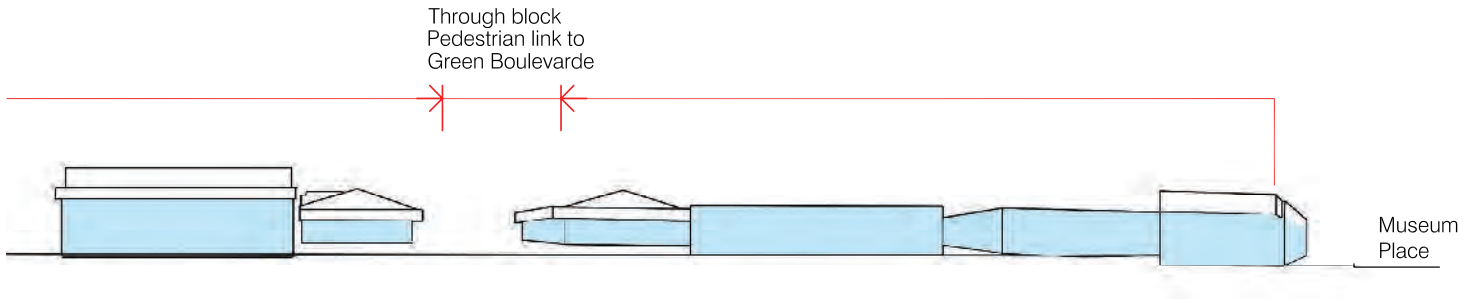
Potential

- Maintain active street frontage to Orient Street
- Horizontal awning on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public thoroughfare

S t r e e t (South of Flora Crescent)

View)

D e v e l o p m e n t

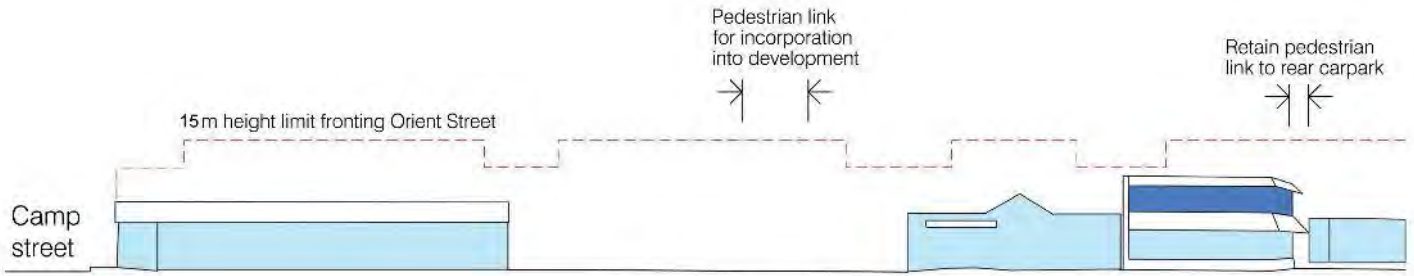


D e v e l o p m e n t

Orient

(Western

Existing



Potential

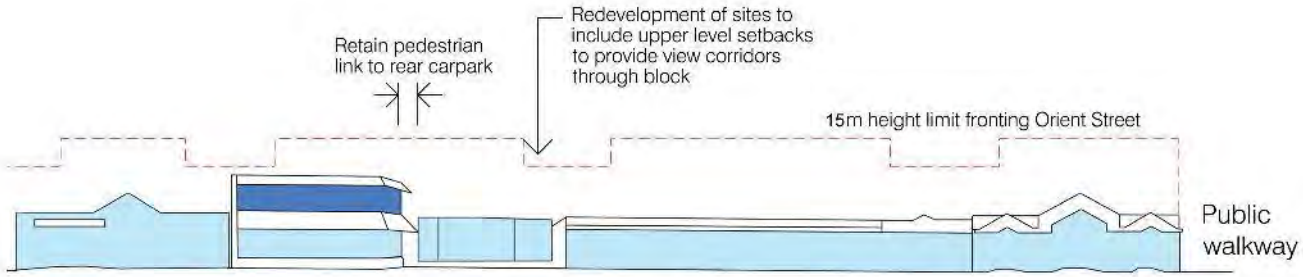
- Active street frontage as main pedestrian thoroughfare
- Horizontal awning on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces

0 20m

Street (South)

View)

Development



Development

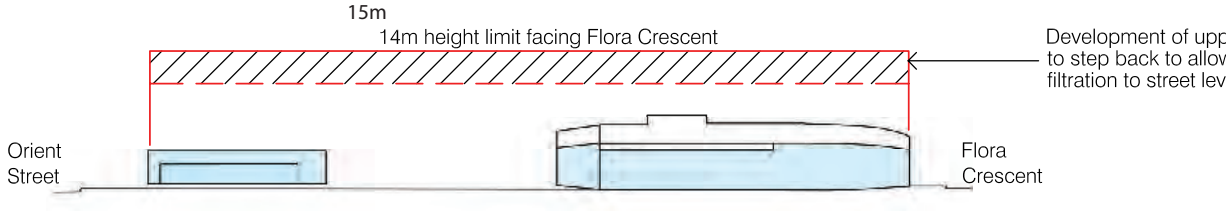
Legend

- EXISTING GROUND LEVEL
  Active street frontage to main pedestrian/vehicle thoroughfare
- EXISTING FIRST FLOOR LEVEL
  Commercial office accommodation, residential accommodation, Institutional accommodation
- PROPOSED DEVELOPMENT HEIGHT

Flora Crescent (West)

(Northern View)

Existing Development



Potential Development

- Active street frontages to main pedestrian/vehicle thoroughfare
- Horizontal awining on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces

0 20m

Legend

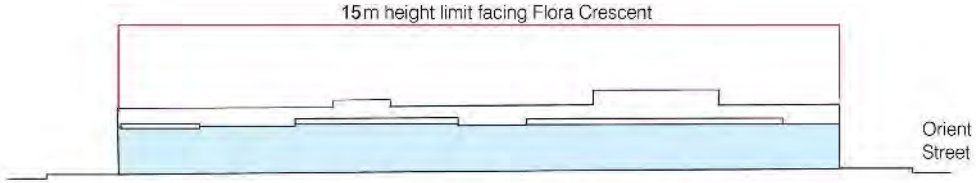
EXISTING GROUND FLOOR LEVE
Active street frontage for retail inte
with public thoroughfare

PROPOSED DEVELOPMENT HEIG

Flora Crescent (West)

(Southern View)

Existing Development



Potential Development

- Active street frontages to main pedestrian/vehicle thoroughfare
- Horizontal awining on street frontage (for weather protection)
- Maintain zero street alignment
- Redevelopment of sites must include active spaces (at street level) to interact with public spaces

0 20m

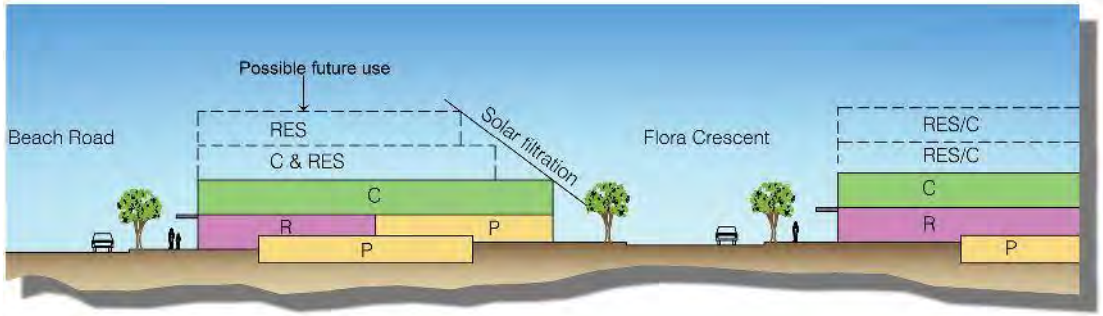
Legend

EXISTING GROUND FLOOR LEVEL
Active street frontage for retail interactive spaces with public thoroughfare

PROPOSED DEVELOPMENT HEIGHT

Flora Crescent

Recommended Level use



Section Location

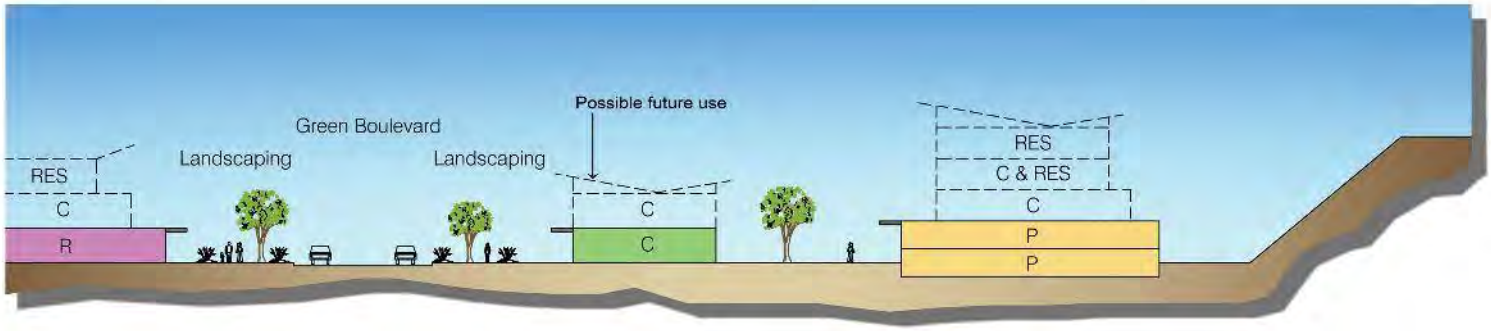
Legend

RES	Residential
T	Tourism accommodation
R	Retail
C	Commercial
P	Parking

NOT TO SCALE

Flora Crescent
Museum Place carpark

Recommended Level use



Section Location

Legend

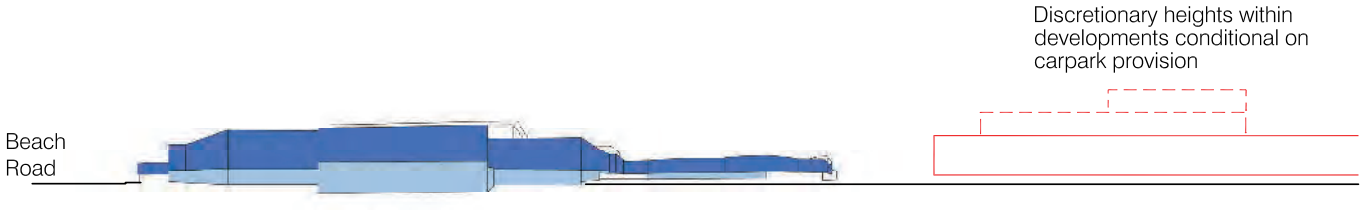
RES	Residential
T	Tourism accommodation
R	Retail
C	Commercial
P	Parking

NOT TO SCALE

Flora

(Eastern

Existing



Potential

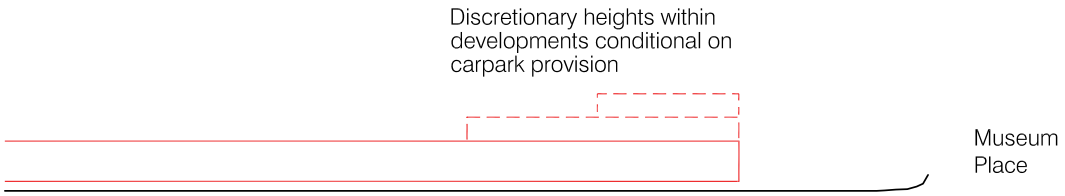
- Development design must consider site topography and aspect of escarpment to the South East
- Development should consider view aspect of adjacent residential ares
- Development to be setback from road alignment (boundary) to permit landscaping (min. 8m)
- Parking reas to be incorporated within development (parking should not dominate development frontage
- Development of sites must include ground level open spaces to directly interact with public spaces

0 20m

Crescent

View)

Development



Development

Legend

- EXISTING GROUND LEVEL
  Street frontage to be setback and landscaped
- EXISTING FIRST FLOOR LEVEL
  Professional offices and/or carparking
- PROPOSED DEVELOPMENT HEIGHT
- DISCRETIONARY HEIGHTS

Pattern Book

Design Framework (Form)

7.0 Streetscaping

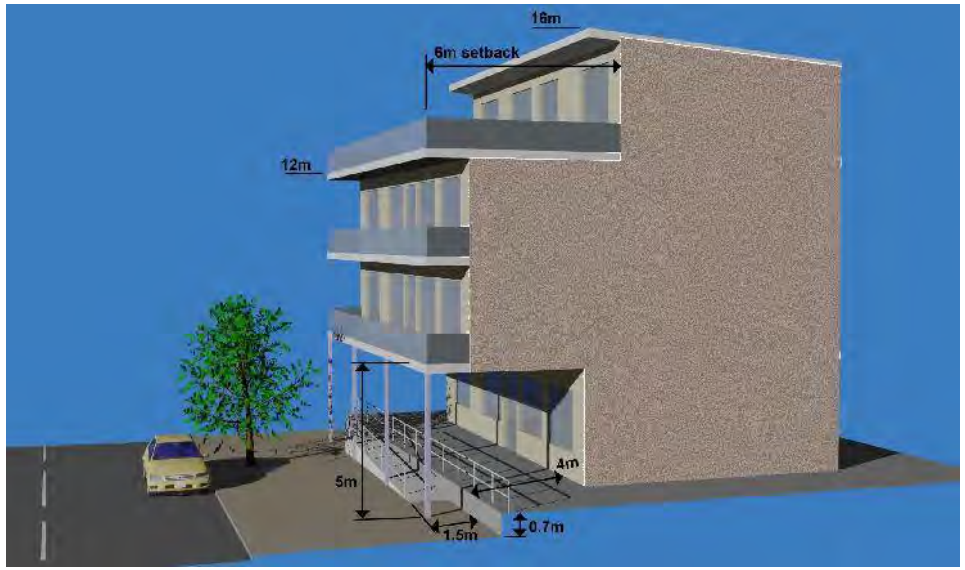
A town centre is made up of a network of private and civic spaces, a mix of streets, open spaces and parks that provide the setting for the buildings. Any new development should seek to enhance this network by improving existing spaces and adding to the character of the commercial environment. Both internal and external spaces should be considered as part of the whole, contributing to the same urban streetscape.

Public and private amenity relies increasingly on more sophisticated and responsive design solutions as development densities increase. Without good design, unintended consequences such as loss of access to sunlight, impact from noise and disruption of natural ventilation, may arise. All developments should be designed to reasonably protect amenity on their own, and in respect to, and in harmony with, neighbouring sites.

Streetscape design is a combination of a number of aspects that should be considered in analysing the streetscape setting:

- **Urban structure;** the framework of routes and spaces,
- **Urban grain;** the pattern of blocks, plots and buildings,
- **Landscape;** the shape, form, ecology and natural features,
- **Density and mix;** the richness of development and the range of uses,
- **Scale**; the height and massing,
- **Appearance;** the visual details and material.

These aspects, taken together, create the physical character of an area. It is important for the analysis of the streetscape to deal with dynamic, such as patterns of movement of people and vehicles along streets and linkages as well as static aspects of character, such as the physical characteristics of individual development in its immediate setting. A co-ordinated urban design strategy for the public and civic domain should rationalise the building frontages within the streetscape, improve the quality of its spaces and create stronger connections to the street activity and the town centre as a whole.



7.1 Arcades

Element Explanation

Arcades are mid-block connections which are enclosed or partly-enclosed pedestrian routes. They are pedestrian routes within private developments which should be public in character, predominantly open and accessible at each end. The location of arcades should be placed within the development not as an alleyway to the side of the development. Placement of arcades within the development opens up further opportunities for active frontages. By lining the arcade with active frontages, the development benefits by creating a safer, more lively environment, and will also increases tenacy options.

Arcades should add to and extend existing pedestrian linkages within the centre. The width of arcades should mirror the generous dimensioning of existing public walks, to ensure that adjoining businesses can extend display merchandise and dining furniture onto the walkway.

Arcades should be provided:

- where they link with existing pedestrian networks and opposite other mid-block connections;
- where they link pedestrian destinations such as mid-block car parking and shopping areas and the foreshore reserve; and
- where present arcades are part of a site redevelopment, they are to be retained where they directly link desirable destinations for pedestrians.

Design Considerations

Arcades are to:

- incorporate frontages of active use, preferably to both sides of the walkway;
- be obvious and direct thoroughfares for pedestrians;
- have a minimum width of 4m, clear of all obstructions, but preferably 6m or wider;
- provide public access for similar operating times as that of the adjoining retail development;
- where practicable, have access to natural light for greater than 50% of their length and at openings at each end;
- have clear glazed entry doors and side panels that provide visual connectivity to the link destination, where the arcade is incorporated within a temperature controlled environment; and
- have signage at the entries indicating public accessibility, and an indication to where the arcade leads.

7.2 Awnings

Element Explanation

To provide a good level of pedestrian comfort for the public domain, continuous weather protection, such as awnings, on street footpaths is desirable. Awnings increase the useability and amenity of public footways and further encourage pedestrian activity along streets. In conjunction with active edges, awnings support and enhance the vitality of the local area. Incorporating purpose designed awnings to building entries provides a public interface with the building and contributes to the identity of a development.

Awnings and permanent verandahs are the preferred form of weather protection for the town centre.

Design Considerations

- Awning design is to achieve a high degree of consistency with those of adjacent buildings;
- Awnings should provide visual and weather protection continuity to the pedestrian realm;
- Awnings should provide a good level of lighting to footpaths and to ground floor spaces within buildings;
- The placement and design of awnings should not interfere with street planting, utility services, traffic signals, or vehicle or pedestrian circulation;
- New and infill developments should provide for consistency of awnings to the full extent of the street frontage, except in cases where there would be a major adverse impact on a heritage building or streetscape;
- Awning height is measured from the footpath to the underside of the fascia. On sloping sites, the awning should step down in horizontal steps to follow the slope of the street;

- The majority of the awning ceiling and underside of the fascia is to match those of adjoining awnings and to be between 3200mm and 4200mm from finished pavement level, but in each case not less than 3200mm;
- The depth of street awnings shall be a minimum of 2000mm from the façade of the host building or to a distance not less than 1500mm back from the kerb line where the footpath paving width is less than 3600mm wide;
- Additional kerb clearances should be considered for awnings or balconies located around external building corners where taller vehicles may bank when turning, particularly where road pavements have significant cross-falls;
- Steps, for design articulation and to accommodate sloping streets, are to be a maximum of 700mm;
- Awnings should be predominantly horizontal and flat throughout their length and width;
- A maximum slope of 10% is to be used for the roofs and the ceilings of awnings; and
- Awnings are to have roofs that slope towards the building so that gutters are not required at the street edge.

7.3 Building Interface with Open Space

Element Explanation

There are many publicly-accessible private spaces within the town centre that act as de-facto public spaces, and extend the amenity and spatial dimension of the public domain. Public/private spaces include arcades, through-site links, building forecourts and accessible courtyards that have connections to the

street. These spaces should have a strong relationship to the public domain in function and appearance. Spaces directly adjacent to the public domain, such as building forecourts, undercroft walkways and colonnades should reflect the character and quality of that public domain to provide a seamless connection of spaces.

The distinctive mix of small-scale shops, restaurants and local services in the town centre contributes to an active and friendly street environment. New development should continue to provide for this fine-grain business character where buildings front the public domain. Development design should avoid blank walls facing the public realm.

Design Considerations

- Provide streets that are evenly edged with high quality and easily accessible buildings forming an active street experience for pedestrians;
- Avoid areas where surveillance is limited by obstacles, such as secluded garden walls and planting, or through lack of overlooking from buildings or passing pedestrian movement;
- Provide high levels of lighting at the interface of buildings and forecourts;
- Identify safe nighttime pathways through good lighting, maximum casual surveillance and minimum concealment opportunities;

- Limit the street frontage of individual shops to preserve the traditional pattern of numerous small shops within Clyde, Orient and North Streets and Beach Road in particular;
- Ensure the boundaries between open space and private land are edged with public and civic uses;
- Provide a visually-appealing, secure and lively experience for pedestrians throughout the centre and on foreshore areas;
- Provide high quality artworks in publicly accessible locations, near main entrances and street frontages, and within building lobbies;
- Building design should include construction materials and finishes which suit the coastal location;
- Provide greater variety of facade articulation, including predominantly of open facades in foreshore areas; and
- Avoid bulky and unattractive buildings, particularly designs that include large expanses of blank or similarly treated facades.

Building Frontages and Setbacks

Buildings fronting Clyde and Orient Streets are generally set to the front and side property boundaries, creating a continuous streetscape. Most are simple in form but 'fine grained' and use articulation and detailing of the façade to create an attractive 'human scale' streetscape.

Buildings set back from the street are traditionally associated with public or civic buildings. The Police Station/Courthouse and Community Centre are examples of this detail.

7.4 Signage and Advertising

Element Explanation

Advertisements and advertising structures are an important element in the built environment. Appropriate signage identifies and promotes institutions, businesses and buildings as well as communicating messages. Well-designed signs contribute to streetscape character and assist the public find their way around the town centre. Good signage adds to a visually lively centre, however inappropriate signage can detract from the character of an area. Signs can create visual and physical clutter, degrade the character of streetscapes and reduce the efficiency of the signage, through poor quality design, excessive number, excessive size or inappropriate location.

New signage on proposed developments must be considered in relation to the buildings streetscape context and its architectural design.

Design Considerations

- Ensure that all advertising achieves a high level of design quality in terms of its design and its relationship to the architectural design of buildings and the character of streetscapes;
- Ensure that signs assist with pedestrian navigation of the town centre;
- Ensure that signage and advertising structures are unobtrusive, informative and compatible with an attractive shopping environment;
- Ensure that signage and advertising structures do not compete with the amenity of the foreshore location of the town centre;
- Avoid physical and visual clutter of the public domain;

- Ensure there is no conflict between advertising signs and any nearby safety, public directional or traffic signs;
- Ensure that sign location considers the amenity of tourist accommodation places and existing residential development;
- Ensure that signage placed at high levels, for example roof and wall signs, do not detract from the preferred roofscape of the area. Generally signs above the buildings roof level are not acceptable;
- Ensure that signage and advertising are designed as a co-ordinated presentation where there are multiple occupancies or uses within a single building development;
- Design and location of sign illumination or illuminated signage, should not impact on residential or accommodation areas within the town centre;
- Electrical conduits to illuminated signs are to be taken directly into the building, or be otherwise screened to not detract from the consistency of building elements and finishes; and
- External illumination of signs is to be downward pointing and focussed directly on the sign. The design of external illumination should prevent or minimise the escape of light beyond the sign.

7.5 Infrastructure and Service Provision

Element explanation

Existing available infrastructure across urban areas of Eurobodalla Shire are designed to satisfy the current needs of the resident population and visitors for 85% of the time. In 2003 Council prepared an Integrated Water Cycle Management Strategy which examined the existing capacity in water, sewer and stormwater services for all settlements. The strategy also nominates planned upgrades to these services over the next 30 years and presents water sensitive urban design suggestions for developments.

The Eurobodalla Development Contributions Plan 2000-2005 enables Council to levy new residential, tourist, commercial and industrial development for funds to assist with the provision of open space and recreation facilities, community facilities, cycleways and pedestrian facilities, waste disposal facilities, car parking in the main town centres, and the administration of funds collected under the plan. Separate contributions plans are in place to enable funds to be collected to upgrade the arterial road network in the northern district. Social infrastructure, such as the community centre and library, are provided within and close to the town centre service the surrounding district including rural localities.

The contributions for facilities covered by the Development Contributions Plan reflect works commitments in Council's Management Plan. In the case of car parking and administration, all costs are fully recoverable using development contributions. For other public facilities, 10.4% of costs are to be met by contributions, the remainder funded through other Council sources. This apportionment to section 94 contributions was based on estimated population and tourism growth for the 5 year period 2000 to 2005. Contributions for residential and tourist accommodation depend upon the numbers of bedrooms in a dwelling or unit. Per person contributions are grossed up using current occupancy rates. For commercial and industrial development, per person contributions are determined by estimating the numbers of persons that will be employed for a certain floor area. Contributions for roads plans are based on estimated traffic volumes and the costs of carrying out works. The apportionment to section 94 is determined by the additional vehicle

movements that are likely to be generated by new development.

Recent amendments to section 94 of the Environmental Planning and Assessment Act allow for two alternative methods of levying contributions or requiring developers to provide services for which a need is generated by proposed development. The first is to levy a fixed rate of 1% of the development cost. The other is to negotiate a planning agreement with the developer to provide or contribute towards a specific public service or facility. For Batemans Bay the following facilities have been identified for inclusion under the plan:

- Health & community facilities;
- Regional recreation facilities;
- Local cultural facilities;
- Bus interchange;
- Streetscaping program and re-furbishments;
- Facilities and infrastructure to accommodate Bulky Goods centre – Surf Beach.

In addition to the above facilities, primary and administrative town centre's have the capacity to accommodate performing arts facilities and regional sporting facilities (indoor and outdoor) as well as private facilities such as community clubs, cinemas and regional tourism destinations. In terms of private development Council will look at opportunities to enter partnerships to achieve some of these identified facilities where they can assist the function of both the development and the town centre.

Directions

- place community and institutional facilities at sites accessible to users;
- facilitate infrastructure and services that meet human needs for all stages of life;
- the costs of infrastructure and services are to be met through a balanced and equitable mix of user fees, developer charges, and rates and charges;
- optimise the use of existing services and infrastructure and promote the efficient provision of any services and infrastructure in the future;
- mitigate risk and manage hazards;
- provide for infrastructure changes such as underground power and telecommunications, provision for events advertising and displays, facilities for major events performance spaces;
- Implement water sensitive design through a revised DCP effective over commercial and industrial development, which includes the increased application of recycled water in residential and recreational facilities.


HealthSense PHARMACY
PHARMACY
camera house
P 2P