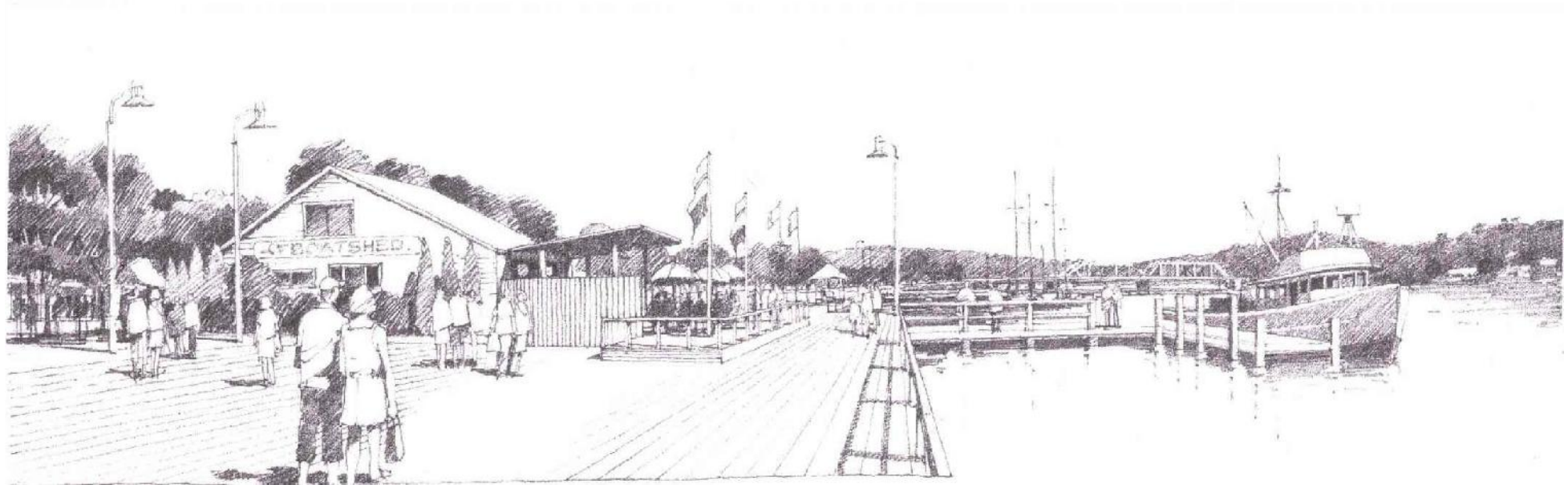


Book 4 Implementing the Structure

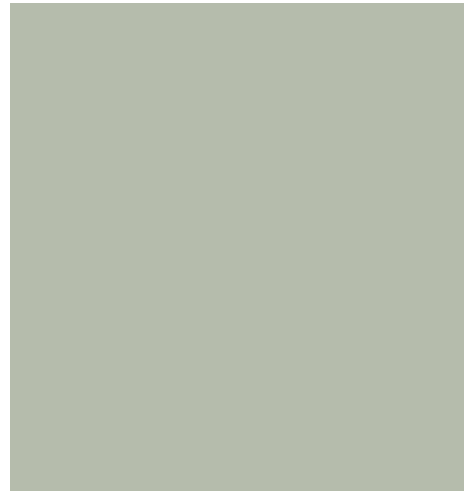
Design Guidelines





● Future Directions

Centre Framework (Function)



8.0 Future Directions

This section of the structure plan provides direction for the future transition and controls for the commercial centre of Batemans Bay. The directions contained in this section draw on the big picture overview provided in the previous sections and the detailed data and analysis, to present the preferred future structure of the town centre.

Much of the material and data collated for the Structure Plan will inform the comprehensive Eurobodalla Local Environmental Plan (LEP) and subsequent Shire-Wide development control plan (DCP). However, it is intended that the Structure Plan recommendations, as detailed on the accompanying mapping, will be directly incorporated into the LEP.

Council must prepare the draft LEP in accordance with the standard instrument Order 2006 and incorporate the relevant mandatory provisions before it can be publicly exhibited and then recommended for gazettal.

8.1 Recommended Zoning Changes

The following recommendations relate to zoning changes for the Batemans Bay commercial, residential and industrial areas. The zoning changes will be incorporated into the new comprehensive LEP. These recommended changes are also shown in the maps that immediately follow:

1. Apply the suite of Business zones to the appropriate precincts within the town commercial areas as recommended in the structure plan.
2. Apply the Mixed Use zone to the Foreshore area precinct to encourage the accommodation component within the mix for the site re-development.
3. Apply the Enterprise Corridor zone to the Highway Precinct adjacent to the highway bypass to encourage the diversity of uses that support the highway location and commercial development of this area.
4. Apply the Business Development zone to the previously zoned industrial area (east of the highway). This zone reflects the changing nature of businesses already located there and will provide the necessary support services for the commercial centre.
5. Apply the new light Industrial zone to the existing industrial area west of the highway to permit the continued use and business types already established in this area.
6. Apply the new high density residential zone to those properties immediately fronting Orient St and the Old Highway from Camp St in the north through to South St in the south.
7. Apply the medium density residential zones as per the Greater Batemans Bay Structure Plan and Eurobodalla Settlement Strategy to the residential areas immediately surrounding the town centre.
8. Apply the Public Recreation zone to the areas of open space as per the identified open space uses described and maintained in the Structure Plan.
9. Rezone to the Infrastructure zone those areas currently zoned as carpark and associated roadways to permit the continued and re-structured, use for public parking.

8.2 LEP Provisions

Council can include statutory provisions within the LEP (for example clauses restricting the height of buildings, floor space ratios (FSR) and site plot areas). The Batemans Bay Town Centre Structure Plan recommends that the following provisions be included in the LEP.

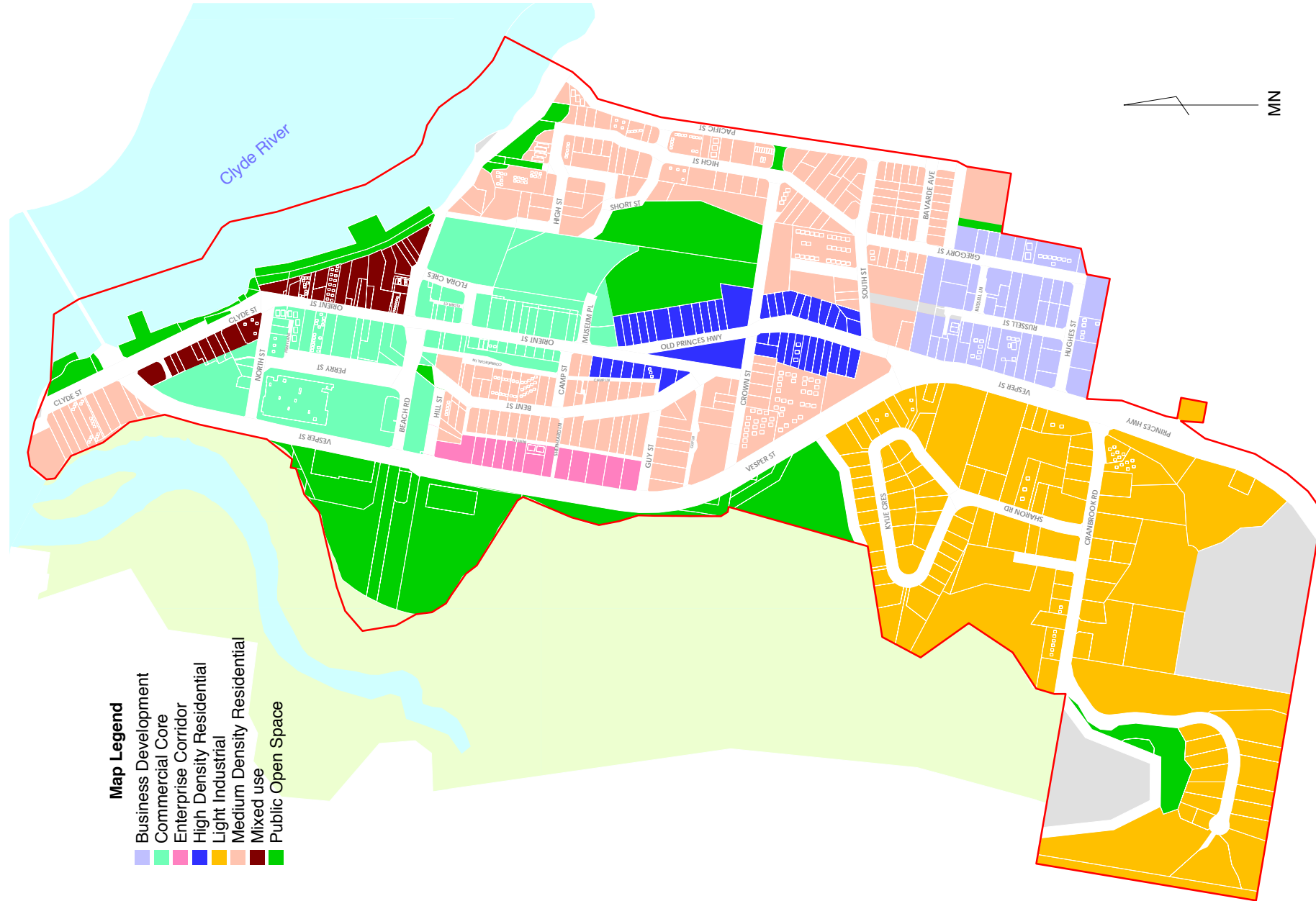
8.2.1 Heights:

Include as an integrated map in the new comprehensive LEP, a height map to reflect the recommended heights as described in the Structure Plan.

The residential areas surrounding the town centre will retain an overall height of 11m as per the directions within the Greater Batemans Bay Structure Plan.

Building height within the High density zone will be 12m.

Building heights within the town centre shall be as per the nominated heights in the height map.



Map Legend

- Business Development
- Commercial Core
- Enterprise Corridor
- High Density Residential
- Light Industrial
- Medium Density Residential
- Mixed use
- Public Open Space

map 8.1 recommended future zonings

A variation applicable to specified sites may be considered if it meets the criteria described for activation of discretionary heights.

The high density residential area will be restricted to a maximum height of 8.5m if proposed use is commercial only in nature.

8.2.2 Floor Space Ratios

Include as an integrated map in the new comprehensive LEP, a Floor Space Ratio Map to reflect the recommended FSR and site plot areas as described in the Structure Plan.

FSR within the town centre shall be as per the nominated FSR in the FSR map. A variation to the FSR may be considered if the development achieves the desired use mix and requires additional FSR to expand the uses to meet the requirements of the Structure Plan

8.2.3 Site Plot Area

Include as an integrated map in the new comprehensive LEP, a site plot area map to reflect the recommended site plot areas as described in the Structure Plan.

8.3 Heritage:

Assess Items for further investigation for heritage significance and include as heritage items in the new LEP.

8.4 Natural Hazards.

Give statutory effect to the objectives contained in Council's Batemans Bay & Clyde River Hazard Management Plan by including them in the new LEP.

8.5 Development Controls:

The following development control initiatives have been drawn from the Directions contained in the Structure Plan and will be included in the Shire-wide Development Control Plan

8.5.1 Urban design

Insert development controls within the Shire-wide DCP to facilitate the design considerations of the Structure Plan, to:

- include controls limiting site plot areas and FSR to maintain existing, and create opportunities for view corridors to foreshore areas;
- include height controls and location of building mass that would significantly impact on views from prominent vantage points;
- include height and building floor level spacing that permit architectural articulation of roof design;
- maintain the scenic value of town entry roads via considered landscaping such that new development does not compromise the natural landscape views;
- include site plot controls that ensure the creation of pedestrian linkages as location defined on the Structure Plan pedestrian linkages map;
- ensure that property landscaping integrates and reinforces the streetscape design and includes allowance for infrastructure and service corridors.

8.5.2 Access & circulation

Provide development controls and initiatives to ensure the pedestrian legibility and ease of access through the town centre, by:

- ensuring that through-development linkages and pedestrian pathways are a minimum of 4m wide but preferably 6m wide;
- including appropriate signage as to adjacent uses and businesses but importantly to destination points;
- ensuring that pedestrian linkages are lined by active spaces;
- ensuring that in the most part, pedestrian linkages remain uncovered to facilitate passive surveillance and retain the public aspect of linkages.

8.5.3 Public facilities

Include development incentives within the sect'n 94 Contributions Plan to encourage the private provision of facilities in and improvements to the public domain. These may include financial incentives through private/public partnerships, developer agreements, commercial use of operational land and the like.

8.5.4 Public Open Space

1. Ensure that the shire-wide DCP includes design guidelines governing the quality and design of landscaping and external furniture suitable for open space such that the open spaces soften the hard edges of the built-form.
2. Ensure that open spaces included within developments, integrate

opportunities for exhibition of public art to increase the sense of community and public participation.

3. That development build on the existing attributes and foreshore amenity and create spaces that are attractive, vibrant and safe.

8.5.5 Public parking

1. Council will initiate agreements in relation to certain development types to minimise on-site parking requirements. Developments that meet the required precinct use and mix of uses may, through agreements with Council, contribute to public parking facilities away from the town centre and/or actively integrate uses that would support a shuttle bus service rather than individual car movement and access;
2. Developments should minimise, or preferably exclude, vehicle access points that conflict with active street frontages;
3. Where parking is to be provided with the development, it should not dominate an open area between the development and 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
4. Development design should not position vehicle movement areas or goods handling areas within pedestrian linkages.

8.6 Built Form

1. Development guidelines will include a requirement that new development and re-development projects shall be accompanied by a design appraisal

report. The report shall detail the external fabric finishes, colour, material and design elements to establish the compatibility with structure plan design criteria.

2. In respect to building design, development guidelines will require that proposals consider:
 - that a style and character that emphasises the coastal resort function of Batemans Bay, linking the built environment with the waterfront;
 - avoid exact replication of existing building style. However, existing design elements can be used to develop a specific character and reinforce the streetscape;
 - that 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;
 - avoid long un-articulated frontages to the street. 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;
 - the use of awnings 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;
 - that roof shapes and design elements above the upper storey level should be treated as an integral part of the building design. Roof

elements should form a feature with the whole building rather than minimised to achieve additional storey height.

8.7 Commercail/Retail Structure

To inform the DCP and the timing of future development, Council will instigate an in-depth commercial floorspace strategy for the town centre based on future provision in terms of the selected use, demographic demand and at what future time such provision can be accommodated. Such a strategy will set out the types of retail offer, based on floorplate style that will be incorporated into the existing centre and at what stage in the demographic growth such floor areas are required.

Council will negotiate with prospective developers to instigate a voluntary planning agreement (VPA) in respect to achieving both public facility outcome and timing of development contribution, such that the overall amenity and economic functionality of the existing town commercial offer is not compromised.

8.8 Masterplans

For larger development proposals and multi-allotment developments, Council will require that a precinct or area specific master plan be prepared for the proposal. The preparation of the masterplan would normally include for the effect that the proposal may impact on adjoining properties and may extend to the whole precinct. Particularly where the proposal will impart significant traffic and access impacts.

Masterplans will account for, but not be exclusive of:

- design principles drawn from an analysis of the site and its context;
- the location of any development, considering the natural features of the site, including coastal processes and coastal hazards;
- the scale of any development and its integration with the streetscape, adjoining buildings and public interface;
- phasing of development,
- public access to and within the development;
- pedestrian, cycle and road access;
- infrastructure provision;
- building heights, massing and built form;
- heritage conservation;
- remediation of the site;
- provision of public facilities and services;
- provision of open space, its function and landscaping;
- conservation measures in respect to water, energy and resources;
- traffic generation and existing infrastructure capacity;
- economic assessment and impacts on existing commercial/retail offer;
- analysis of use distribution and compatibility with precinct principles.

