Commercial Strategy

Adopted by Council on
12 December 2006
Commercial Strategy

Environmental Planning & Development Services Department

 Adopted by Council on 12 December 2006
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Aims and objectives of strategy

Aims

1. To guide the development of the commercial areas of the Shire to match the community’s 20 Year Plan.

2. To facilitate commercial area land use that is efficient and profitable for business and which provides a pleasant and pedestrian friendly environment.

Objectives

1. To identify a commercial centres hierarchy for the Shire that matches long term settlement growth needs.

2. To retain and promote compact commercial areas and identify redevelopment opportunities while conserving what the community values in its Town Centres.

3. To project and review commercial land use needs and reflect this in zoning and development control plans for each commercial centre.

4. To ensure services will cater for demand (sewer/water/public access/carparking/vehicle movement and the like).

5. To enhance residential opportunities in and near commercial centres but not compromise commercial ground floor space.

6. To produce character statements and public place plans for Town Centres.

Development and implementation of the strategy

Process so far

Bega Valley Shire, like many coastal Local Government Areas, continues to experience growth and is increasingly seen as a very desirable living environment. The Shire also experiences strong tourism utilisation and tourism numbers can be expected to grow through this 20 year forecast period.

With these issues in mind, Council foresaw the need for a defined commercial strategy to blend with the many other components that make up the Council’s and the community’s long term vision for the Shire, to guide development and supply of services over the next 20 years.

In developing the strategy, Council has had three exhibitions of evolving drafts including several workshops and consultation sessions with the community where it has explored the options and reviewed its past policies and plans and those of the State.

A presentation was made to four community workshops held in Bega, Merimbula, Bermagui and Eden during August of 2004.

Draft one of this Commercial Strategy was publicly exhibited for eight weeks in February and March of 2005. Following consideration of submissions, Council adopted draft two for further consultation.
Development and implementation of the strategy

Draft two was reported to Council on 13 December 2005 and subsequent Councillors workshops in February and March.

Draft three was exhibited in June of 2006 and the findings and submissions from that exhibition were reported in September. Appendix three contains the Council resolutions of the meeting of 12 September 2006. Following a workshop in November 2006 at which Council addressed outstanding issues from public submissions this strategy was formally adopted on 12 December 2006.

Steps in the implementation of the strategy from here

The strategy proposes a range of work actions to improve Council’s zoning and development control plans for the proposed regional centre of Bega and the three district centres of Merimbula/Pambula, Eden and Bermagui. These revised planning instruments will in turn be publicly exhibited so that the community can review the detail of the implementation of the Strategy as proposed in the draft plans.

Council will then carefully consider any input from the community before adopting final plans to set the 20 year vision for each of the four commercial areas.

New zoning terms

The NSW Department of Planning has introduced a new standard Local Environmental Plan and one impact is that the current terms used to define zones will change as follows.

<table>
<thead>
<tr>
<th>Current Zone</th>
<th>New Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>3(a) General Business Zone</td>
<td>B1 Neighbourhood (small commercial areas)</td>
</tr>
<tr>
<td></td>
<td>B2 Local Centre (medium/district centres)</td>
</tr>
<tr>
<td></td>
<td>B3 Commercial Core (for regional centres)</td>
</tr>
<tr>
<td>3(b) Special Business Zone</td>
<td>B5 Business Development.</td>
</tr>
</tbody>
</table>

There are also new business zones:

<table>
<thead>
<tr>
<th>Other New Business Zones</th>
<th>Possible Applications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone B4 Mixed Use</td>
<td>Following further research, may have some applicability for some smaller current 3(a) zones</td>
</tr>
<tr>
<td>Zone B6 Enterprise Corridor</td>
<td>One proposal for this zone is identified for Bega on Map 3</td>
</tr>
<tr>
<td>Zone B7 Business Park</td>
<td>Following further research, may be suitable for some of the proposed industrial or commercial zonings in Bega and perhaps at Boydtown</td>
</tr>
</tbody>
</table>

See Appendix Two for the current detail from the State Government on these evolving new zones.

Detail on the appropriate reclassification of existing commercial zones will form part of the draft Comprehensive LEP.
Settlement pattern and overview

This strategy is based on a premise that has been evolving for some time under current local and State policies.

The premise is that there will be no new settlements created in the Bega Valley Shire in the 20 year period and that this position is strongly justified given the costs of new centres and the benefits of consolidation of existing settlements. The Shire already has twenty separate settlements and additional settlements would place further demands on the community’s limited resources.

This position is already endorsed at State Government level as contained in the Lower South Coast Settlement Strategy 1997 (especially Pages 11 and 20). The State Government has exhibited a revised Draft Regional Strategy for the South Coast area of the state that reinforces the position of there being no additional settlements for the Shire.

Definition of regional, district and local centres

This strategy proposes a hierarchy of commercial centres ranging from one Regional Centre down to Local Centres at village scale.

Regional centres

The Regional Centre is seen as being the principal business hub of the Shire. Centres such as this exist in the region at places such as Nowra and the regional planning of the State is indicating that Bega will have long term potential to grow to become a similar centre.

Centres of this scale will include representation by the larger chain retailers, significant Government services and the full range of commercial/business services normally associated with larger centres.

Local centres

The historical development of the Shire has seen the growth of three Local Centres at Bermagui, Merimbula/Pambula/Tura Beach and Eden. An important proposition of this draft strategy is that a distinct role is needed between Local Centres and the Regional Centre of Bega. Local Centres need to provide most local needs for residents and visitors of the district essentially on a week to week basis. The strategy proposes that it is not unreasonable for residents of the entire Shire to travel to the Regional Centre on occasions for a wider variety of shopping choices and for access to the full regional spectrum of Government and community services.

Each of the three Local Centres proposed in the strategy have distinct themes and these are expanded later in the document. However all three are heavily impacted by tourism and are influenced by the pressure for coastal living. However, the growth foreseen for the next 20 years, while significant, is not seen to require services beyond that proposed at the Local Centre model, and can be accommodated within the current commercial zones with perhaps some minor expansion as detailed further on.
Definition of regional, district and local centres

Neighbourhood centres

The Shire has a further 13 Neighbourhood Scale Centres servicing villages, urban satellites like Tura and small rural enclaves. While the commercial areas and needs for these Neighbourhood Centres varies, the strategy aims to ensure that basic day to day services of a commercial nature are available within these Centres to service local shopping requirements. While many of these settlements will experience some growth in the next 20 years, it is not envisaged that growth will be of such magnitude that would warrant major expansion of commercial services and that the major issue for Council focus in these Neighbourhood Centres is for development control plans for each village to ensure an efficient utilisation of the commercial area, to address carparking and other related needs.

This strategy document will not further analyse the individual needs of Neighbourhood Centres at this stage, (except for Tura and Pambula) as this will be the subject of separate exhibitions of Development Control Plans for each village in the future. The timing and rezoning of these DCPs will be resolved by Council once the larger centres have been finalised.
Bega Regional Centre

Role of Bega Regional Centre
To function as a Regional Centre and provide the range of commercial, retail and public services expected of a centre servicing the entire Shire and the sub-region extending beyond the Shire within reasonable access distances of the Centre.

Bega theme:
- To be the administrative and commercial centre of the Shire.
- Over the 20 year period, to assume the role of the major business centre of the Shire.
- To retain the heritage character of Bega as the Regional Centre with a rural theme set in a very attractive rural landscape.
- To expand tertiary education opportunities.
- To further access to the arts.
- To expand on Government and Community services relevant to the region’s needs.

Population projections for the commercial population catchment
As an evolving Regional Centre, the 20 year projection of the strategy would be that Bega would service the regional commercial needs of a permanent population in 2025 in the order of 45-50,000 people. (This may include population access to the Centre from beyond the Shire.) This figure needs to be expanded by perhaps 30% to 40% to cater for tourism impacts on the regional commercial centre during peak holiday months each year.

As such, the strategy suggests it is desirable to project that Bega be a centre with capacity to service peak day catchment populations in the order of 60-70,000 people by 2025. (Including tourists and out of Shire visitors accessing the Centre.)

The immediate shopping catchment of Bega (an estimate of regular use of Bega by Shire residents for weekly shopping needs) was estimated by staff in 2001 at being in the vicinity of 8,200 persons (excluding tourism impacts). Staff estimate the likely total of this catchment of permanent residents by 2025 would be in the order of 12,000 people.

Zoning Issues for Bega

Short term amendment to Bega Valley LEP 2002
With reference to Map 2, on adoption of this strategy, an LEP amendment should come forward for the areas in the civic centre precinct for rezoning of appropriate sections to 3(a).

A precinct masterplan is also to be created for the Civic Precinct and any necessary zoning changes flowing from such masterplan will form a special LEP amendment.

A potential “Zone B6 Enterprise Corridor” is under investigation near Finucanes Lane (Map 3).
Rezonings to form part of the Comprehensive LEP

The current 3(a) zone would be proposed for rezoning to B3 Commercial Core.

The area identified as “Review zoning for possible Bulky Goods and Industrial” (or Spenco Site) on Map 2 plus the other areas identified with potential for B3 zoning will form part of the Comprehensive Local Environmental Plan targeted for public exhibition in 2007/08. The Spenco site is proposed for zoning B7 Business Park.

However, should appropriate redevelopment sites not be resolved within the current 3(a) zone by December 2007, then Council will review the suitability of the “Spenco” site as a possible extension of the B3 Commercial Core Zone.

Following consideration of public submissions, further residential areas in the “Coles” precinct and the Taylor’s Motors site will be reviewed for possible B3 zoning.

Issues for the Bega Commercial Centre DCP

- Planning for the by-pass
- Improved parking
- Improved traffic flows for both vehicles and pedestrians – (several one-way circuits to be studied)
- More detailed master planning of the major redevelopment precincts within the existing commercial area. See Map 4
- An improved overall plan for public facilities including civic gardens, pedestrian and cycle access, landscaping and the like. (“Action on Bega CBD”).
- Include the outcomes of the Civic Precinct Master Plan.
- A public consultation panel has been formed to assist with feedback on the draft plans.
Bega - Potential large commercial redevelopment sites Map 4

- Potential large commercial redevelopment sites
- Floodline
- Zone boundary
Merimbula/Pambula/Tura Beach Local Centre

The role of the Merimbula/Pambula/Tura Beach Local Centre

To function as a Local Centre providing weekly service needs for the communities of Tura Beach, Merimbula, Pambula, Pambula Beach and South Pambula plus the rural hinterland. To also cater for anticipated tourism requirements including some accommodation needs within the commercial areas of the Merimbula District Centre.

This draft strategy sees only limited expansion being possible or necessary for the Tura Beach and Pambula commercial zones and a need to constrain and define the role for Merimbula in a detailed Development Control Plan.

The theme:

- Merimbula to remain a significant urban tourism destination in the Shire
- To balance retention of a coastal village theme with that of the needs of the district residents and visitors
- High levels of accessibility particularly for the significant ageing population
- Full district level services to meet weekly shopping requirements
- Tura to remain a local servicing centre
- Pambula to build on its heritage theme as a local service centre but with some bulky goods clusters.

Population projections for the shopping population catchment

Council staff estimated that in 2001 approximately 8,800 Shire residents were within the regular shopping catchment of Merimbula/Pambula/Tura Beach.

Under evolving regional strategies, it is likely there will be some cap on the availability of future coastal residential lands in the district. As a result, Council staff are projecting a slowing of population growth in this district, such that the population by 2025 within the shopping catchment might be in the order of 16,000 persons. (This figure needs to be expanded by up to 50% to allow for tourism numbers during the peak tourist season.)

An overall assumption of this strategy is that by 2025, Bega will start to outstrip the Merimbula area as the main centre of commercial activity. This is not to suggest that a significant commercial role will not continue to be required for Merimbula/Pambula/Tura Beach but it will need to be more constrained than for Bega, and through that the amenity and style of this District can be conserved for residents and visitors.

Zoning issues for Merimbula/Pambula/Tura Beach

Merimbula – short term

Subject to Council’s adoption of this strategy, Council will exhibit an amendment to the LEP to limit the size of commercial floor space stores in the current Merimbula 3(a) zone to 1,000m² or less.

Such amendment would seek to constrain the scale of large retail developments in Merimbula in line with the desires of Council and the district community.
The new Comprehensive LEP would propose to rezone current 3(a) areas to B2 Local Centre Zone.

**Merimbula – long term**

As part of the Comprehensive LEP, Council will review the zonings as depicted on Map 5. The area owned by the Merimbula-Imlay Bowling Club to be the subject of a planning study at the Club’s expense.

**Tura – short term**

The recommended model is that Council support an immediate amendment to the LEP subject to the applicant developing a concept plan that achieves:

- An extension of the current Tura 3(a) zone to the immediate west of up to 4ha that would have capacity for up to 6,000m$^2$ of commercial floor space plus capacity to accommodate childcare, medical/professional suite and possibly a service station.
- Conversion of some Community Land to Operational Land for use as access, parking and cycleway.
- Scenic/vegetated buffers fronting Sapphire Coast Drive and the northern site boundary.
- Restricting all retail developments excluding supermarkets to a maximum floor area of 1,000m$^2$.
- Preparation of a DCP for this site to detail the development layout.

The whole of the Tura current and proposed 3(a) zones would transfer to the new zone B1 Neighbourhood Centre as part of the Comprehensive LEP process.

**Pambula – long term**

Map 7 depicts three parcels of land proposed to be reviewed for B1 Neighbourhood Centre zoning as part of the Comprehensive LEP. The current 3(a) zone would convert to the new B1 Neighbourhood Centre Zone.

It is also proposed to convert the existing 3(b) zone to Zone B5 Business Development but to rezone the Pambula wetlands proposed site for rezoning to E2 Environmental Conservation. The range of permissible uses in the remaining B5 zone will be reviewed for possible expansion of opportunities for most business needing large vehicle access, ample parking and large building footprints.

**North Pambula 3(b) Zone**

Map 8 depicts part of the current 3(b) zone opposite the Pambula/Merimbula Golf Club. It is proposed to review this area for possible rezoning to SP3 Tourist Zone as part of the Comprehensive LEP.

**DCP issues for Merimbula/Pambula/Tura Beach**

**Merimbula Town Centre DCP**

A preliminary draft DCP was exhibited for the Merimbula Town Centre in 2004/05. This draft requires review to include the following:
• Incorporation of a traffic and parking improvement plan (such plan under development).
• Building height – 10 metres throughout.
• Development of an “Action on Merimbula” plan for public domain areas and interfaces with private commercial redevelopment.
• Resolution of a possible private venture to establish a new Merimbula Jetty.
• Improve the commercial and tourist focus of development fronting Beach Street and Market Street south of Beach Street.
• Review the DCP level issues raised in public submissions over 2004 and 2005.

Pambula Village DCP

A heritage based DCP is already under preparation for Pambula.

It is recommended this be expanded into a General DCP to cover the Pambula Village and include design detail for infilling of the remaining commercial zones and proposed tourist accommodation zone to protect the heritage and environmental themes of the area plus conserve the local scale of Pambula.
Review Zoning – Merimbula Map 5

Boundary to be fixed by field survey following flood study

Assess for rezoning to
S P 3 Tourist

To remain Council car parks

Assess for rezoning to
R E 2 Private Recreation

Existing Commercial Zone

Assess for rezoning to
B 2 Local Centre
Review Zoning – Tura Beach Map 6

BVSC Commercial Centres Review

Map 6

Review Zoning: Tura Beach

- Zone as possible vegetated buffer - no buildings
- Rezone to 3(a) commercial subject to restrictions specified on page 12
- Rezone from public community to operational land
- Rezone for housing for seniors
BVSC Commercial Centres Review

Review Zoning: Pambula

Map 7

Assess for rezoning to B.1 Neighbourhood Centre
Assess for rezoning to E.2 Environment Conservation
Eden Local Centre

Role of Eden local centre
The role for the Eden commercial centre is seen as that of a local centre servicing the weekly shopping needs of the Eden/Boydtown District catchment.

Eden local centre theme
- Promote as “Port of Eden”
- Southern tourist centre of the Shire
- Commercial support for significant industries relating to fishing, forestry and port activities
- Promote local history and nature tourism
- Better utilise topography and the magnificent setting of the commercial area
- Increase potential for tourism and permanent accommodation in commercial area.

Population projections for the shopping catchment
Staff have estimated the resident shopping catchment of the Eden catchment as at 2001 at approximately 3,700 persons. Staff have projected the growth of permanent residential population in this catchment will reach approximately 7,540 persons by 2025. (Excludes the impacts of tourists and a figure of an additional 30-40% needs to be included to identify tourism catchment populations during peak tourist seasons.)

Zoning Issues for Eden
Council (assisted with funding from Eden Chamber of Commerce) has engaged consultants to prepare a DCP for the Eden Commercial Centre.

The zone limits to the Eden Commercial Zone will be refined as part of the outcomes of the DCP exhibition. In the Comprehensive LEP the Eden commercial area will be proposed for zoning B2 Local Centre.

Issues for the Eden DCP
- To better utilise the topography of the commercial area
- To improve the prospects of providing tourist and residential accommodation within the commercial area.
- To identify sites for higher buildings.
- To implement “Action on Imlay” through to the adoption of a detailed plan for public place improvement, signage, pedestrian movement and the like.
- To improve traffic flows and utilisation of carparking
- To develop a complimentary role for Boydtown
- Part of the Eden/Bermagui fishing cluster.
Bermagui Local Centre

Role of Bermagui local centre
To service the weekly commercial needs of people within the Bermagui area.

Theme of the Bermagui local centre
- Coastal town set in a National Heritage landscape
- A recreational boating centre
- Part of the Eden/Bermagui commercial fishing cluster
- Focus of urban tourism for the northern sector of the Shire
- A centre for the arts.

Population projections for the shopping catchment
Staff estimated the resident population of the shopping catchment of the Bermagui Centre at 2001 as being 2,100 persons. The suggested shopping catchment population in 2025 is estimated to be 5,000 people (excludes tourist numbers for which perhaps 100% needs to be added to address tourist population and day visitors during the peak tourist season (December-February).

Zoning Issues for Bermagui
Retain current commercial zones but rename in Comprehensive LEP as either Zone B1 Neighbourhood Centre or Zone B4 Mixed Use.

Bermagui Country Club may seek a minor expansion of commercial uses surrounding the Club site but Council will require the bulk of this area to be retained for private recreation purposes.

Review Illawarra Retirement Trust site zoning to facilitate a mixed commercial and seniors housing development which maximises the use of the site as a two storey development incorporating some ground floor commercial, hostel care and independent senior living. (See map 9)

Issues for the Bermagui DCP
- Prior to any significant redevelopment of North Bermagui current 3(a) zone, Council to resolve policy and standards regarding sea level rises. Council to require detailed flood study at applicants cost for any significant further commercial development in this area.
- That the current 5(a) zone incorporating the Bermagui Community Centre be included in an LEP amendment to allow commercial and retail uses ancillary to the centre.
- Improved carparking and vehicle access especially during holiday periods.
- To improve the potential for tourist accommodation in and adjoining the commercial area of the Local Centre.
- Improved prospects for loading and unloading with regard to shops fronting Lamont Street.
- Improved architecture and general building design in the commercial area to conserve the National Heritage landscape. Retain ten metre building height but develop clear guidelines in DCP.
- The Illawarra Retirement Trust site to be marked for preference for senior living opportunities. (See map 9)
Appendix One: Merimbula traffic study

(AIM: This is a draft strategy that is under development.)

Aim of the motorist
While there is some through traffic the aim of most motorists is to find easily accessible and safe parking facilities close to the central business area with reasonable parking time restrictions which enable them to complete their business.

Problems
Traffic congestion along Market Street between Monaro Street and Main Street which in turn causes further congestion back along the side streets.

In order to alleviate the problem the implementation of a number of strategies in a four stage program is suggested. It is expected there will be other generally minor measures which will need to be taken in conjunction with the proposed strategies. These would include reduction of on street parking spaces particularly in Main and Market streets to assist traffic flow.

Stage 1
1. Remove the “right turn” into Beach Street.
   The right turning vehicles cause a bank up of traffic south beyond Monaro Street which in turn affects the flow of traffic across the bridge and up Monaro Street.

2. Remove the “right turn” from Main Street into Market Street (heavy vehicles including buses accepted). The southbound traffic from Main Street along Market Street have priority over vehicles in Merimbula Drive. This configuration encourages vehicles from Sapphire Coast Drive to travel along Main Street instead of continuing through to the Merimbula Drive intersection. The right turn movement has the effect of congesting the traffic flow in Main Street, Market Street and Merimbula Drive.

3. The installation of traffic lights at the intersection of Sapphire Coast Drive and Merimbula Drive. This would allow people from the north who want to park in the Palmer Carpark to gain access and egress in safety without using Market Street. It also provides more encouragement for traffic generally to use alternatives to Main Street.

4. The installation of a “give way” sign in Reid Street would ensure free traffic flow to the lights at the intersection of Merimbula Drive.

Stage 2
1. Provide a second holding lane at the intersection of Monaro Street with Market Street. The acquisition of a relatively small area of land is involved. At the present time if pedestrians cross on the northern side of Market Street the stationary vehicle turning left stops all traffic exiting Monaro Street.
Appendix One: Merimbula traffic study

2. Remove the existing light controlled pedestrian crossing north of Beach Street and locate traffic lights at the Merimbula Drive / Market Street intersection. The blisters would be retained. Right turning traffic entering from Merimbula Drive after being held up by vehicles coming from Main Street, are again held up at the pedestrian crossing. Vehicles banked up south of the pedestrian crossing reduce any opportunity for traffic entering from Beach Street. The relocation of these lights would provide better management of traffic entering from Merimbula Drive and pedestrians crossing both roads.

3. Any additional commercial development in Main Street between Sapphire Coast Drive and Market Street would require the installation of traffic lights at the intersection of Sapphire Coast Drive and Main Street. This would encourage vehicles to return to the Sapphire Coast Drive intersection and not go to Alice Street with most traffic then using the arterial roads.

4. Develop Lot 6 into an extension of the existing parking area mostly catering for all day parkers.

Stage 3

1. Redevelop the existing parking facility in Park Street into a number of areas:
   - a through road
   - a multi-storey parking facility
   - bus parking
   - loading and unloading area
   - restricted time parking.

   This would provide an alternate free flowing bypass to Market Street. Any future extensions to the parking facility would require the purchase of private commercial property, eg, Lots 218, 219, 231, 232 and SP 21470. The availability of Lots 218 and 219 would extend the multi-storey car park through to Merimbula Drive, reducing some traffic flow in Park Street.

2. Reconfigure and position the existing traffic lights to encompass the intersection of Palmer Lane, Monaro Street and Market Street (see light phasing at Appendix 1). This would have the effect of providing a much freer flowing traffic movement to the parking area and an easier alternate route around Market Street.

Stage 4

1. Develop a multi-storey parking facility over the existing parking area in Alice Street.

2. Install traffic lights to the intersection of Main Street and Market Street, reintroducing the “right turn” into Market Street. The three sets of traffic lights in Market Street are proposed to be linked up and I would also suggest that a single phase for pedestrian movement be considered to maximise traffic flow.
Phasing at Monaro Street lights

Phase 1

Phase 2

Phase 3

Phase 4 - pedestrian
Appendix One:
Merimbula traffic study

Proposed traffic control changes to the Merimbula CBD:
desktop traffic study

Phase 1

Phase 2

Phase 3

Phase 4 - pedestrian
Bega Valley Shire Council

Proposed Traffic Control Changes to the Merimbula CBD: Desktop Traffic Study

Report – March 2006

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Appendix One:  
Merimbula traffic study

Bega Valley Shire Council  
Changes to Traffic Controls in Merimbula CBD  
Desktop Traffic Study

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Bega Valley Shire Council
Changes to Traffic Controls in Merimbula CBD
Desktop Traffic Study

1. INTRODUCTION

1.1 Purpose of Study

In February 2006 Bega Valley Shire Council commissioned Hyder Consulting to undertake a desktop review of the proposed traffic control changes in the Merimbula CBD as presented in four A1 concept drawings sent to the Consultant. The desktop review is to provide additional third party assessment for the benefit of Bega Valley Shire Council at a concept level rather than providing details at the detailed design level.

The overriding objective of the traffic control changes is to ensure that traffic flows as smoothly as possible into and through the central area of Merimbula.

Details of the plans are shown on the Concept Drawings. A brief summary is provided later in this report.

1.2 Objectives

The objectives of the desktop traffic assessment are to:

- Assess the traffic changes at the CBD network level in terms of operability
- Identify measures to maintain pedestrian mobility and accessibility
- Review the impact of right turn bans upon traffic circulation into and out of the CBD
- Identify important engineering constraints of the traffic control changes

The report is in four parts reflecting the different stages of the implementation process. Although no timing has been provided as yet, for the purposes of the assessment a fifteen year time frame for final completion is assumed with expected increase in traffic to and from the CBD.

2. STAGE 1 - BANNING OF RIGHT TURNS AND INSTALLATION OF TRAFFIC SIGNALS AT SAPPHIRE COAST DRIVE INTERSECTION WITH MERIMBULA DRIVE

The main features of Stage 1 in brief are:

- Right turn ban into Beach Street
- Right turn ban from Main Street
- Signalisation of Merimbula Drive with Market Street
- Give-way sign on Reid Street

The consequences of these changes are as follows:

2.1 Re-Routing
Appendix One:
Merimbula traffic study

Bega Valley Shire Council
Changes to Traffic Controls in Merimbula CBD
Desktop Traffic Study

Near the retail areas there are a number of important off-street car parks servicing the CBD. Some of these car parks are on Main Street between Market Street and Sapphire Coast Drive. Some of the vehicles after leaving these car parks undertake the right turn into Market Street with most of the destinations south of the CBD rather than further visits to the shops etc. These movements contribute to congestion in the southbound direction on Market Street. Many southbound vehicles in Sapphire Coast Drive also use Main Street and the right turn into Market Street as their route.

The banning of the right turn together with the provision of lights at the Merimbula Drive intersection with Sapphire Coast Drive will encourage both groups of drivers to re-route mostly to the Merimbula Drive lights. Some will use Alice Street and then into Beach Street and finally left into Market Street. A smaller number are expected to use the longer route along Main Street to the Beach Street intersection. Alice Street can accommodate low traffic volumes such as that expected from the proposed right turn ban into Market Street.

Traffic entering Market Street at the southern end of the Alice Street route can experience queuing happens in the current situation. A possible right turn ban from Beach Street will facilitate this routing since it will reduce the delay for the left turn into Market Street. The left turn from Beach Street into Market Street is also facilitated by the existing pedestrian lights in Market Street and this will still be the situation when those lights are relocated to the Merimbula Drive intersection in stage 2 of the proposal.

Those drivers electing to use the Merimbula Drive lights will have ready about progressing through that intersection and will have a choice of Monaro Street, Park Street and Merimbula Drive for the trip south or to a car park.

The right turn ban into Beach Street will restrict access to Beach Street and to a lesser extent Alice Street Car parks. However, these people will still be able to utilise the Palmer Street car park. If people have a destination to the east, then they can undertake a right turn into Main Street from Market Street. The banning of the right turn into Beach Street will remove the current delay and queuing that northbound through movement vehicles on Market Street face as they wait behind a vehicle turning right into Beach Street.

2.2 Traffic Signals at Merimbula Drive with Sapphire Coast Drive

The signalisation of this junction provides safer opportunities for right turning traffic movements particularly for those that are turning right into Reid Street heading towards the Palmer car park. Improving access to the Palmer Street car park would assist in reducing traffic on Market and Main Street and hence congestion and improve the safety environment of the CBD.

The give-way sign on Reid Street on the southern leg at the Park Street junction would further assist in facilitating the movements to and from the Palmer Street car park.

In most junctions it is the stem of the intersection that is the priority movement for inbound vehicles. A give way control on Reid Street southern leg will require infrastructure to emphasise the 'L'-movement is the major one to ensure that there are no unsafe northbound through movements being undertaken without stopping or a vehicle 'pausing'.

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May 2006
2.3 Pedestrian Movements

The signalisation of Merimbula Drive with Sapphire Coast Drive allows cycle time for pedestrian movements.

2.4 Conclusions

The changes proposed in Stage 1 will:
- Improve access to the Palmer Street carpark and thereby discourage traffic on Main Street and Market Street
- Re-route more trips to roads where there are lower pedestrian volumes and less stop-start actions as a result of urban activity rather than through the CBD
- The signalisation of Sapphire Drive and Merimbula Drive provides a good 'traffic gateway' with reasonable treatment to traffic and from Park Street and Merimbula Drive / Sapphire Coast Drive

3. STAGE 2 – CHANGES TO PEDESTRIAN CROSSINGS ON MARKET STREET, SIGNALISATION OF SAPPHIRE COAST DRIVE WITH MAIN STREET AND MERIMBULA DRIVE WITH MARKET STREET AND AN ADDITIONAL HOLDING LANE IN MONARO STREET TOGETHER WITH ADDITIONAL CARPARKING SPACES IN PALMER CARPARK

The main features of Stage 2 in brief are:
- Provide a second holding lane on Monaro street at the intersection of Market Street with Monaro Street
- Removal of light controlled pedestrian crossing north of Beach Street
- Provide traffic signalisation of sapphire drive with Main Street upon the likely commencement of significant commercial landuse developments on Main Street
- Extend the Palmer Carpark

It should be said that in the case of point 3 the comments are not to pre-empt the need for a Traffic Impact Assessment to be undertaken by the Developer and nor should it be seen that the recommendations are final decisions.

3.1 Changes to Main Street

It is expected that the gravel surface carparks adjacent to the Bowling Club will be developed in the medium term and replaced with a combination of retail/commercial landuse with replacement on-site parking. The development will be a net trip generator and the expected development trips will be travelling through the intersection of Sapphire Drive with Main Street particularly in the return trip where the right turn from Main Street could be expected to be a heavy one.

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Appendix One:  
Merimbula traffic study

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Changes to Traffic Controls in Merimbula CBD  
Desktop Traffic Study

If the development is significant in nature then development traffic should not be ‘sent’  
down Alice Street because of its limited capacity, relatively high pedestrian movements  
and the congestion that may apply to this street as well as to Market Street. It should also be  
said that in principle that the return segment of a CBD trip should generally minimise the  
component through congested road sections and should preferably be encouraged on a  
'bypass' route.

If the junction of Sapphire Drive with Main Street remains as it is with a development of  
significant size, then the right turn into Sapphire Coast Drive may have a high delay and/or  
long queue length. If this occurs then some traffic will instead utilise the Alice Street/Beach  
Street and Market Street route which should not be encouraged. In order to manage this  
potential problem, the intersection of Sapphire Coast Drive with Main Street may require  
signallisation from a traffic network perspective. Moreover, signallisation does generally  
improve the safety of undertaking right turns compared to priority junctions.

3.2 Extend the Lot 6 Carpark

The expansion of the Lot 6 carpark will generate more trips into and out of Park Street.  
The changes in Stage 1 will accommodate the expansion of this carpark since most of the  
trips will travel through the intersection upgrade areas. As is suggested in the plans Stage 1  
infrastructure should precede the extension of the Lot 6 carpark.

3.3 Second Holding Lane on Monaro Street

The second holding lane will reduce the net queue length at the intersection as well as  
generally improving the ability to 'process' traffic on this junction arm. In summary the  
changes are about intersection operations with minimal impact upon travel patterns on the  
CBD network as whole. This is because that the road section is not a significant  
'bottleneck' in the CBD network. It should also be said that this changes can be undertaken  
at an appropriate time and hence are not Stage specific.

With regard to the pedestrian needs the construction of a holding line should incorporate  
improvements to footpaths as is suggested by the proposals.

3.4 Removal of Light Controlled Pedestrian Crossing North of Beach Street

The removal of the pedestrian crossing North of Beach Street is meant to reduce the delay  
of Marked Street traffic in the following ways:

- Right-turning traffic from Merimbula Drive into Market Street already delayed  
  by the turn movement can be held by the pedestrian crossing and hence  
  leading to queues up Market Street.
- Similarly northbound movements on Market Street can be delayed by  
  pedestrian movements.

Market Street is a heavily pedestrianised road particularly in the holiday period where the  
pedestrian numbers increase significantly and hence a crossing is warranted and there will  
be, by definition, delays to vehicles. The issue is to minimise vehicle delays without  
compromising upon pedestrian safety.

1 Signallisation of Sapphire Drive with Merimbula Drive, and a 'give way' sign on Reid Street

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Changes to Traffic Controls in Merimbula CBD
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The provision of pedestrian facilities at an intersection is often required because of the basic need to cross the road. Hence improvements to pedestrian facilities may be purely warranted without any other, for example, relocation of a pedestrian crossing.

The current proposal is to further enhance pedestrian facilities at the junction of Market Street with Merimbula Drive with the expressed purpose of significantly discouraging people from the need to 'jaywalk' at the midblock, where drivers are generally less aware, compared to an intersection in a CBD environment, of pedestrian safety.

Relocating pedestrian facilities to the junction of Market Street with Merimbula Drive is likely to generally 'bunch or concentrate' pedestrian volumes. However, there are risks if people decide not to utilise these facilities because they are not conveniently located, perceived level of distance between themselves and vehicles etc. Consequently, people may begin to 'jaywalk' at the midblock. In this worse case, then vehicle delays will occur on Market Street and there failing the objective of the pedestrian infrastructure changes.

Like all infrastructure schemes, a period of monitoring may be warranted with an extensive publicity campaign to inform pedestrians (especially holidaymakers) and drivers. The planning of pedestrian infrastructure is often a cautionary exercise to control or minimise safety risk.

The blisters in place in Market Street north of Beach Street will be retained and will assist pedestrians with crossing Market Street when there is less traffic.

4. STAGE 3 – CHANGES TO THE PARK STREET CARPARK AND REPOSITIONING OF TRAFFIC SIGNALS AT THE WIDER JUNCTION AREA OF MARKET STREET WITH MONARO STREET AND PALMER LANE

The main features of Stage 3 in brief are:
- Changes to the existing Park Street parking facility in the following ways
  - Construct a multi-storey carpark
  - Provide a loading and unloading area for trucks
  - Change the parking layout area
  - Provide bus bays
  - Reconfigure and reposition the existing traffic lights to encompass the intersection of Palmer Lane, Monaro Street and Market Street

4.1 Redevelopment of Existing Carpark in Park Street

Overall the redevelopment of Park Street will increase the trips using this road and the nearby intersections such as Sapphire Coast Drive with Park Street and Merimbula Drive with Sapphire Coast Drive. The infrastructure provided in Stage 1 will substantially complement changes in Park Street.

2 Signallisation of Sapphire Drive with Merimbula Drive, and a 'give way' sign on Reid Street.
Appendix One:
Merimbula traffic study

Bega Valley Shire Council
Changes to Traffic Controls in Merimbula CBD
Desktop Traffic Study

Depending upon the increase in parking spaces, the intersection of Sapphire Coast Drive with Park Street may require upgrading to cope with the increased traffic volumes to and from the carpark. This intersection assessment will be needed when Stage 3 goes to the detailed design level.

4.2 Reconfigure and Reposition the Existing traffic lights

As stated previously, the expansion of parking spaces in Park Street will increase traffic volumes in the immediate area such as the southern end where Park Street ends and meets Mono Street and Market Street. The changes in configuration, positioning and expansion of the existing traffic signals will better accommodate traffic (parking related or not) in both directions as well as limiting back-blocking from Market Street affecting movements into and out of Park Street.

The traffic signals may require realignment rather than fixed timings to accommodate changes in traffic patterns since it is quite possible in the future that traffic is higher from Mono Street than on Market Street during a working day. Similarly adjustments to the intersection alignment and kerbing etc may be made on the principle that some of the traffic on Market Street in the Business-As-Usual case will be diverted under the set of plans being assessed.

5. STAGE 4 – DEVELOPMENT OF MULTI-STOREY PARKING FACILITY IN ALICE STREET AND SIGNALISATION OF MAIN STREET AND MARKET STREET

The main features of Stage 4 in brief are:
- Construction of multi-storey carpark in Alice Street
- Signalisation of Main Street with Market Street and the reintroduction of the right turn into Market Street

5.1 Construction of multi-story carpark in Alice Street

The construction of a multi-storey carpark in Alice Street will increase traffic on this road with the volume dependent upon the size of the facility. The intersection of Main Street with Alice Street is unlikely to require intersection treatment to improve the performance of turn movements relating to the carpark but improvements may be required at the southern end where Alice Street intersects Beach Street because of the higher traffic volumes on Beach Street. However if no intersection improvement is undertaken at Beach Street and Alice Street and there are high traffic volumes generated by the Carpark, then vehicles may head north and then turn left into Market Street for destinations to the south.

If the intersection of Main Street with Alice requires upgrading such as for safety reasons, then the area required for a right turn storage space into Alice Street will need to overcome the crossfall and gutter limitations. There are also sight distance issues for vehicles turning right from Alice Street into Main Street which will require addressing particularly if there are increased traffic volumes on Alice Street.
5.2 Signallisation of Main Street with Market Street and the re-introduction of the right turn into Market Street

Signallisation generally improves the accident rates and reduces crash severity over priority controlled junctions particularly as the traffic volume increases. Currently during some peak holiday times the traffic entering this junction warrants signalisation. This intersection upgrade should be considered as part of earlier staging.

The successful implementation of Stage 1 and 2 may not warrant the need to re-introduce the right turn into Market Street.
Appendix One:
Merimbula traffic study
Appendix One:
Merimbula traffic study
Appendix Two:
Definition of new zones from the State Government template

Standard Instrument (Local Environmental Plans) Order 2006
under the
Environmental Planning and Assessment Act 1979

I, Professor Marie Bashir AC, CVO, Governor of the State of New South Wales, with
the advice of the Executive Council, and in pursuance of section 33A of the
Environmental Planning and Assessment Act 1979, make the following Order.
Dated, this day of 2006.

By Her Excellency's Command,

Minister for Planning
Commercial strategy

Standard Instrument (Local Environmental Plans) Order 2006

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| Zone RU2 | Rural Landscape |
| Zone RU3 | Forestry |
| Zone RU4 | Rural Small Holdings |
| Zone RU5 | Village |
| Zone RU6 | Transition |
| Zone R1 | General Residential |

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Appendix Two:
Definition of new zones from the State Government template

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Part 2

Land Use Table

- To ensure that large residential allotments do not hinder the proper and orderly development of urban areas in the future.
- To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.
- To minimise conflict between land uses within the zone and adjoining zones.

2 Permitted without consent

3 Permitted with consent
   - Dwelling houses

4 Prohibited

Zone B1 Neighbourhood Centre

Direction. The following must be included as either 'Permitted without consent' or 'Permitted with consent' for this zone:

1 Objectives of zone
   - To provide a range of small-scale retail, business and community uses which serve the needs of people who live and work in the surrounding neighbourhood.

2 Permitted without consent

3 Permitted with consent
   - Child care centres; Community facilities; Neighbourhood shops; Shop top housing

4 Prohibited
Appendix Two:  
Definition of new zones from the State Government template
3 Permitted with consent

Child care centres; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel accommodation; Information and education facilities; Office premises; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Retail premises

4 Prohibited

Zone B4 Mixed Use
Direction. The following must be included as either 'Permitted without consent' or 'Permitted with consent' for this zone:

1 Objectives of zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

2 Permitted without consent

3 Permitted with consent

Boarding houses; Child care centres; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel accommodation; Information and education facilities; Multi dwelling housing; Office premises; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Retail premises; Seniors housing

4 Prohibited

Zone B5 Business Development
Direction. The following must be included as either 'Permitted without consent' or 'Permitted with consent' for this zone:

1 Objectives of zone

- To enable a mix of office, retail and warehouse uses in locations which are close to, and which support the viability of, centres.
Appendix Two:
Definition of new zones from the State Government template

Standard Instrument (Local Environmental Plans) Order 2006
Land Use Table Part 2

2 Permitted without consent

3 Permitted with consent
   Child care centres; Office premises; Passenger transport facilities;
   Retail premises; Warehouse or distribution centres

4 Prohibited

Zone B6 Enterprise Corridor
Direction. The following must be included as either 'Permitted without consent' or 'Permitted with consent' for this zone:

Roads

1 Objectives of zone
   • To promote businesses along main roads and to encourage a mix of compatible uses.
   • To enable a mix of employment (including business, office, retail and light industrial uses) and residential uses.
   • To maintain the economic strength of centres by limiting the retailing of food and clothing.

2 Permitted without consent

3 Permitted with consent
   Community facilities; Hardware and building supplies; Hotel accommodation; Landscape and garden supplies; Light industries;
   Multi dwelling housing; Office premises; Passenger transport facilities;
   Retail premises; Warehouse or distribution centres

4 Prohibited
Appendix Three:
Council resolutions 457/06 to 461/06 relating to implementation actions on the Commercial Centres Strategy

11. Bega Valley Shire Commercial Centres Strategy

11.1 Bermagul Commercial Centre

Pecuniary Interest

Cr Neilson declared a pecuniary interest on the basis that she owns commercial property in the Bermagul area and departed the Chamber taking no part in debate or voting.
Appendix Three:
Council resolutions 457/06 to 461/06 relating to implementation actions on the Commercial Centres Strategy

ORDINARY MEETING MINUTES
12 September 2006

RECOMMENDATION

1. That Council review and note the summary of public submissions received on draft 3 of the Commercial Centres Strategy and review the folder of submissions received.

2. That recommended rezoning actions in relation to the Bermagui centre set out from pages 132 to 134 of the report on 12 September 2006 be directed to the comprehensive LEP process following refinement at a workshop with Councillors.

3. That staff draft a final version of the Commercial Centres Strategy as it relates to the Bermagui centre based on the Council resolutions from the meeting of 12 September 2006 and be reported to Council for formal adoption and referral to the comprehensive LEP process.

457/06 RESOLVED on the motion of Crs Aveyard and McGill that Item 11.1 of the Planning and Environment Committee as reported be adopted.

Cr Neilson returned to the Chamber.

11.2 Eden Commercial Centre

RECOMMENDATION

1. That Council review and note the summary of public submissions received on draft 3 of the Commercial Centres Strategy and review the folder of submissions received.

2. That recommended rezoning actions in relation to the Eden centre set out from pages 132 to 134 of the report on 12 September 2006 be directed to the comprehensive LEP process following refinement at a workshop with Councillors.

3. That staff draft a final version of the Commercial Centres Strategy as it relates to the Eden centre based on the Council resolutions from the meeting of 12 September 2006 and be reported to Council for formal adoption and referral to the comprehensive LEP process.

458/06 RESOLVED on the motion of Crs Aveyard and McGill that Item 11.2 of the Planning and Environment Committee as reported be adopted.
11.3 Bega Commercial Centre

Pecuniary Interest

Cr Hede declared a pecuniary interest on the basis that his family company has shares in a company that owns commercial land in Bega and departed the Chamber taking no part in debate or voting. Cr Taylor also declared a pecuniary interest in relation to the Merimbula Commercial Centre on the basis that his sister owns commercially zoned land in the precinct and remained absent from the Chamber during debate and voting in relation to the Merimbula Commercial Centre.

Pecuniary Interest

Cr Taylor declared a pecuniary interest regarding the Bega Commercial Centre on the basis that his employer owns commercial land in Bega and departed the Chamber taking no part in debate or voting.

RECOMMENDATION

1. That Council review and note the summary of public submissions received on draft 3 of the Commercial Centres Strategy and review the folder of submissions received.

2. That recommended rezoning actions in relation to the Bega centre set out from pages 132 to 134 of the report on 12 September 2006 be directed to the comprehensive LEP process following refinement at a workshop with Councillors.

3. That staff draft a final version of the Commercial Centres Strategy as it relates to the Bega centre based on the Council resolutions from the meeting of 12 September 2006 and be reported to Council for formal adoption and referral to the comprehensive LEP process.

4. That Council endorse the strategy that Bega would continue to evolve as the regional commercial centre of the Shire.

5. That pursuant to Section 54 of the Environmental Planning and Assessment Act, Council prepare a Local Environmental Plan to:
   a) reclassify Lots 32 and 33 DP 844252, Lot 4 DP 215471 and Lot 9 Section 39 DP 758075 from Community Land to Operational Land.
   b) rezone all lands within the precinct at Bega bounded by Carp, Gipps, Upper and Auckland Streets be zoned 3(a), (this will require rezoning of those lands currently identified as 5(a) civic centre and currently zoned 2(a) fronting Upper Street.

6. That a further workshop be proposed for November to review those aspects of public submissions relevant to the DCPs for Bega.
Appendix Three:
Council resolutions 457/06 to 461/06 relating to implementation actions on the Commercial Centres Strategy

ORDINARY MEETING MINUTES
12 September 2006

7. That staff establish a consultation group in Bega to assist in the development of the town centre DCPs and that the Bega Chamber of Commerce and Bega Area Committee be invited to recommend delegates for that consultation group.

8. That a report come forward as a matter of urgency proposing revised rates of contribution for car parking for Bega and proposing a new contribution under Section 94 for all relevant development in the Bega district to gather funds to assist with car parking and traffic improvements in the centre.

459/06 RESOLVED on the motion of Crs Aveyard and McGill that Item 11.3 of the Planning and Environment Committee as reported be adopted.

Cr Hede returned to the Chamber.

11.4.1 Merimbula Commercial Centre

Pecuniary Interest

Cr Hede declared a pecuniary interest on the basis that his family company has shares in a company that owns commercial land in Bega and departed the Chamber taking no part in debate or voting.

Pecuniary Interest

Cr Taylor had previously declared a pecuniary interest regarding the Merimbula Commercial Centre on the basis that his sister owns land in the Merimbula business zone and remained absent from the Chamber during debate and voting on this matter.

RECOMMENDATION

1. That Council review and note the summary of public submissions received on draft 3 of the Commercial Centres Strategy and review the folder of submissions received.

2. That recommended rezoning actions in relation to the Merimbula centre set out from pages 132 to 134 of the report on 12 September 2006 be directed to the comprehensive LEP process following refinement at a workshop with Councillors.

3. That staff draft a final version of the Commercial Centres Strategy as it relates to the Merimbula centre based on the Council resolutions from the meeting of 12 September 2006 and be reported to Council for formal adoption and referral to the comprehensive LEP process.

4. That Council endorse the strategy that Bega would continue to evolve as the regional commercial centre of the Shire.

5. That pursuant to Section 54 of the Environmental Planning and Assessment Act, Council prepare a Local Environmental Plan to include a special clause in the
ORDINARY MEETING MINUTES
12 September 2006

Bega Valley Local Environmental Plan 2002 in relation to the 3(a) zone at Merimbula to restrict the maximum floor space for any single retail premise to 1,000m².

5A That pursuant to Section 54 of the Environmental Planning and Assessment Act, Council prepare a Local Environmental Plan to Insert an allowance clause to permit up to 6000m² of retail development within lot 32 DP 243029 and lot 1186 DP613596. The allowance clause to reference a Development Control Plan which in turn includes a concept whereby any retail development of the land, excluding a supermarket, will be limited to a floor size of 1000m² per retail premise.

The DCP is to be developed by the proponents to Council’s satisfaction and exhibited with the LEP amendment.

Further that Council reclassify that part of Council Land in lot 1520 DP 282826 west of lot 162 DP 746134 from Community Land to Operational land and that the above DCP contain an appropriate network of public pedestrian access to the north of the site.

6. That a further workshop be proposed for November to review those aspects of public submissions relevant to the DCPs for Merimbula.

7. That staff establish a consultation group in Merimbula to assist in the development of the town centre DCPs and that MACCAT and the Merimbula Area Committee be invited to recommend delegates for that consultation group.

8. That a report come forward as a matter of urgency proposing revised rates of contribution for car parking for Merimbula and proposing a new contribution under Section 94 for all relevant development in the Merimbula district to gather funds to assist with car parking and traffic improvements in the centre.

RESOLVED on the motion of Crs Aveyard and McGill that Item 11.4 of the Planning and Environment Committee with the exception of part 5A as reported be adopted.

PECUNIARY INTEREST

Ct Skitt declared a pecuniary interest on the basis that he owns a property in Merimbula on the fringe of the commercial precinct and his brother owns a number of properties in the Merimbula commercial area and departed the Chamber.

RESOLVED on the motion of Crs Aveyard and McGill that Item 11.4(5A) of the Planning and Environment Committee as reported be adopted.

Crs Hede, Skitt and Taylor returned to the Chamber.
Appendix Three:
Council resolutions 457/06 to 461/06 relating to implementation actions on the Commercial Centres Strategy

PLANNING AND ENVIRONMENT COMMITTEE
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RECOMMENDED SCHEDULE OF URGENT ZONING ACTIONS

Several short term amendments to Council’s current Local Environmental Plan are recommended given employment and structural significance of some identified changes. The amendments below are recommended to proceed immediately to public exhibition and to result in amendments to the current Bega Valley Local Environment Plan 2002.

Recommended short term zoning actions

That Council, pursuant to Section 54 of the Environmental Planning and Assessment Act, resolve to prepare a Local Environmental Plan to:

1. reclassify Lots 32 and 33 DP 844252, Lot 4 DP 215471 and Lot 9 Section 39 DP 758676 from Operational land to Community land.

2. rezone all lands within the precinct at Bega bounded by Carp, Gipps, Upper and Auckland Streets be zoned 3(a). This will require rezoning of those lands currently identified as 5(a) civic centre and currently zoned 2(a) fronting Upper Street.

3. include a special clause in the Bega Valley Local Environmental Plan 2002 in relation to the 3(a) zone at Merimbula to restrict the maximum floor space for any single retail premises to 1,000m².

Should Council be of the view (note: staff do not support the AusPacific proposal) to support the rezoning of land at Tura Beach then the following should be adopted.

That Council pursuant to Section 54 of the Environmental Planning and Assessment Act resolve to rezone Lot 32 DP 243029 and Lot 1196 DP 613596 to 3(a) by way of an allowance clause and to reclassify Council owned land being Part Lot 1520 DP 267626 from Community to Operational.

Such allowance clause is to refer to a Development Control Plan to be prepared at the cost of the applicant. The DCP is to reflect the development shown on the concept plans dated 16 June 2006 prepared by AusPacific Property Group and DEM. The draft DCP and draft LEP are to be advertised together.

Schedule of zone changes recommended as part of the comprehensive LEP process

The following section of the report will concentrate on recommended zone changes for the longer term which will be considered as part of the comprehensive LEP process over the next two years.

Note some changes to these recommendations may be necessary given the state template is under review and staff are yet to test the suggested new zones with the Department of Planning. The following recommended changes should be the subject of a Council workshop and public consultation as part of the comprehensive LEP.
1. That Council adopt the following zones from the State Government standard instrument 2008 with a further workshop to be held to refine the objectives and other clause amendments Council may wish to consider for public exhibition:

Zone B1 Neighbourhood Centre
Zone B2 Local Centre
Zone B3 Commercial Core
Zone B6 Enterprise Corridor
Zone D7 Business Park
Zone SP3 Tourist
Zone RE2 Private Recreation
Zone E2 Environmental Conservation

2. That the following current 3(a) zones be proposed in the comprehensive LEP for rezoning to B1 Neighbourhood Centre:

Tathra 3(a) zone and that part of the Tathra 2(c) zone that contains the beachfront shops, Tura, Pambula and Pambula Beach.

3. That the current 3(a) zones at Bermagui, Merimbula and the resolved extent of the commercial sector from the Eden DCP process be proposed in the comprehensive LEP for rezoning to B2 local centre. Note that the exact extent of the proposed 3(a) zone at Eden will await the outcome of the public exhibition of the Eden Town Centre development control plan which is currently underway.

4. That the Bega 3(a) zone be proposed in the comprehensive LEP to be rezoned to B3 Commercial core.

5. That the additional areas proposed for zoning to B3 Commercial Core at Bega on map 2, page 8 of the Commercial Centre Strategy draft 3 be proposed in the comprehensive LEP for rezoning to B3 Commercial core.

6. That the hatched area north of Bega Street on map 2, page 8 of the Commercial Centres Strategy draft 3 depicted as “review zoning for possible bulky goods and industrial...” be proposed in the comprehensive LEP for zoning as B7 Business Park.

7. That at South Bega the hatched area depicted on map 3 of the Commercial Centre Strategy draft 3 at page 9 as possible B9 enterprise corridor zone be proposed for such zoning in the comprehensive LEP.

8. That with reference to map 5 of the Commercial Centre Strategy draft 3 page 14, the area at the eastern end of Beach Street Merimbula recommended in that draft for zoning to B2 be instead be proposed for zoning to SP3 Tourist in the comprehensive LEP. Further that the area north of the Merimbula Imlay bowling club shown on that map as proposed B2 and proposed 6(a) zones be proposed...
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In the comprehensive LEP to be re-zoned to B2 local centre and RE2 private recreation, respectively.

9. Either Council selects the Aus Pacific model as part of the interim zoning actions or the following staff recommendations should be considered for the comprehensive LEP.

That a further report and investigation be carried out as part of the comprehensive LEP to examine a small extension of the B1 Neighbourhood Centre zone at Tura to include current 6(a) zones to the immediate west and a possible small additional area from Lot 1198 DP 613596.

The remainder of Lot 1196 DP 613596 and Lot 32 DP 243029 to be reviewed for possible zoning as R3 medium density residential with a DCP to apply to the area directing that not less than 50% of housing be for seniors. The review to also explore the alternative of conserving this land for future urban purposes.

10. That with respect to map 7 Commercial Centre strategy draft 3 page 16 the areas at Pambula shown for assessment for possible zoning B1 and for environmental protection be proposed in the comprehensive LEP for zoning to B1 Neighbourhood centre and E2 Environmental conservation, respectively.

Further that the remainder of the current 3B zone at Pambula be proposed and the comprehensive LEP for zoning to B6 enterprise corridor.

11. That with respect to map 8 Commercial Centre strategy draft 3 page 17 the area depicted for review to possible zoning as SP3 tourist zone be proposed to be so zoned in the comprehensive LEP.

RECOMMENDATIONS

1. That Council review and note the summary of public submissions received on draft 3 of the Commercial Centre strategy and review the folder of submissions received.

2. That Council select scenario 1 of the report to Council of 12 September 2006 as the preferred model for the Bega and Marimbula town centre characters.


4. That the other recommended rezoning actions from pages 132 to 134 be directed to the comprehensive LEP process following refinement at a workshop with Councillors.