



Master Plan

Snug Cove and Environs, Eden, NSW

Originally adopted March 2005
Amended December 2013



**MASTER PLAN SNUG COVE AND ENVIRONS
EDEN, NSW**

Prepared by the
URBAN DESIGN ADVISORY SERVICE

For

BEGA VALLEY SHIRE COUNCIL

and the

DEPARTMENT OF INFRASTRUCTURE, PLANNING AND NATURAL
RESOURCES

(South Coast Region)

Originally adopted March 2005
Amended December 2013

Foreword

Snug Cove occurs in the coastal town of Eden, within the Bega Valley Shire local government area of southern NSW. Snug Cove has long been at the heart of Eden's working identity and economic development, and has undergone a series of changes in its 180 year history of commercial maritime operations. Snug Cove has however remained principally a working port, and today supports one of Australia's largest commercial fishing fleets.

What is a Master Plan?

A Master Plan is a document designed to provide a coordinated approach to future development. Master Plans contain a series of illustrations and explanatory text to establish the planning principles and controls within a particular area as a whole. Their intent is to guide landowners, government and the community on how and where development should occur.

Master Plans are now generally required for all major development proposals in coastal locations, in accordance with the NSW Government's State Environment Planning Policy No. 71 Coastal Protection. They establish the broad parameters within which future detailed studies and planning outcomes for specific developments at a site specific level should be undertaken.

Why a Master Plan for Snug Cove now?

Eden and Snug Cove in particular are once more on the verge of major change:

- traditional marine industries at Snug Cove are seeking to diversify their businesses and value-add to their primary catch, but need surety of tenure and expanded facilities in the long term
- the community, through the Twofold Bay & Hinterlands Strategy (DIPNR 2004), has expressed a desire to see that future development is sustainable and in accordance with best practice urban design
- Eden is working towards becoming a crucible for marine research and development in South Eastern Australia, and Snug Cove offers a number of opportunities to support this endeavour
- two large sites adjacent to the Port (the former fuel storage depots of BP Australia and Exxon-Mobil) are currently under-utilised in the locality and may be redeveloped in the short-medium term, and
- nature tourism is a relatively new but expanding industry at Snug Cove with great potential given Eden's spectacular coastal and marine environments.

All of this and more demands a strongly coordinated approach to land use planning and development issues. In the absence of an overall planning approach, consideration of individual development proposals as they arise is likely to result in a number of opportunities being overlooked, protracted negotiations between landowners and government, ongoing community concern, and conflicting or inconsistent outcomes for Snug Cove.

About this Master Plan

This Master Plan was prepared under a partnership agreement between the Bega Valley Shire Council and the Department of Infrastructure, Planning and Natural Resources. It was prepared with the assistance and advice of a Steering Committee, although the outcomes of this Master Plan may not necessarily reflect the views of all Steering Committee members. The Master Plan was placed on public exhibition from 11 August to 10 September 2004. Nineteen public submissions were received, and have been considered in preparing the final Master Plan.

The Master Plan has been prepared in advance of any specific development proposals for sites at Snug Cove. In this way it is seeking to both guide development proposals when they arise, and encourage landowners and operators within Snug Cove to consider investment opportunities that will benefit their businesses and the Eden community in the long term. It should be read in conjunction with the Bega Valley Shire Local Environmental Plan 2002, and other relevant local and state government planning policies.

Master Plans by their nature are technical documents, and need to be read as a whole. Plain-English has been used throughout the Snug & Environs Master Plan where-ever possible. However, definitions of key technical terms appear in an appendix for reference. The Master Plan also employs the use of *Character Statements* and a series of images to further attempt to break down the unavoidable technical elements of the document, and to explain the nature and scale of development that is envisaged for the future.

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OBJECTIVES AND CONCEPT PLAN

A number of objectives underpin the outcomes identified in the Master Plan for Snug Cove & Environs. These objectives are described in the following pages.

A Concept Plan and Aerial Perspective are also presented. These provide an illustrative summary of the layout and distribution of open space and built form that may occur within the parameters of the Master Plan. The Concept Plan is only a broad indicative illustration of suitable locations and layout for future development and public open space. Further information on the *Desired Future Character* and *Planning Principles and Controls* to guide specific development proposals at Snug Cove as they arise is presented in detail in the Master Plan.

Objectives

The Master Plan is intended to provide a comprehensive approach to the development of the lands of Snug Cove and its environs.

The Master Plan provides detailed design principles to encourage development that responds to its context and contributes to the quality of the built and natural environment, the future character and the cultural significance of the site. The Plan deals only with land-based planning; water-based operations (e.g. navigation) are the responsibility of Eden Port Harbour Master. Crown Land covers the bed of Twofold Bay and any occupation by lease or licence is assessed in accordance with the Crown Lands Act 1989.

The Master Plan has been guided by the following objectives;

- (a) ensuring that primarily Snug Cove will remain a working port,
- (b) the maintenance of a working port character and functions by retaining key waterfront industrial sites or, at a minimum, the integration of facilities for maritime activities into development,
- (c) increasing public access to, and use of, land on the foreshore and in particular;
 - foreshore land made available for public access and use to be in public ownership wherever possible, particularly land with proximity to the foreshore area,
 - if public ownership of foreshore land is not possible, the use of appropriate legal mechanisms to safeguard public access to, and public use of, that land and to ensure the rights of public authorities to determine the design of, use of, and amenities on, the land over time,
 - maintaining safety in the public domain
 - the retention and enhancement of public access links between existing foreshore open space areas,

(d) conserving of remnant vegetation and other natural features along the foreshore, and their availability for public use and enjoyment

- (e) protecting natural and cultural heritage values,
- (f) ensuring that future development considers and is consistent with marine ecological values and coastal processes,
- (g) protecting and improving of visual and aesthetic qualities of the Port, Eden and its foreshores,
- (h) enhancing the relationship between use of the water and foreshore activities.

In order to achieve these objectives the Master Plan illustrates and explains, where appropriate, recommendations for the following that all development proposals must address:

- (1) design principles drawn from an analysis of the locality, its context, and its amenity,
- (2) distribution of land uses including working port areas, tourism and commercial, foreshore public access and open space,
- (3) pedestrian, cycle and road access and circulation networks,
- (4) parking provision,
- (5) subdivision pattern,
- (6) building envelopes and built form controls,
- (7) provision of public facilities,
- (8) provision of open space, its function and landscaping.

Definitions for key terms used throughout this Master Plan are contained in Appendix 1.

Concept Plan

The Concept Plan provides an overview of the layout and distribution of open space and built form that may occur within the parameters of the Snug Cove Master Plan.

The Concept Plan is indicative only. The Character Statements, Principles and Controls sections of this document explain and illustrate in greater detail the rationale behind this concept.

Minor variations and alternative design solutions for Snug Cove to the layout and scale shown on the Concept Plan may be considered as part of the Development Application process, providing they are consistent with the objectives, principles and controls of the Master Plan.

Detailed environmental assessment will be required in accordance with the Master Plan provisions, and other legislative requirements.

The Concept Plan shows extensions to the breakwater, Unloading Wharf, Multipurpose Jetty and Mooring Jetty. A small area of land is also identified for potential future reclamation within the port. These proposals have been included because they are part of the

Department of Lands' long term plans for Snug Cove, as identified in the draft Snug Cove Port Management Plan (Department of Lands, December 2003).

Perspective

The Perspective of the Concept Plan is an artists' interpretation of the result of implementing the principles and controls contained within this Master Plan. It is important to note that this illustration is only an indicative interpretation of the principles and controls outlined in the Master Plan.

INTRODUCTION

This section of the Master Plan is intended to describe how the Master Plan was prepared, the area of land to which it applies, and how it relates future development proposals and planning processes.

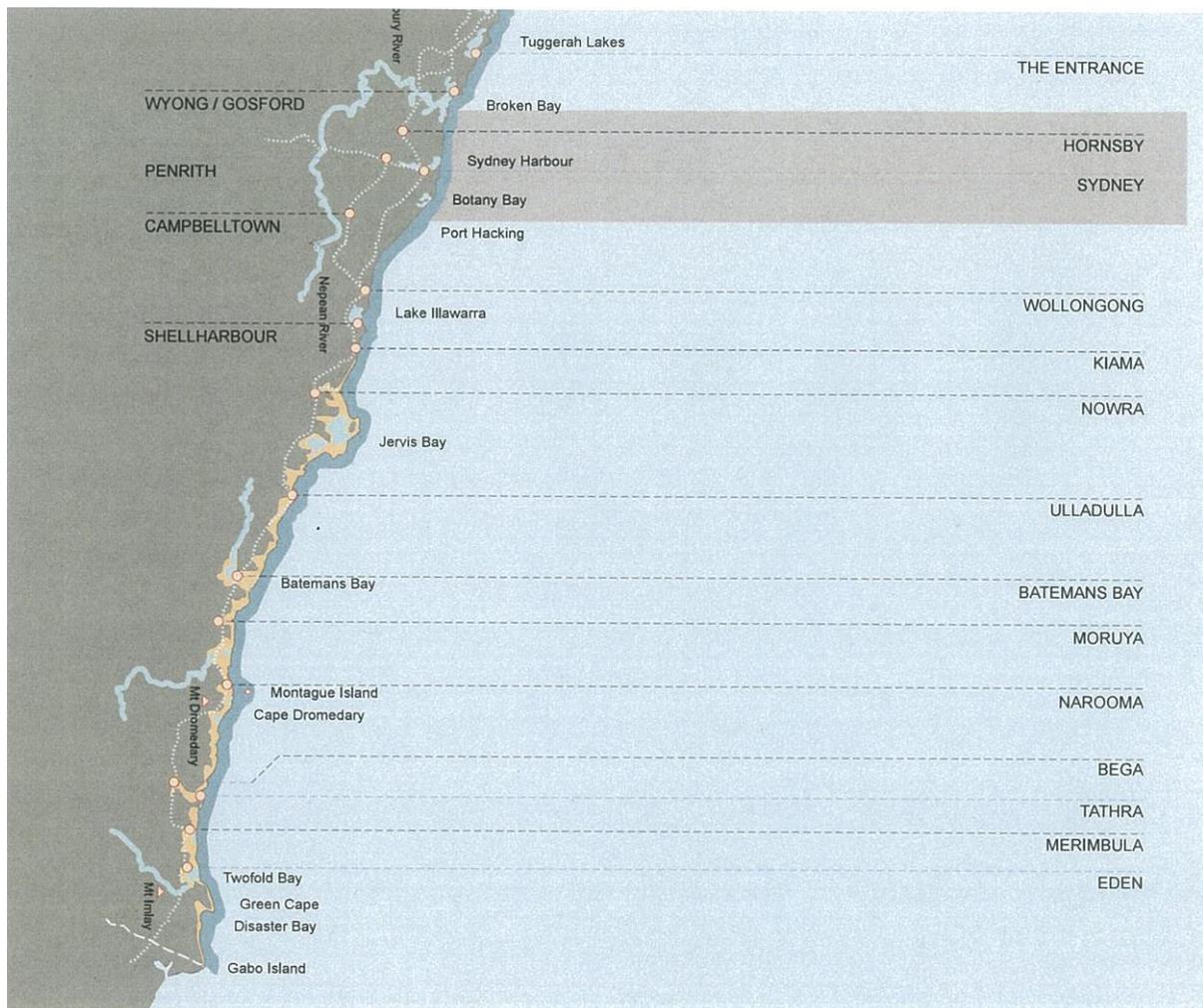
The introductory sections to the Master Plan therefore include;

- a description of the study area to which the Master Plan applies;
- a summary of the aims and purpose of the Master Plan;
- a summary of the process that led to the Master Plan's preparation;
- an outline of the relationship between the Master Plan and the Snug Cove Port Management Plan prepared by the Department of Lands for Port Reserve No. 180072 (Dec 2003);
- a description of when and how the Master Plan is to be applied; and
- an overview of the structure of the Master Plan.

Regional Context

The study area of this Master Plan is illustrated on the following four pages. For the purpose of this Master Plan the study area is divided into two components: Snug Cove and Snug Cove & Environs.

Snug Cove and Eden are located on the far South Coast of NSW. The port is located on route from Melbourne to Sydney and Hobart for seagoing vessels. Eden's location gives access to a number of important fishing areas, and nature/marine tourism.



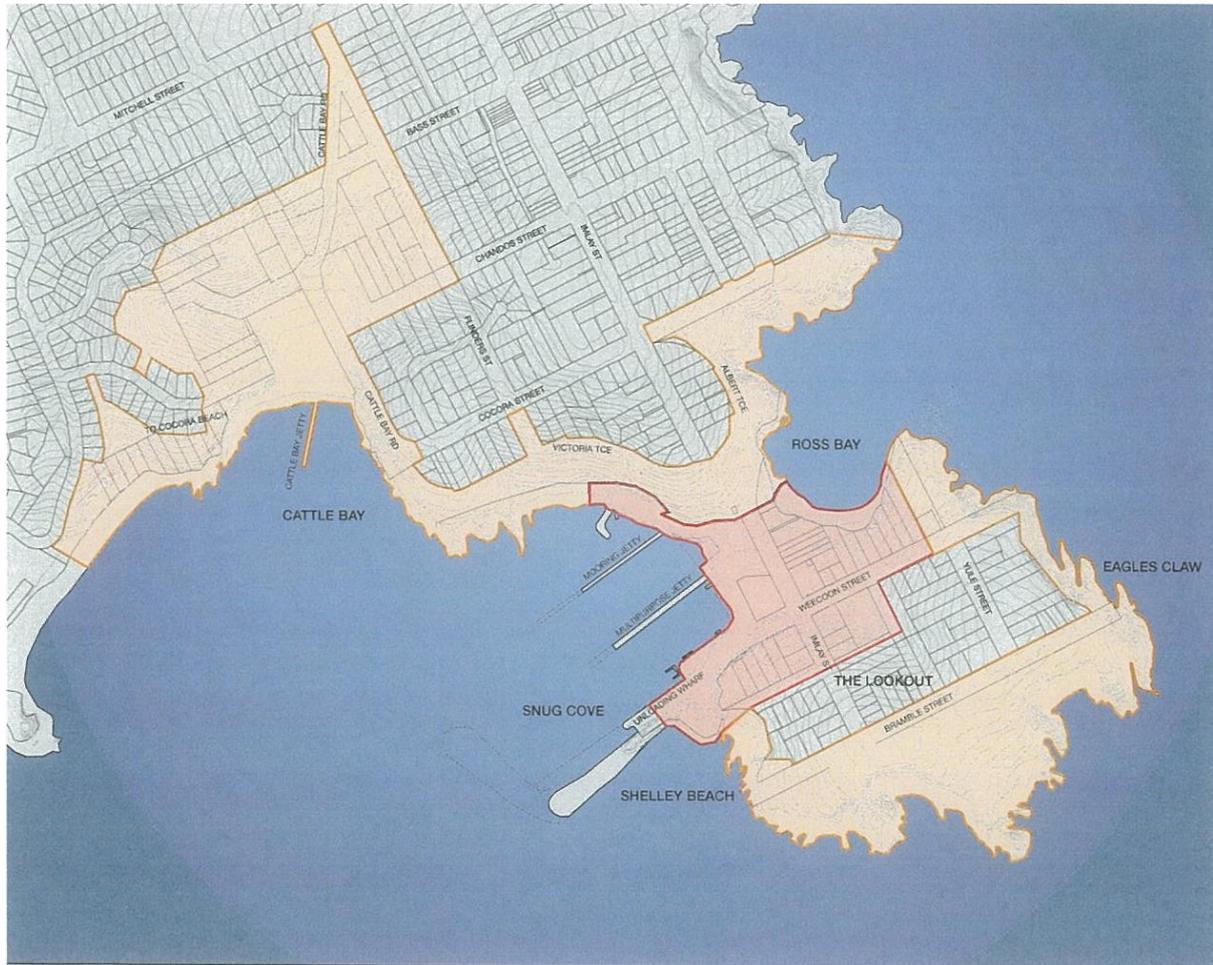
The NSW South Coast

The Study Area

The study area for this plan is indicated below over a cadastre and topographic base.

The Snug Cove study area is concentrated on land important to the functioning and future of the Port.

The Snug Cove Environs study area includes important foreshore land and Cattle Bay.



- Key
- Snug Cove study area
 - Snug Cove Environs study area

The Study Area: Snug Cove

The principal focus of this Master Plan is on the *Snug Cove* locality. Character statements, detailed planning principles and controls have been developed for this area and are included in section 2 of the Master Plan.

The *Snug Cove* area is land-based only. The boundary for the purpose of this Master Plan includes:

- large land parcels that could be redeveloped in the short-medium or long term, and which are of strategic importance to the Port and Eden (namely the fuel storage sites owned by BP & Mobil);
- the port area known as Crown Reserve R180072; and
- smaller lots within or adjacent to the Port that are important to achieving a coordinated and comprehensive plan for the area.



The Study Area: Snug Cove Environs

The boundary of *Snug Cove & Environs* includes lands surrounding The Lookout, Cattle Bay and Ross Bay. The *Snug Cove & Environs* area as described in this Master Plan recognises the important linkages that exist in the immediate surrounding landscape of Snug Cove, particularly the coastal foreshores.

Character statements and principles for *Natural Setting, Views & Foreshore Linkages* and *Pedestrian, Vehicular Access & Circulation Linkages* have been developed for this area and are included in section 2 of the Master Plan. It is not the intention of this Master Plan to provide detailed planning controls for the area identified as *Snug Cove & Environs*.

At the preparation of this Master Plan a site-specific Master Plan was being prepared for the former Heinz Cannery site of Cattle Bay. It is understood that the Master Plan is investigating a range of tourist and residential uses for the site.



Aerial perspective of Snug Cove Environs

Aim and Purpose of this Master Plan

In order to provide strategic advice as appropriate to the long term planning for Snug Cove and Environs, the purpose and aims of this plan are to:

- Retain Snug Cove as a working port.
- Encourage development that increases port and marine related commercial activity and employment opportunities.
- Accommodate a mix of commercial and tourist marine related uses that are compatible with the present and future site users and the surrounding area.
- Encourage development that respects, enhances and contributes to Eden, its cultural, economic, natural and visual setting.
- Provide for the controlled movement of traffic including pedestrians, cars, trucks and buses, to, from and within the site.
- Guide development that is in accordance with the objectives of the Twofold Bay and Hinterland Strategy ensuring that new development is sympathetic with the scale and character of existing development.
- Ensure new development is sympathetic to the character of existing development as viewed from the water and with the character of the surrounding foreshores.
- Ensure that ecologically sustainable development principles are applied.
- Ensure the feasibility and compatibility of new with existing uses and, if necessary, implement appropriate measures to ensure coexistence of different land uses.
- Provide a comprehensive approach to the future planning of the locality that can be easily integrated with broader planning for Eden and Twofold Bay.
- Provide guidance to major landowners and the community on appropriate planning outcomes for the locality and its context.
- Provide high quality and accessible public domain areas including foreshore areas.

Preparation of this Master Plan

The Master Plan is underpinned by the principles outlined in State Environmental Planning Policy No 71 Coastal Protection, the NSW Coastal Policy, Bega Valley Shire Council Local Environmental Plan, the Lower South Coast Regional Environmental Plan No 2, and the outcomes identified through the Twofold Bay & Hinterlands Strategy (DIPNR 2004).

Bega Valley Shire Council and the Department of Infrastructure, Planning and Natural Resources have also taken into account a range of views expressed by many people or organisations during the Master Plan's development. This has included:

- A report prepared for Bega Valley Shire Council by SRM Pty Ltd (2003), which summarises the results of targeted community consultations before the Master Plan was prepared;
- A Master Plan Steering Committee, which was convened by Council and the Department to provide input to the Master Plan's development; and
- Nineteen public submissions received during exhibition of the draft Master Plan in August-September 2004.

The Steering Committee membership is summarised in Appendix 2. The Steering Committee was established as a mechanism by which design scenarios and planning options could be discussed and debated among a range of interests. The recommendations contained in this Master Plan do not necessarily reflect the views of all Steering Committee members.

A summary of the process to prepare the Master Plan is included in Appendix 3.

While every effort has been made to prepare a comprehensive plan to manage future development of Snug Cove & Environs, it is important to note that this Master Plan has considered, but does not address, some of the broader planning implications relating to boating infrastructure for Twofold Bay. The need for such a wider review and plan is identified by the Twofold Bay & Hinterlands Strategy but was beyond the scope of this project. The Master Plan has been developed utilising survey information available at the time.

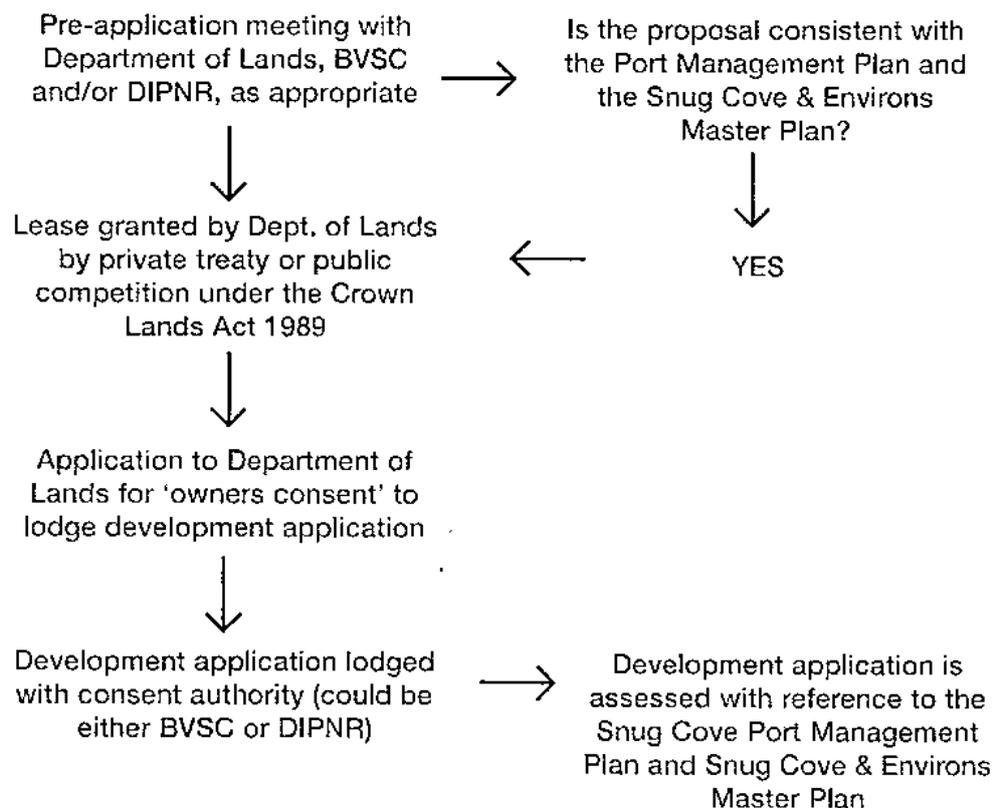
Relationship of this Master Plan to the - Snug Cove Port Management Plan

The Department of Lands has prepared a Management Plan for Snug Cove, 'Port Reserve No. 180072'. This Master Plan has been prepared to cover an area which includes the Port Reserve and, together, the Management Plan and Master Plan documents provide a comprehensive approach to the future development and management of Snug Cove.

The collaboration between Bega Valley Shire Council, the Department of Lands and the Department of Infrastructure, Planning & Natural Resources has resulted in the identification of agreed in-principle long term outcomes for Snug Cove Port & its environs. These outcomes are represented in the Concept Plan within this Master Plan and the Snug Cove Port Management Plan.

Day to day operations and management of ongoing issues remains the responsibility of the Dept. Lands, in accordance with its Management Plan and statutory requirements.

A clear structure and relationship between the Management Plan and Master Plan as it relates to new leasing and development opportunities within the port reserve is indicated below.



When do I use this Plan?

This Master Plan has been prepared to guide future development and identify strategic investment opportunities in the private and public domain for the locality of Snug Cove & Environs.

Bega Valley Shire Council and the Department of Infrastructure, Planning and Natural Resources will be guided by the provisions of this Master Plan:

- during assessment of Development Applications for new proposals within the Snug Cove & Environs locality; and
- when decisions are made regarding future investment in the provision of public facilities within the Snug Cove & Environs locality.

Since a large part of the study area is Crown Land, the Department of Lands will also take this Master Plan into consideration when:

- assessing applications for leases or licences over Crown Land within the locality of Snug Cove & Environs; and
- assessing applications for owners consent to lodge Development Applications over Crown Land within the locality of Snug Cove & Environs; and
- when decisions are made regarding future investment in the provision of public facilities within the Snug Cove Port.

Pre-lodgement meetings are an important part of the development assessment process as they assist in identifying issues at an early stage and provide a valuable opportunity to convey procedural requirements and the outcomes to be achieved.

This Master Plan identifies the issues and principles relating to future development in Snug Cove and Environs. It provides direction and the outcomes to be achieved so that each individual proposal contributes to the overall objectives and vision for Snug Cove. Additional detailed studies in connection with future development proposals will be required and these are identified in Section 2.

If you are proposing to undertake development within the Snug Cove & Environs locality, you are encouraged to discuss your proposal with the Department of Lands, Bega Valley Shire Council and the Department of Infrastructure, Planning & Natural Resources, as appropriate.

Master Plan Implementation & Review

This Master Plan establishes a vision for Snug Cove, and provides a planning framework to encourage investment in existing and new industries for Eden: it introduces a series of recommended planning principles and controls to guide future development and changes in land-use for this important coastal location of NSW. The Master Plan also provides a series of design options and recommendations for an improved public domain, to ensure an integrated relationship between public and private lands within the study area.

Integration of the Master Plan with Council's statutory planning instruments and capital works program will be required to implement the recommended principles and controls, and it is anticipated that this will occur in due course. To activate the Master Plan, amendments to Council's Management Plan, Local Environmental Plan, and s94 Contributions Plan will all need to be considered.

In relation to the Snug Cove Port Reserve, the Master Plan's recommended planning principles, controls and public domain improvements will also be required to be implemented by the NSW Department of Lands, in its role as the port authority under the NSW Crown Lands Act. It is expected that this will occur through existing statutory and other planning processes (e.g. Crown Lands Act 1989, Snug Cove Port Reserve Management Plan) of the Department of Lands.

The Master Plan acknowledges that the nature and timing of public domain works will need to be subject to further investigation at a site level, and implemented according to operational and maintenance priorities. In order to further stimulate investment and encourage new uses to maximise Snug Cove's potential opportunities, an economic development strategy for the Snug Cove Port, in particular, would be a logical and useful additional exercise to undertake following the Master Plan.

The Snug Cove & Environs Master Plan should be kept under periodic review, particularly as proposals envisioned by the plan start to happen. No formal review period is recommended at this stage; however, as changes in land-use or policy occur, the planning process needs to be mindful that review of the Master Plan can and should be considered where appropriate in the circumstances.

Structure of this Master Plan

The document is structured in two sections.

Section 1 - Analysis: provides a brief analysis of the study area leading to an understanding of the site and this underpins the planning principles and controls.

Section 2 - Planning Principles and Controls: provides:

- character statements as a general guide to the future physical form of the place,
- principles that illustrate a co-ordinated approach to planning and design decision making,
- controls that provide more guidance on important aspects of the Master Plan.

Appendices - provide:

- definitions of particular planning and design terms,
- the steering committee members overseeing the Master Plan process,
- a summary of the processes to prepare the Master Plan, and
- references used to prepare the Master Plan.

SECTION 1: ANALYSIS

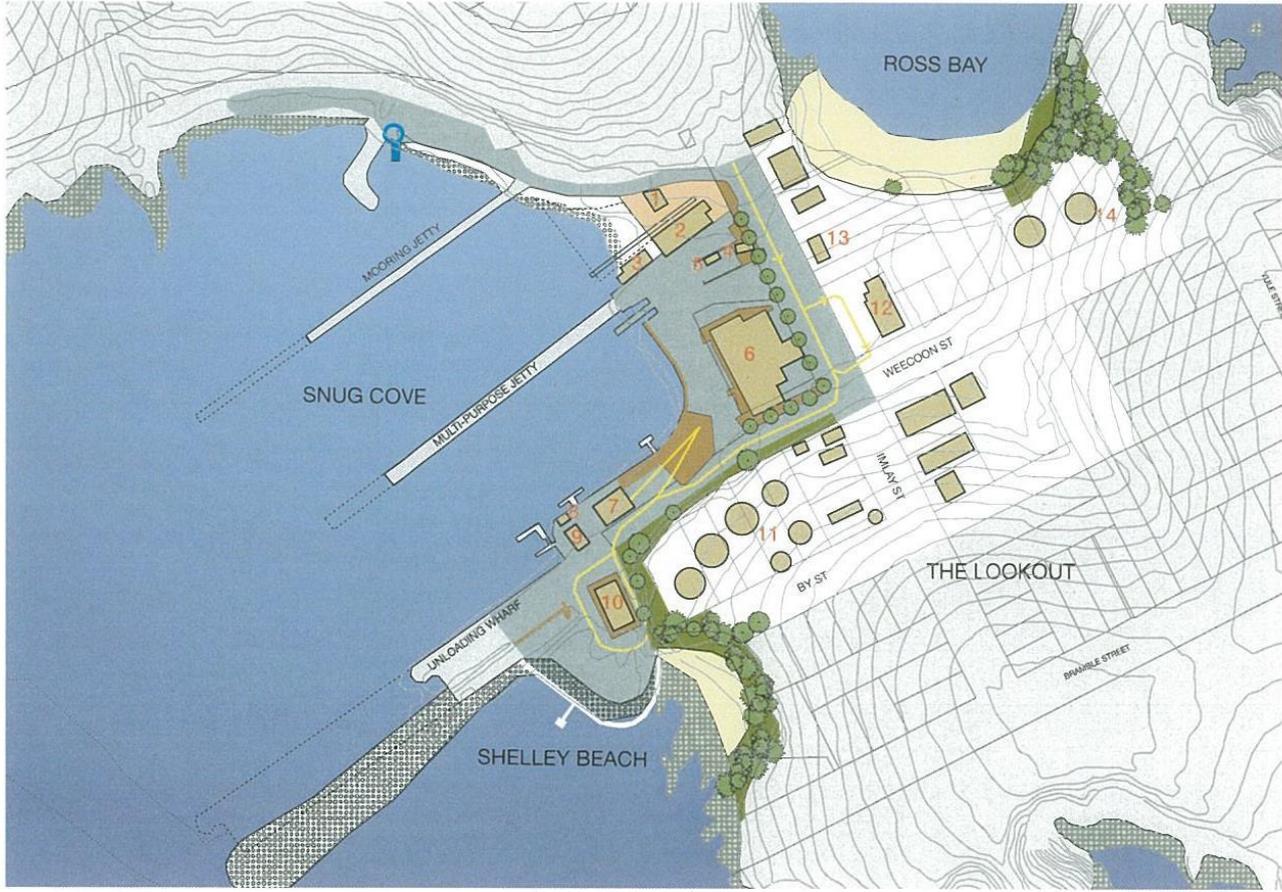
INTRODUCTION

Section 1 canvasses the major issues that have led to development of this Master Plan. It provides a broad understanding of the issues regarding the site and its local context. This section of the Master Plan provides information on:

- Existing context; and
- Opportunities and constraints.

Development of this Master Plan has included consideration of the range of existing approvals, leases and licences at Snug Cove, and the broad opportunities and constraints associated with planning the future built form of the locality. This information has been used to develop the character statements, principles and controls presented in Section 2 of the Master Plan.

EXISTING CONTEXT PLAN



0 20 50m 100m

-  Existing streets
-  Potential port expansion (Dept. Lands proposal)
-  Natural rock shoreline to be protected
-  Man made rock shoreline
-  Port working areas, streets, car parking, pedestrian activity
-  Footpaths
-  Existing buildings
 - 1 Storage Shed
 - 2 GI Building Workshop
 - 3 Harbour Master and Government Offices
 - 4 Equipment Shed
 - 5 Brick toilet block
 - 6 Woodglen Nominees Building
 - 7 Fishermans Co-op and Jetty
 - 8 Pollution Containment Equipment Shed
 - 9 Ice Plant
 - 10 Twofold Bay Quality Bait
 - 11 Mobil bulk oil terminal (inactive)
 - 12 Southland Fish Supplies (under construction)
 - 13 BP Depot
 - 14 BP Oil Terminal (tanks)
-  Public open space/beach
-  Public open space/coastal vegetation
-  Existing access for trucks
-  Access to boat ramp

Existing Context

A broad analysis of the Existing Context at Snug Cove provides some background to the key issues that this Master Plan is attempting to address.

Land-use and economic development

Snug Cove has developed over time to meet the needs and demands of a working commercial port, covering a history of over 180 years. Many of the existing land-uses have been located to maximise proximity to the foreshore and functional elements of the port. Two large privately owned parcels within the Snug Cove locality no longer operate as fuel storage sites, however their infrastructure (e.g. tanks) remain. These sites have significant potential for a range of employment-generating, public/private uses and their value to the Eden community is currently under-realised.

Increased visitors to Snug Cove are expected, drawn by the attraction of viewing a working port in action and the growth of marine-based nature tourism (e.g. whale watching). The community is working towards establishing Eden as a centre of excellence for marine research and development. Traditional port operators are seeking to expand their businesses into value-adding enterprises and integration of their operations with tourism opportunities: the construction of a new seafood-processing facility on the corner of Imlay & Weecoon streets by Southlands Fish Supplies is a clear example of this.

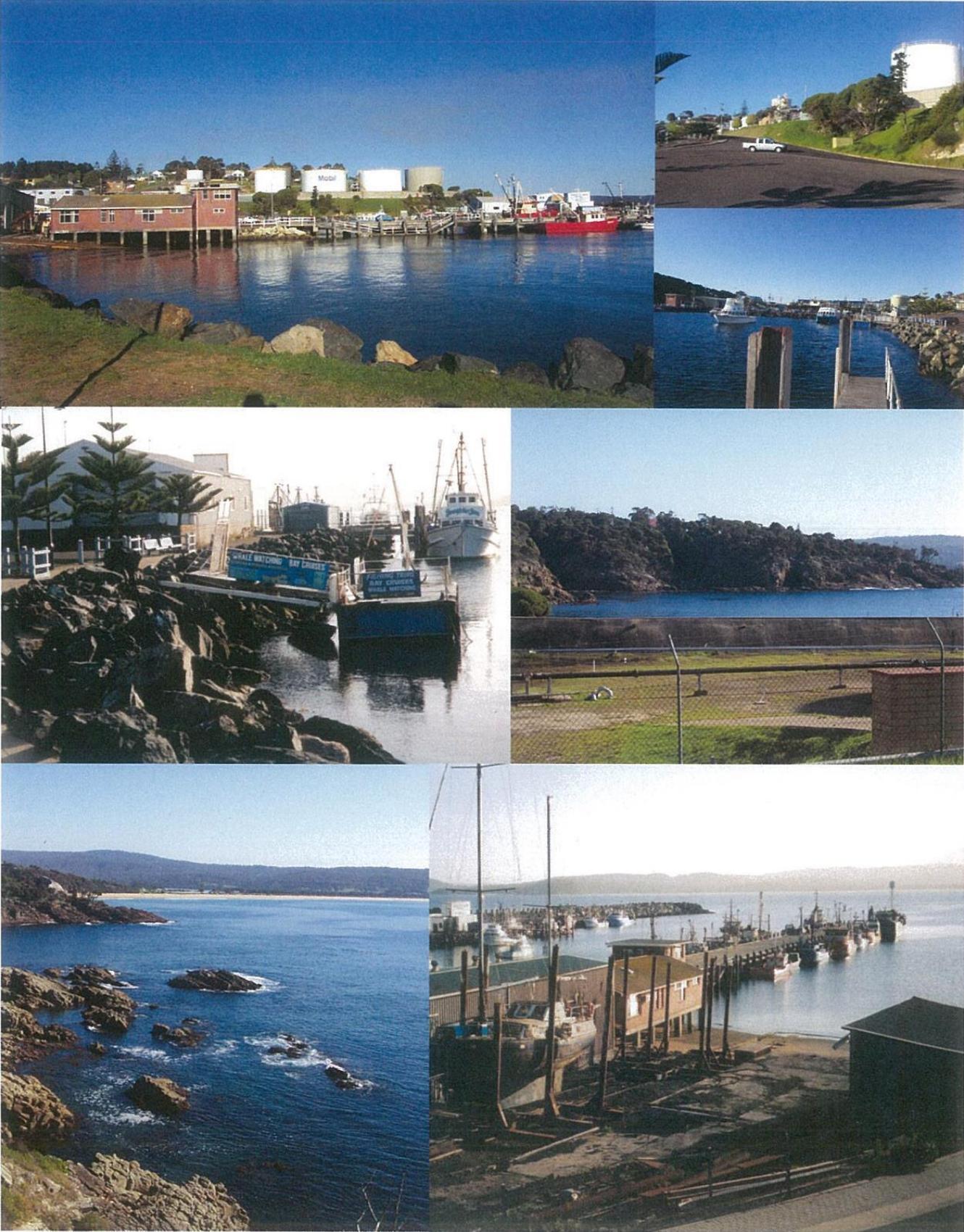
Access and movement

Snug Cove is accessed principally via Albert Terrace; however, pedestrians are able to enter the locality from Imlay Street via the Warren's walkway. Imlay and Weecoon Streets generally have their original alignments; however, carparking close to the street edge, a lack of footpaths and no definition of carriageway reduces the useability of the streets.

Vehicle movements throughout the Snug Cove locality lack a clear hierarchy and coordination: this has led to an increased safety risk over time and greater potential for conflict between regular users of the locality (e.g. residents, port operators and trucking contractors) and an increasing number of visitors unfamiliar with the area. Large areas of bitumened carparking within the port consume potentially valuable development sites for the benefit of the port, and contribute to the lack of a clear separation between working port areas, trucks movements, tourist vehicles and pedestrians.

Pedestrians are able to freely access most areas of Snug Cove; however, there lacks a clear configuration for desired pedestrian movements to reduce the potential for accidents between port operators and pedestrians. Due to the nature of some operations at Snug Cove, it is essential that some areas be subject to restricted public access.

Existing context



Images of Snug Cove and Environs, June 2004

Natural setting

Much of Snug Cove's natural setting has been modified through foreshore reclamation and built structures. However in the broader context, significant foreshore environments and remnant native vegetation with high aesthetic and ecological value remain intact. In other areas there is potential to improve degraded natural vegetation to strengthen local ecology and amenity. Due to the proximity to and views of Twofold Bay and Pacific Ocean there remains a sense of the natural environment dominating Snug Cove.

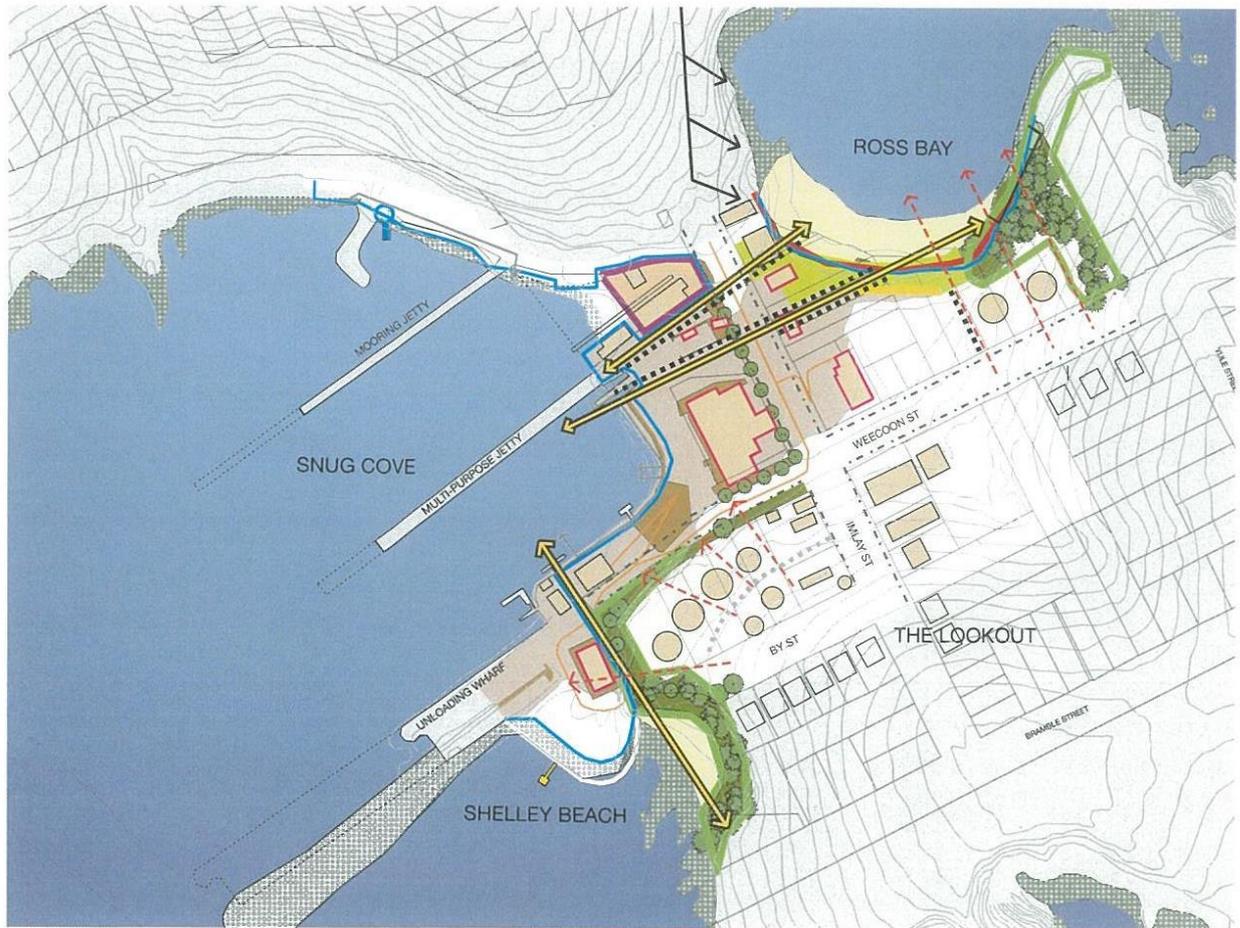
Several of Snug Cove's foreshore environments are inaccessible to the public due to either their topography, current land uses, and/or management practices. It is also apparent that Snug Cove is affected by a range of coastal processes, and that the locality can be subject to extreme weather events – this requires careful planning of where and how to encourage development and public access.

Views & visual character

Snug Cove is located in one of the most spectacular locations on the NSW coast. The visual character of and views to and from the locality at various vantage points are nothing short of breathtaking.

The existing BP and Mobil fuel storage tanks dominate Snug Cove's current built form. The redevelopment of these sites in the future has the potential to dramatically alter and also improve the current visual amenity and character of Snug Cove and the Lookout. Careful management of future built form is required to strengthen the locality's visual character and to ensure that adjacent residents' views are not unreasonably affected by new development.

Opportunities and Constraints



- Existing streets
 - Potential port expansion (Dept. Lands proposal)
 - Natural rock shoreline
 - Man made rock shoreline
 - Port working areas, streets, car parking, pedestrian activity
 - Footpaths
 - Existing buildings
 - Public open space/beach
 - Public open space/coastal vegetation
 - Existing access for trucks
 - Access to boat ramp
- NATURAL SETTING, PUBLIC OPEN SPACE**
- Potential for public access along the foreshore and beach
 - Potential for a Park, public beach and diving area
 - The headland with housing is enfolded by vegetation
 - The isthmus; the narrowest and lowest part of the site, allows easy access to the water

VIEWS AND VISUAL CHARACTER

- Views of the Port are slowly revealed from Albert Terrace
- Spectacular views from water to water are possible from the Port
- Magnificent views across the Bay are possible from around the Port edges
- Existing context & detached residential dwellings
- Existing views from the street and houses

ACTIVITIES AND USES

- The Port has economic opportunities to expand as a vibrant, mixed use water front precinct. Port and residential uses need to be separated
- The slipway is to be retained
- Existing Port businesses and facilities are not to be impeded by the Master Plan

ACCESS

- Opportunities for continuous pedestrian foreshore access
- Opportunities to provide access and views from Ross Bay to Snug Cove
- Opportunities to provide through site access for subdivided sites
- Potential for a foreshore promenade
- Potential for a public viewing/fishing platform

PARKING

- Potential for on street parking to allow higher order uses surrounding the foreshores

Development of this Master Plan has been informed by a range of constraints and opportunities at Snug Cove.

Constraints

- There are a range of existing developments, leases, and licences at Snug Cove. New development will need to be undertaken mindful of these existing uses, consents and approvals.
- Coastal processes at Snug Cove will affect the nature, layout and design of private development, and the provision of facilities in the public domain.
- Costs associated with investment in public domain infrastructure are high, and will likely need to be tied to future development of private sites and development within the Port.
- Security of land-tenure within the port's Crown Reserve is a major factor in determining private investment at Snug Cove.
- The port is a 24-hour operation, generating noise, odour, light and traffic. New development will need to be managed to minimise land use and operational conflicts.

Opportunities

- Snug Cove is central to Eden's working identity, and there is an opportunity for it to continue to contribute significantly to future employment generation and growth.
- Detailed guidelines on appropriate built form and land-uses at Snug Cove will improve the efficiency of decision making, and clarify expectations of the community, government and private sector.
- Relocation of several car parking areas from the Port Reserve to Imlay & Weecoon Street has the potential to release valuable development sites for the benefit of the Port and Eden community.
- Establishment of a defined street hierarchy and changes to current access and circulation over time has the potential to improve the efficiency of Port operations and public safety.
- Redevelopment of key sites in the locality offers the opportunity to recover public access to the coastal foreshore where appropriate, and make improvements to the public and private domain.
- Spectacular elevated coastal setting of two large privately owned sites has the potential to reveal valuable tourist, mixed-use and residential developments.
- Retention of key view corridors has the potential strengthen Snug Cove's visual amenity, and add value to private development sites.
- Extensions and upgrading of marine infrastructure proposed in the long term by Department of Lands provides an opportunity to make Snug Cove more 'snug'

SECTION 2: PLANNING PRINCIPLES AND CONTROLS

INTRODUCTION

Section 2 of the Master Plan provides the detailed guidelines on the future development of Snug Cove and Environs. It is divided into two parts, as follows:

Snug Cove Environs

- Character Statement for Snug Cove Environs
- Principles and controls

Snug Cove

- Character Statements for the Port area; Ross Bay; and By Street
- Principles and controls

The *Character Statements* provide a description of the desired future character of each area through a series of images and text. The images presented are indicative only and are included to give examples of the types of built form considered suitable for the area.

The *Principles* have been developed to guide the built and natural future of the area, having regard to the characteristics of the site, best practice urban design principles, the NSW Coastal Policy, State Environmental Planning Policy No 71 (Coastal Protection) and other relevant planning policies.

The *Controls* provide detailed requirements for the built environment and public domain that apply particularly to Snug Cove.

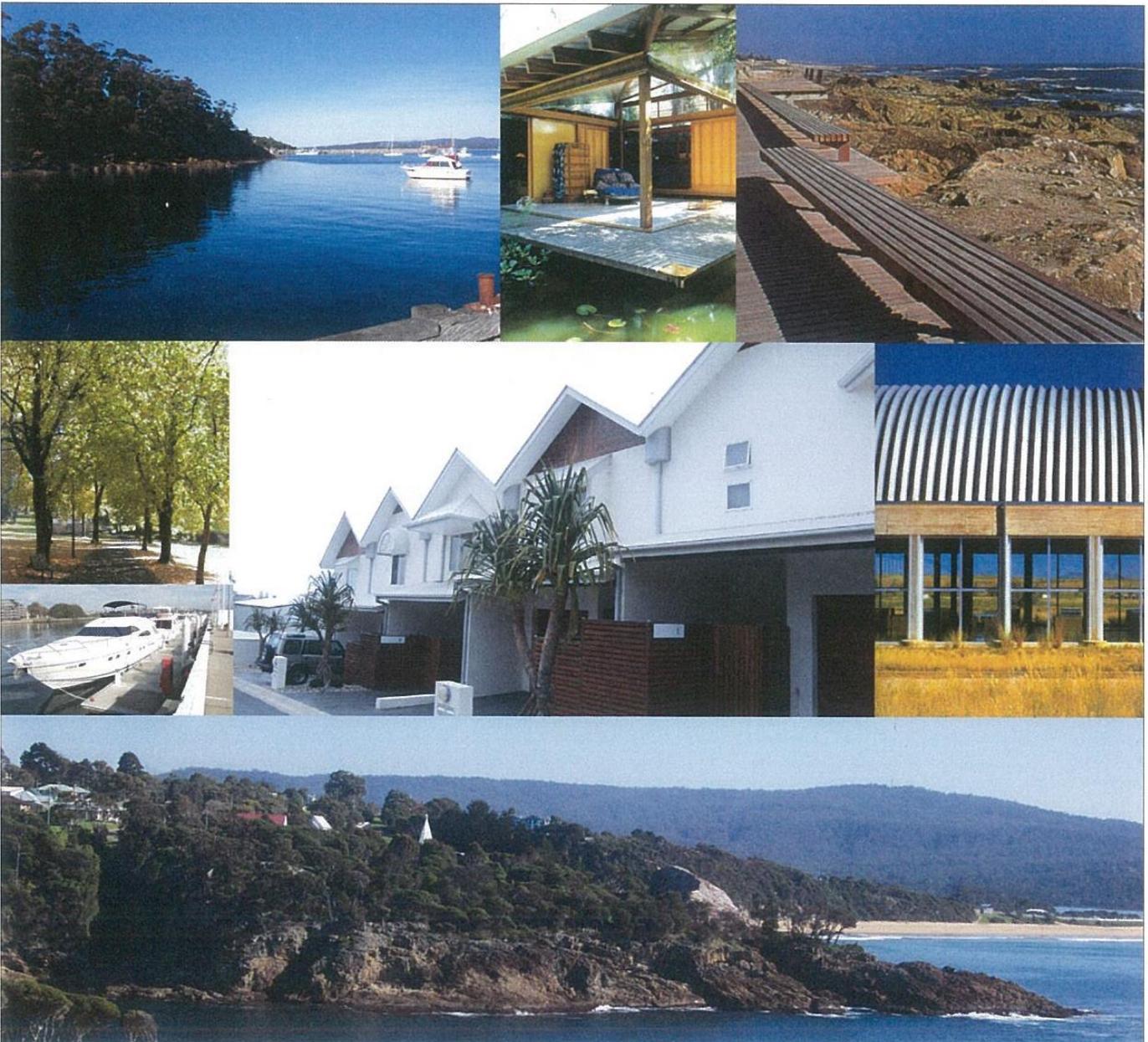
Existing character

Foreshores feature original vegetation, beaches, rocky outcrops and historical references to water based commercial activity.



Future character

The existing natural landform and foreshore vegetation remain, and are accessible for public use where appropriate.



SNUG COVE ENVIRONS

Character Statement

Existing Character

The foreshore areas surrounding The Lookout, Ross Bay, and Shelley Beach retain the original land form and much of the original coastal vegetation. Some areas have been degraded and are subject to illegal camping, fire lighting and rubbish dumping. The steepness of much of this coast line and the rock/soil instability has resulted in compact areas of intense foreshore development and use; such as at Snug Cove, set within nearly untouched and inaccessible foreshore areas.

Around The Lookout, development is set well back from the foreshore/cliff edges, resulting in the ability to view vegetation against the sky and giving the visual impression that urban development is still dwarfed by the enormity of the natural landscape.

Cattle Bay: A spectacular natural amphitheatre surrounded by vegetation encloses the site of the former cannery at Cattle Bay, which was recently demolished. The Cattle Bay jetty remains in place and forms an important part of the history and identity of Eden. Removal of the former cannery buildings has resulted in an obvious cleared area for future development and revealed spectacular views which were previously obscured. The site is visually prominent from the waters of Twofold Bay.

Future Character

Vegetation and steep cliffs surrounding Ross Bay, Snug Cove and Cattle Bay will continue to form strong and clear boundaries around the town – particularly between the town and the ocean but also between natural and urban areas. Coastal processes, vegetation management, public access and visual amenity are issues which require careful consideration in deciding the future development potential and management of Snug Cove Environs.

Much of the land within the Snug Cove Environs study area is in public ownership. It is the intention to retain and protect these areas as they are. Small informal parks such as the one on the end of Imlay Street should be formalised on the end of Weecoon Street and Victoria Terrace. These will add to the useability and enjoyment of the foreshore areas and add significant value to the existing open space network whilst protecting more fragile areas from public use. A well-defined and, wherever possible, continuous network of foreshore open space will provide an important and safe recreational amenity for Eden residents and has potential to become an attraction for future visitors and tourists.

Cattle Bay: The protection and management of vegetation, water quality and coastal processes require particular consideration as part of future development of the site at Cattle

Bay. Visual impacts associated with developing the Cattle Bay site also require consideration due to its prominence when viewed from Twofold Bay.

The former cannery site is potentially suitable for a range of future uses, including tourism, residential, commercial and marine-related industrial development. Due to its proximity to Eden's commercial centre, Snug Cove and Imlay Street a principal outcome of future development at this site should be that it promotes employment generation.

When the site is developed, a new public park adjacent to Cattle Bay beach should be established to allow enjoyment of and access to the foreshores. Informal pathways between beaches and streets may be developed but only where they do not require significant vegetation clearance or land forming, otherwise pathways should be located adjacent to existing streets. A new pathway between Imlay Street and Cattle Bay will provide easy pedestrian access to the site and foreshore park.

Principles and Controls

1. Natural Setting, Views & Foreshore links

Principles

Principles for the natural setting are:

- Protecting the natural shoreline rock outcrops and original vegetation.
- Protecting beaches, particularly those surrounded by original foreshore vegetation and original outcrops.
- Maintaining and protecting foreshore areas in their natural state except those areas allocated for foreshore parks.
- Protecting the natural and 'wild' character of all foreshore open space.
- Protecting vegetation and mature trees on private lots assisted by comprehensive flora and fauna studies.
- Maintaining and enhancing the existing foreshore park on The Lookout (Rotary Park) and the end of Imlay Street.
- Enhancing the useability, access to and enjoyment of the foreshore by creating new public parks on:
 - Victoria Terrace at or near the end of Flinders Street.
 - Adjacent to Cattle Bay Beach.
 - On the eastern end of Weecoon Street.
- Protecting the history of the area and enhance access to the foreshore and water based activities by maintaining the Cattle Bay Jetty and ensuring it is publicly accessible.
- Revealing the visual qualities and protect significant views of the site by:

- Maintaining and enhancing the visual character of a working port.
- Enhancing views from water to water and water to vegetation.
- Creating views along public streets to the water and the distant surround landscape.
- Retaining important views of the site along existing streets and locate new streets on view corridors.
- Creating intimate views of the working port, from new streets, the foreshore and buildings.

Note: Management issues associated with the foreshore reserves in Eden (e.g. arson, rubbish dumping, and illegal camping) are to be investigated and addressed by the “Eden Foreshores Plan of Management” by Bega Valley Shire Council.

2. Pedestrian & vehicular access & circulation linkages

Principles

Improve access and use of the foreshore and the Cattle Bay Jetty by:

- Providing a public area adjacent to the Jetty to accommodate marine related activities.
- Ensuring the Jetty is publicly accessible 24 hours per day.
- Improving the public access between Snug Cove and Cattle Bay along or adjacent to the foreshore.
- Providing footpaths along all streets.

Improve pedestrian access between Cattle Bay and the centre of the town by providing a pedestrian connection from Cattle Bay to Imlay Street along Chandos Street.

Vehicular circulation and access is to be improved by:

- Maintaining Cattle Bay Road as the main vehicular access to Cattle Bay.
- Maintaining Cocora Street as the secondary vehicular access to Cattle Bay.
- Ensuring that the vehicular connection between Cattle Bay Road and Cocora Street is maintained.
- Retain Victoria Terrace Road Reserve to allow for rear lane access to lots fronting Cocora Street.

Uses on the site are to be compatible with the working port, existing long-term users and the surrounding neighbourhood by:

- Locating accommodation at the periphery of the area that is compatible with the existing neighbouring residential uses.
- Ensuring new uses are located to minimise vehicular movements through the area.

- Establishing appropriate uses in new buildings that maximise the benefits of each site and their context particularly those on the foreshore.
- Creating clear boundaries between public and private domains to increase security and privacy.

SNUG COVE

This section of the Master Plan includes:

- A Principal Character Statement for Snug Cove;
- Character Statements for three distinct precincts within Snug Cove, namely “The Port”, “Ross Bay” and “By Street”;
- Planning principles for all of Snug Cove relating to:
 - *Natural Setting,*
 - *Views and Visual Character,*
 - *Activities and Uses,*
 - *Open Space and Public Facilities,*
 - *Pedestrian and Cycle Access and Circulation,*
 - *Vehicle Access and Circulation,*
 - *Car Parking/Parking Provisions,*
 - *Street Hierarchy and Character,*
 - *Landscape Character,*
 - *Built Form, and*
 - *Subdivision.*

Principle Character Statement for Snug Cove

Snug Cove is and will continue to be one of Eden’s focal points of economic and social development. The community is proud of its natural beauty and the area is considered by residents and visitors alike to be the jewel in the town’s crown.

There is an express desire in the Eden community to ensure that Snug Cove remains a working port. Redevelopment of the locality when it occurs should be primarily focussed on establishing employment generating uses in commercial activities to support, strengthen and diversify marine industries. It should also provide for and encourage: a high quality public domain linking Snug Cove to Eden and Cattle Bay; and integration of new

opportunities for nature-based marine tourism as a respected partner to the Port's traditional industries.

The future built form for Snug Cove is to be managed to encourage a mix of commercial, civic and tourist/residential uses. The built form will aim to: minimise conflicts among uses and users of the area; improve public safety; and contribute to the quality and experience of the public domain. Key views and visual corridors should be maintained and strengthened. New buildings will be located and designed so as to create an intimate village scale and atmosphere to the Port and surrounds, with a maximum height limit of three storeys in defined locations.

New on-street car parking on Imlay and Weecoon Streets; changes to traffic access and movement conditions; new foreshore links and other public reserves; and improved pedestrian pathways and/or boardwalks throughout the area, including the Port, will add significant value to both the private and public domain of Snug Cove. People will continue to be drawn to the working Port as a drawcard in itself; but, their movement, safety and access to a variety of facilities will be improved.

There are several possible locations at Snug Cove where a proposed Marine Discovery Centre could be located to establish a crucible for marine research and development in South Eastern Australia. Future investigations into extensions of the breakwater, wharves and jetties were identified by the Snug Cove Port Management Plan (Dept. Lands 2003) to increase protection of Snug Cove during extreme weather events and improve conditions experienced by vessels in the Port.

The infrastructure works proposed by BVSC in 2013 submissions seeking regional infrastructure funding provide an alternate strategy to improving wave conditions experienced by vessels within the port and expanding the port capacity. The proposed marina and wharf expansion will enable and encourage greater access to the port by recreational vessels ranging from small yachts to cruise ships to expand tourist visitor numbers to Eden Port.

The development of the port should be managed to provide resilience to fluctuations in anyone area of activity.

The qualities of this distinctive destination should be retained and enhanced through design of the public realm and private development to realise opportunities for shared use of facilities, synergies between working uses and tourist activity where the former provide interest to attract visitors to Snug Cove.

Character Statement, the Port

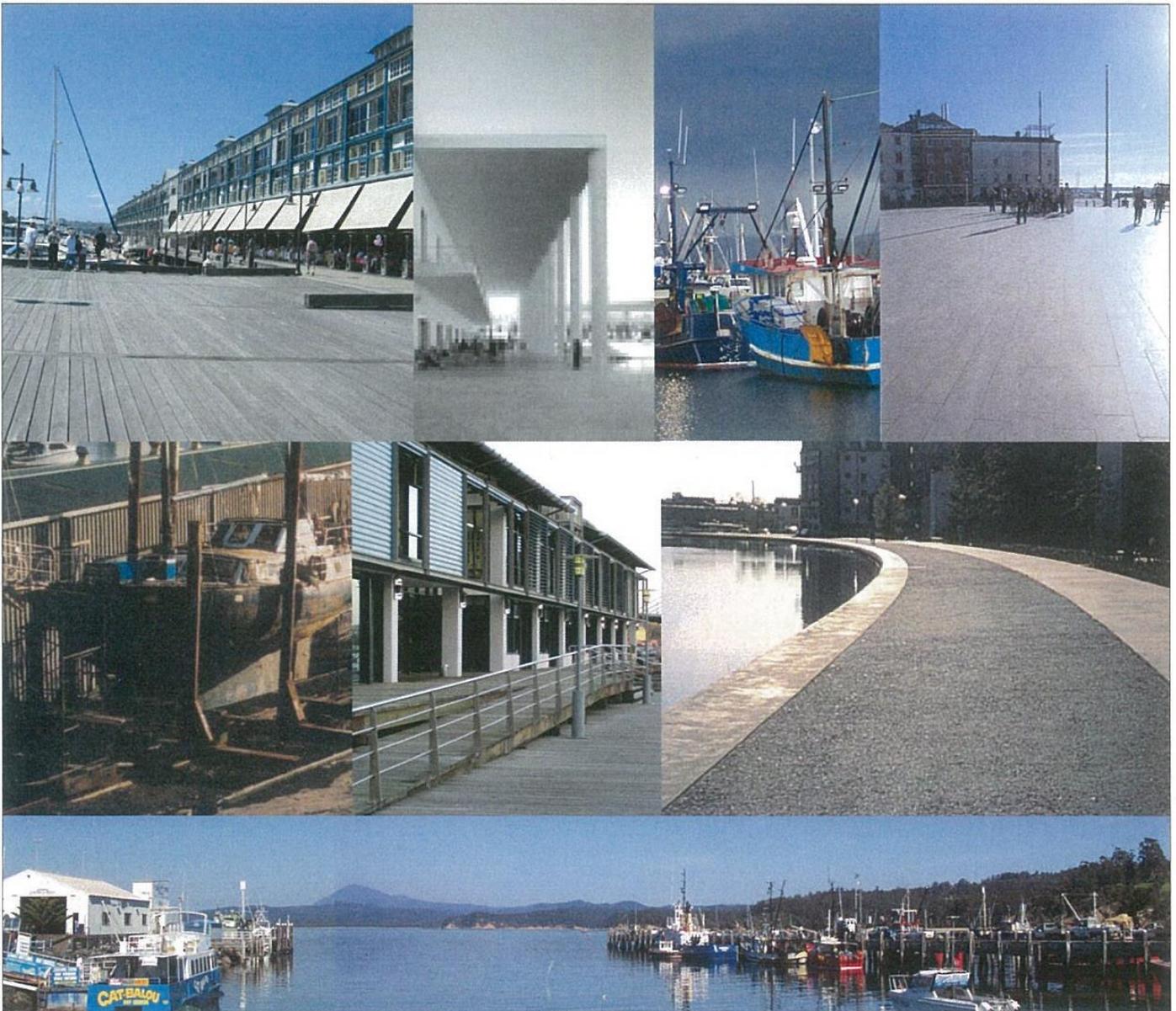
Existing character

Large bitumen car park areas offer significant opportunities for introducing new and expanding existing uses in the Port.



Future character

The robust character of Eden's Landscape is reflected in public domain improvements, built form and the visibility and prominence of the working harbour.



Character Statement: The Port Area

Existing Character

The Port occupies the western part of the Isthmus that connects The Lookout to the main part of Eden. It extends west from Imlay Street to the water and north from Weecoon Street to Victoria Terrace, incorporating the Snug Cove Port Reserve No. 180072.

This is the working heart of Eden's maritime industry, and NSW's largest fishing port. It operates 24 hours a day, seven days a week.

The Port is dwarfed by the surrounding natural landscape, including: the Pacific Ocean; Twofold Bay; and the distant Mount Imlay on the western horizon. Port activity (including the fishing fleet and water traffic) and nearby fuel storage tanks dominate the visual character of the area.

Buildings are generally simple industrial sheds set randomly throughout the Port and are not aligned to any defined street pattern. Large areas of bitumen carparking (which are sometimes used for storage areas) throughout the Port result in: a poorly defined public domain; conceal potentially valuable development opportunities for the benefit of the Port and its users; and contribute to a high safety risk associated with pedestrians and vehicles.

Future Character

The Port area will provide new opportunities for the expansion of commercial marine related uses to strengthen and diversify the working Port. This must be done carefully to ensure that essential port activities (e.g. net repairs, fish handling) can continue to operate efficiently. The Port will also allow for the integration of new tourist activities and facilities to service a growing nature based marine tourist industry in Eden (e.g. whale watching), where they are consistent and/or complementary with the Port's commercial operations.

The establishment of on-street parking on Imlay and Weecoon Streets will allow new buildings to be established on currently under-utilised sites within the Port Reserve. New buildings with two frontages (to Imlay & Weecoon Streets and to the Port) provide opportunities for two or three levels of marine commercial and tourist uses fronting the Port. In this way commercial marine related uses and tourist activities may both benefit from proximity to the Port edge.

Views of the surrounding landscape and near views of the Port activities are to be enhanced by creating new view corridors along streets and given greater definition by buildings.

A more clearly defined street pattern will be established by: defining new streets; formalising and enhancement of existing town streets; and the alignment and development of new buildings in the Port. This will encourage the separation of general and visitor traffic from daily Port operations, and provide more clearly defined footpaths for pedestrian access to and around the Port. An elevated foreshore boardwalk above or adjacent to the Port's rock revetment will add significant value to the public domain, reduce safety risks of meandering Port visitors, and improve useability of the Port foreshore.

Character Statement, Ross Bay

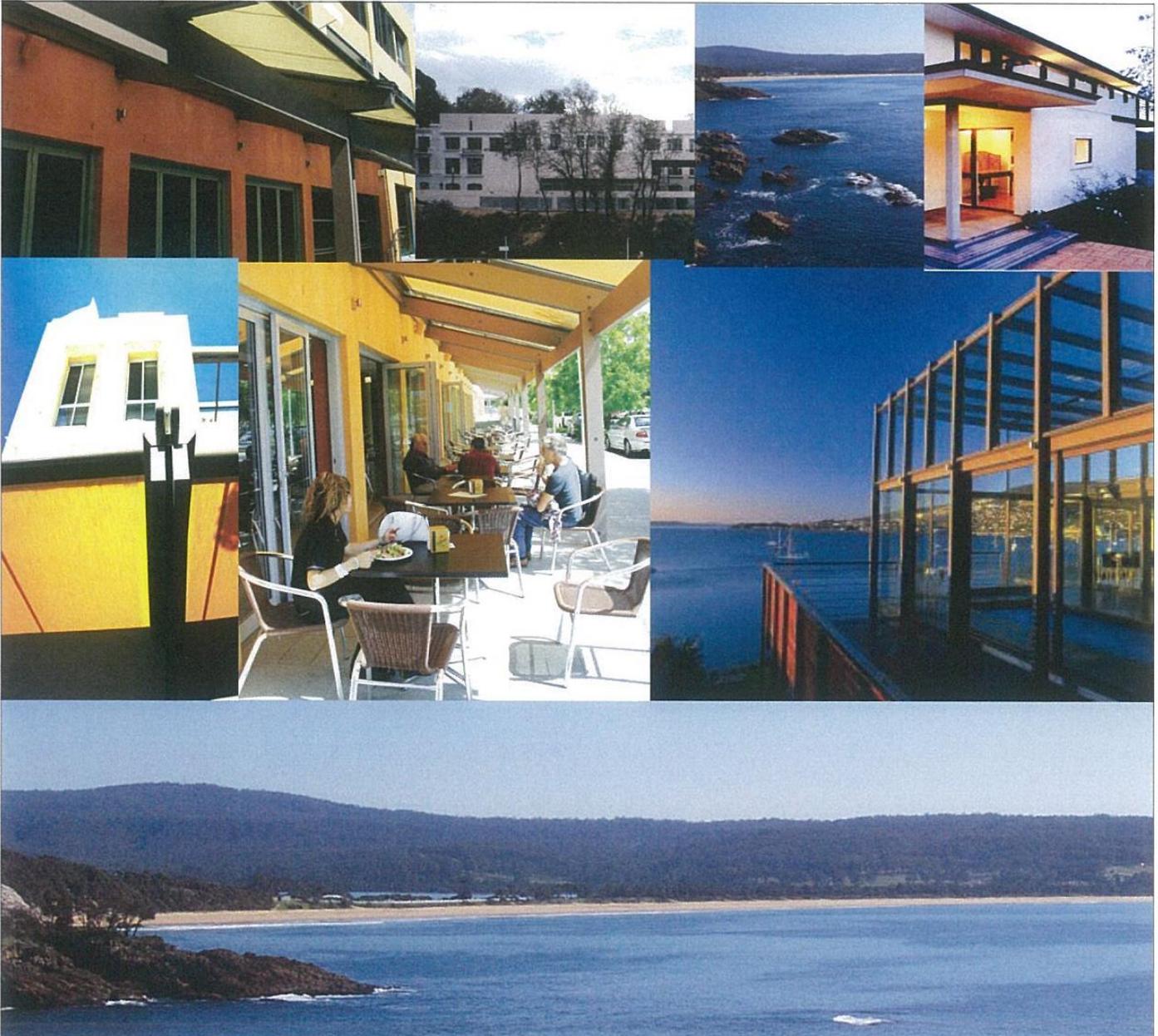
Existing character

Ross Bay is currently inaccessible to the public and although previously remodelled to suit industrial purposes it is no longer in use. Redevelopment of the site offers significant private and public gain and access for the Eden community.



Future Character

The Ross Bay precinct will be an accessible recreation area for locals and visitors with a new foreshore public reserve and a private landscaped zone providing delineation between public and private areas.



Character Statement: Ross Bay Area

Existing Character

The area is located on the eastern part of the Isthmus that connects The Lookout to the main part of Eden. It extends around the foreshore of Ross Bay beach and is bounded on its western and southern edges by Imlay and Weecoon Streets respectively. The area is currently privately owned.

The Ross Bay area was historically used for petrol storage and distribution. The infrastructure associated with this use has been removed and the site remediated for alternate uses. The platforms created on the steeply sloped land for large holding tanks remain. Remnant native vegetation occurs on the lower slopes of the site adjacent to the foreshore and this has a high aesthetic and coastal value. The foreshore is inaccessible from both Imlay and Weecoon Streets.

A fish processing facility located on the corner of Imlay and Weecoon Streets accommodates access and visitation by tourists. Heavy vehicular access is required to and from the site, and this is currently enters from Imlay Street.

Future Character

Public access to and use of the foreshore is to be the main focus for Ross Bay's future character. A new foreshore reserve bounded by an active commercial frontage and private landscape buffer zone will best make the reserve safe, useable and accessible for the public. A publicly accessible park, 20m wide from the high water mark, incorporating a shared pathway is to be provided. Wide landscaped pedestrian access zones around a shared pathway are to provide clearly legible public access and visual connections to the foreshore reserve along the shared pathway from both Imlay and Weecoon Streets.

A landscaped public car park providing a minimum of 20 car spaces, located between Imlay Street and the new foreshore reserve, will provide direct clearly legible access for visitors.

A mix of retail and commercial uses are to be encouraged along the edge of the new foreshore reserve to create an urban edge or promenade to the reserve and beach, and to further enhance the experience of Ross Bay. Tourist and residential accommodation above ground level will enliven the area and enhance commercial opportunities for the site.

Further away from Imlay Street along the upper part of Weecoon Street, residential accommodation will form a similar scale to the surrounding existing residential buildings. This will ensure that large buildings do not dominate the landscape and allow for view sharing with nearby residents. Remnant vegetation with high aesthetic and coastal ecological value will be retained and managed, and buildings should be set within private landscaping.

Character Statement, By Street

Existing character

The elevated position of this site, its denuded character and the stark contrast of the large tanks can be seen from around Twofold Bay



Future character

Small scale buildings within a landscape setting are appropriate given the elevation of the site, its visual prominence and proximity to residential lots.



Character Statement: By Street Area

Existing Character

The By Street area extends west from Imlay Street to the foreshore of Shelley Beach and north from By Street to Weecoon Street. The northern boundary of the site forms a steep embankment that physically separates it from the Port. The area is currently owned by Exxon-Mobil and was historically used as a petrol storage and distribution facility.

The area is characterised by its elevation above the Port and its spectacular views out across Snug Cove towards Eden and Mount Imlay.

Future Character

Redevelopment of the site will recognise its visual prominence when viewed from Imlay Street across and through the Port and from Twofold Bay. Simultaneously the site's potential to provide magnificent views from tourist and / or residential dwellings and / or public facilities or cultural uses are also to be encouraged and accommodated.

Due to the steep embankment on the site's northern boundary the area will continue to be difficult to access directly from the Port. However, pedestrian linkages from the site to the Port and to Shelley Beach are to be encouraged. Access is generally to be from By Street and Imlay Street, with a through street or laneway to increase subdivision potential and to better manage the built form. Revegetation of the site's western and northern boundaries will strengthen the visual amenity of Snug Cove and improve the private domain of the site's future built form.

Due to its elevated northerly aspect, extensive views and proximity to Shelley Beach and the water front mixed use development fronting Snug Cove, the site is suited to either predominantly tourist or residential use in the future. Tourist uses should not be limited to accommodation only to enable a mixed use character of development.

The site is also suitable for the creation of distinctive public or private building to house cultural activities or institutions such as the Sapphire Coast Marine Discovery Centre which are positioned to take advantage of the spectacular outlook and opportunity to activate reclaimed public foreshore area on the headland to promote public access and use.

The built form on this site should be characterised by smaller footprint buildings set within landscape and capturing and framing views to the area beyond. Where larger buildings are permitted to house non-residential use the built form should be:

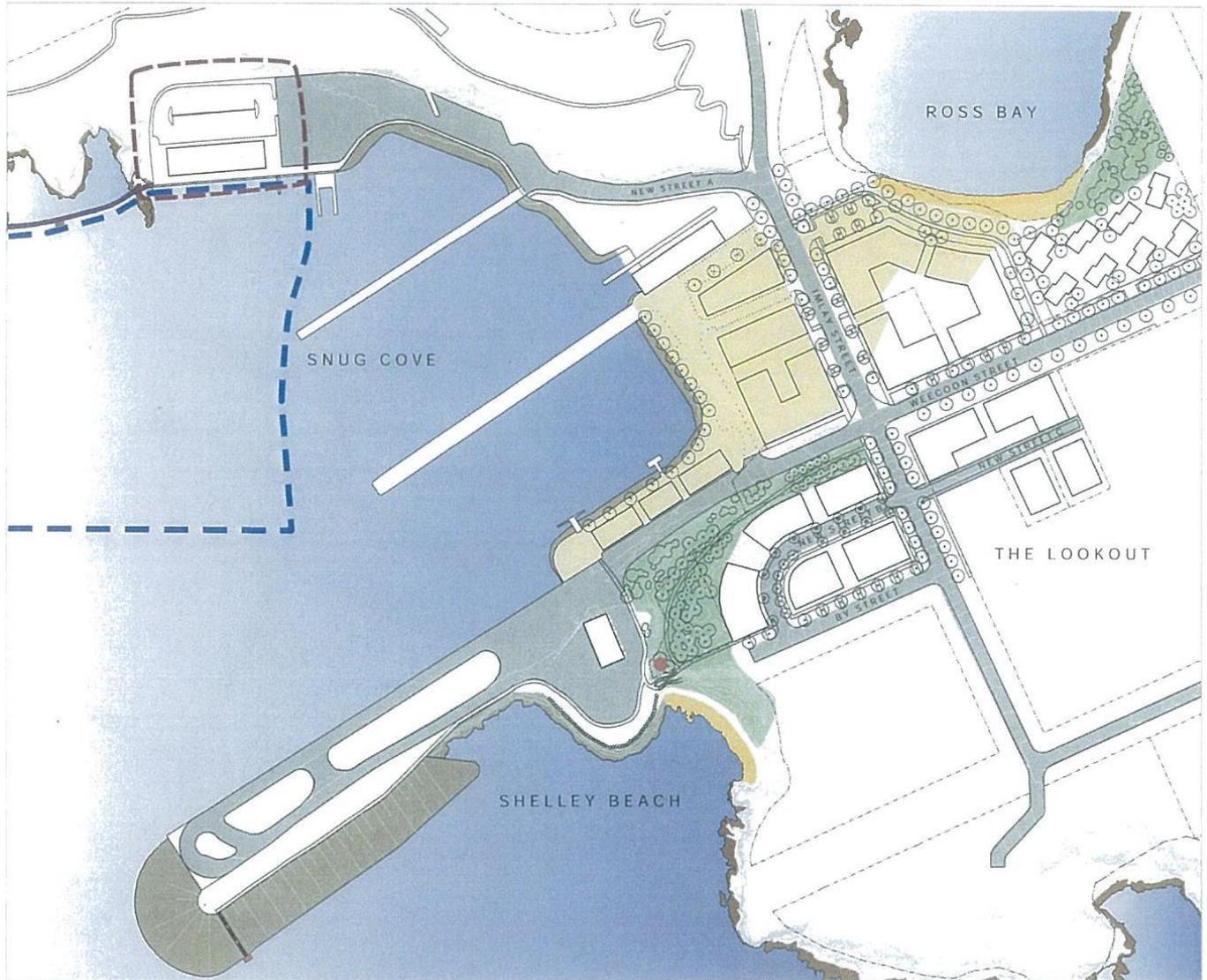
- Articulated and detailed to create a smaller village style character and scale in the area abutting By Street, and
- Articulated and scaled to avoid domination of the view into the site in the area abutting the cliffs and Weecoon Street.

Any permanent residential accommodation should be set back from the Port at the periphery or rear of the site in order to minimise long term conflicts with residents and operations in the Port (e.g. noise, light, odour etc.).

Residential development should typically comprise small scale flat buildings set within landscaped gardens to create a residential village scale to the area that enhances streets and fits with the existing residences along Imlay Street and By Streets.

Natural Setting

PRINCIPLES PLAN



KEY

-  Indicative building footprints
-  Indicative street structure
-  Existing contours
-  Man-made shoreline
-  Natural rock shoreline to be protected
-  Natural shoreline alternate use investigation area
-  Isthmus
-  Vegetated promontories viewed from Albert Terrace
-  Public beaches and bays
-  Potential for public viewing / fishing platform
-  Potential foreshore boardwalk
-  Future marina use investigation area

Principles and Controls

1. Natural setting

Principles

Immediately adjacent to port activities in Snug Cove limited land reclamation may be considered to where required to support activity which enhance port usage. Development should be contained within Snug Cove and designed to provide a high quality of visual amenity and attractive pathways to enhance public access to adjoining areas where rocky foreshore can be experienced.

The natural setting is to be protected and enhanced by:

- Protecting the natural shoreline rock outcrops and original and remnant vegetation within the area.
- Protecting beaches, particularly those surrounded by original foreshore vegetation and original outcrops.
- Maintaining and enhancing The Lookout as a vegetated promontory when viewed from the north along Albert Terrace including protecting and restoring remnant coastal foreshore vegetation.
- Ensuring that development is undertaken commensurate with natural physical coastal processes (including stormwave erosion, foreshore recession, coastal inundation, slope and cliff instability and sea level rise) and coastal ecological values.
- Ensuring that development does not significantly impact on the aquatic and marine environment

Controls

1. Due to its topography and coastal setting it is possible that the site may be affected by a range of coastal processes including: stormwater erosion, foreshore recession, coastal inundation, slope and cliff instability and sea level rise.
2. It is a requirement on submission of a development application that an evaluation of the site be carried out in accordance with the NSW Coastline Management Manual to assess the risks to public safety, private property, and public infrastructure associated with proposed new development. The assessment should also address the ecological values of the site that derive from the prevailing attributes of the coastal environment. The Department of Infrastructure, Planning and Natural Resources is able to provide further advice to applicants on the nature and detail of information required in association with a coastal zone processes study.

3. New development proposals should include an assessment of the likely impacts on the neighbouring marine environment, including:

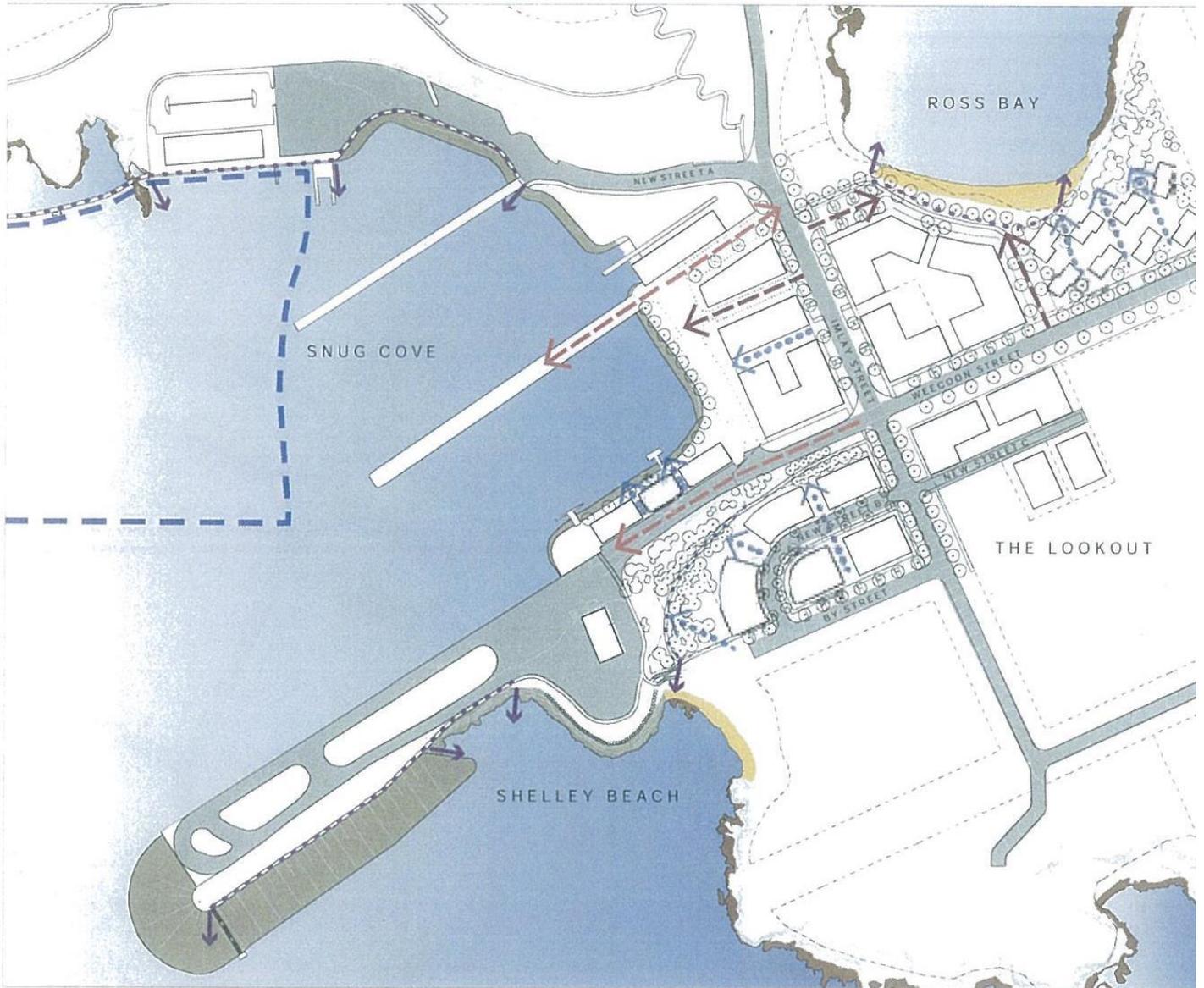
- details of any likely impacts on aquatic habitats, biodiversity, threatened or protected fish species, and ecological processes; and

- details of any likely impacts on aquaculture, commercial or recreational fishing areas.

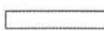
The Department of Primary Industries is able to provide further advice to applicants on the nature and detail of information required in association with such an investigation.

Views and Visual Character

PRINCIPLES PLAN



KEY

-  Indicative building footprints
-  Indicative street structure
-  Existing contours
-  Man-made shoreline
-  Natural rock shoreline to be protected
-  Public beaches and bays
-  Principal existing views
-  New view corridors
-  Foreshore walk vistas
-  Desirable view corridors to water
-  Future marina use investigation area



2. Views and visual character

Principles

The significant views and visual qualities of the site are to be protected by:

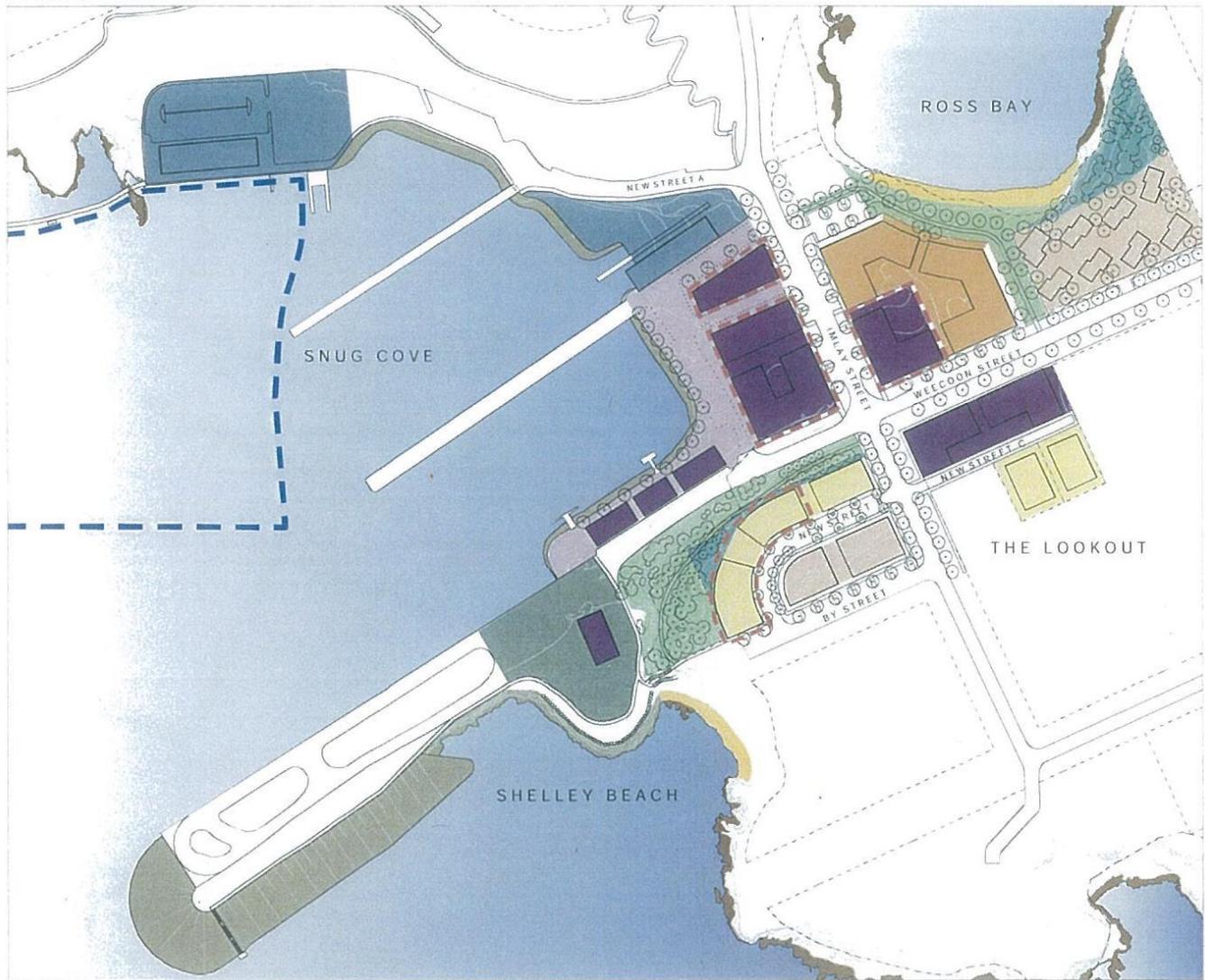
- Maintaining and enhancing the visual character of a working port.
- Enhancing views from water to water and from water to coastal vegetation.
- Creating views along public streets to the water and the distant surrounding landscape.
- Retaining important views of the site along existing streets.
- Ensuring that buildings are located and designed to allow for view sharing with existing uses and residents of The Lookout
- Creating intimate views of the working port, from new streets, the foreshore and buildings.
- Creating elevated views from promontories.
- Formalising views from streets down along wharves and jetties.
- Retaining important views of the site across Snug Cove, Ross Bay, Cattle Bay and towards Aslings Beach.
- Maintaining and enhancing the visual character of The Lookout folded in coastal vegetation and seeing vegetation against the sky.
- Removing, relocating or screening features that detract from the site's image or block views such as intrusive buildings and large areas of car parking.
- Maintaining the prominence of the slipway and industrial port uses when viewed from Albert Terrace and Imlay Street.
- Creating new view corridors down streets into Snug Cove from the surrounding area.
- Prominent building corners as indicated on the plan mark the public entry to the Port and should be designed to act as markers for this purpose.

Controls

1. New development proposals should include a visual amenity and impacts assessment to address:

- how the proposal will or may affect the character of Snug Cove, and
- the effects of the proposal on residents' views and visual amenity.

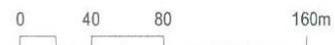
PRINCIPLES PLAN



KEY

- PUBLIC**
- Public beach
- New public open space / recreation
- Public open space coastal vegetation
- Natural rock shoreline to be protected
- PORT**
- Port commercial uses, boat building and repair facilities, boat launching ramps, marina, commercial boating facilities, retail and cafes. Tourist accommodation permitted above the ground floor.
- Port commercial uses / offices, authorities, marine related light industrial, marine related businesses, restaurants and cafes, marine related shops
- Port area hard stand
- Port and Civic shared access hardstand

- PRIVATE**
- Private open space / coastal vegetation (Extent subject to environmental studies)
- Mixed use: marine related shops, restaurants and cafes, and offices. Tourist and visitor accommodation / hotel permitted above the ground floor
- Mixed use: marine related shops, restaurants and cafes, offices and tourist, visitor accommodation / hotel/ motel
- Permanent residential, tourist and visitor accommodation
- CIVIC**
- Additional uses permitted: civic, educational, cultural, public, research, marine discovery centre
- Future marina use investigation area



3. Activities and uses

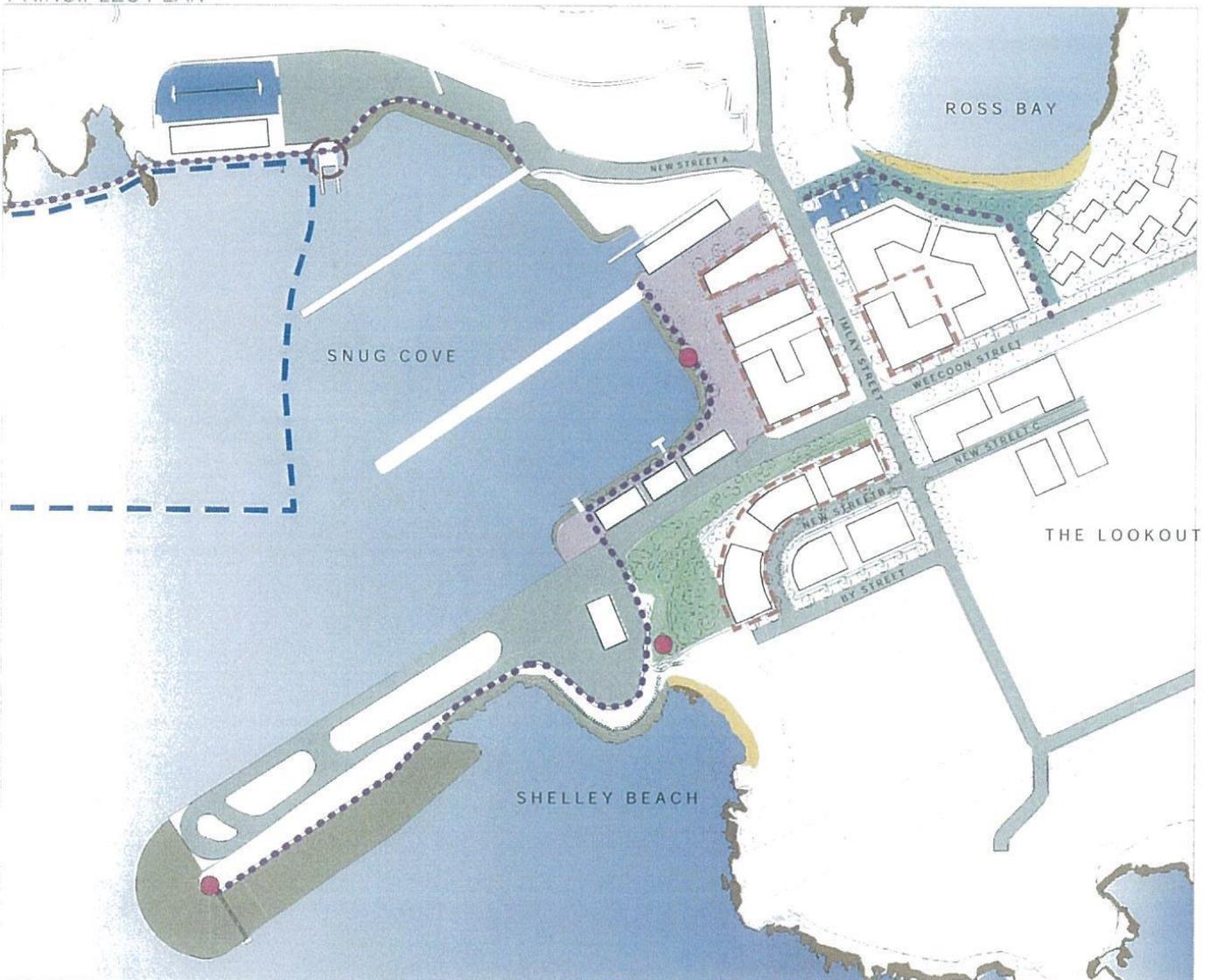
Principles

Uses at Snug Cove are to be compatible with the working port, existing long-term users and the surrounding neighbourhood by:

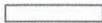
- Encouraging a range of appropriate and viable employment generating uses including: port industrial and commercial, educational, cultural, recreational, community, institutional and tourist and residential accommodation.
- Locating tourist and residential accommodation around the periphery of the locality to consolidate and optimise the extent of public open space and be compatible with the existing neighbouring residential uses.
- Ensuring new uses are located to minimise vehicular movements through the locality.
- Ensuring the working nature and character of the Port is not impeded upon by new uses - it is important that a range of port infrastructure is adequately located in the immediate area.
- Maintaining and strengthening the viability of existing businesses and land uses.
- Establishing appropriate uses in new buildings to maximise the benefits of each site and their context, particularly those on or near the foreshore.
- Enhancing the significant open spaces within the locality for passive or active recreational use.
- Maintaining and enhancing the open space along the foreshore around The Lookout, Eden and its environs to further contribute to the regional open space network and create continuous foreshore access.
- Creating multi-purpose areas within the Port to primarily cater for port operations and maintenance, and to cater for festivals, public uses and other needs as they arise.
- Distributing uses to minimise conflicts between port and neighbouring areas, tourist and accommodation uses.
- Creating clear boundaries between public and private domains to increase security, privacy and safety.

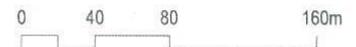
Open Space and Public Facilities

PRINCIPLES PLAN



KEY

-  Indicative building footprints
-  Indicative street structure
-  Public beach
-  New public open space / recreation
-  Public open space coastal vegetation
-  Natural rock shoreline to be protected
-  Shared port access / public access / civic festival area
-  Potential locations for public buildings or cultural/ research facilities
-  Foreshore walk
-  Access to boat ramp
-  Foreshore lookout
-  Potential boardwalk and public viewing / fishing platform
-  Public Car Park
-  Future marina use investigation area



4. Open space & public facilities

Principles

Open space within the locality is to be designed to provide a range of commercial opportunities, public facilities and recreational experiences by:

- Developing a new public foreshore park adjacent to Ross Bay that allows public use of Ross Bay beach: a minimum reserve width of 20m is desirable to provide a useable public space adjacent to development.
- Providing an enhanced edge condition along the waterfront including providing continuous public foreshore access and walkways wherever safe to do so.
- Providing appropriate facilities such as kiosks, toilets, change rooms etc., generally within building envelopes.
- Managing the port area for working port uses, port maintenance as well as festivals and other public events.
- Protecting the environmental and visual values of Ross Bay and Shelley Beach.
- Ensuring an appropriate management structure by a relevant public agency is established to maintain public open space in the long term.
- Identifying a range of sites that could be appropriate for a major new civic/educational/research building.

Controls

1 A *Plan of Management* should to be prepared for the Master Plan area providing detailed guidelines for all works in the public domain, the design of specific precincts such as the park and detailed elements including soft and hard landscaping, signage, lighting and furniture standards.

2 All significant trees and coastal vegetation identified should be retained. Any work proposed in close proximity to an identified item should be carried out in consultation with an experienced and qualified arborist.

3 Landscape plans should be prepared with development proposals.

4 Develop landscape and streetscape improvements that creates a common theme with the Main Street; Imlay Street. The scale and character of the planting may vary to reinforce the street hierarchy.

5 Species indigenous to the area are preferred. Invasive exotic species should be avoided particularly in close proximity to bushland.

6 All street furniture (bins, bollards, street signs, street lighting, benches, drinking fountains, bus shelters etc.) are to be coordinated and in accordance with the *Management Plan*.

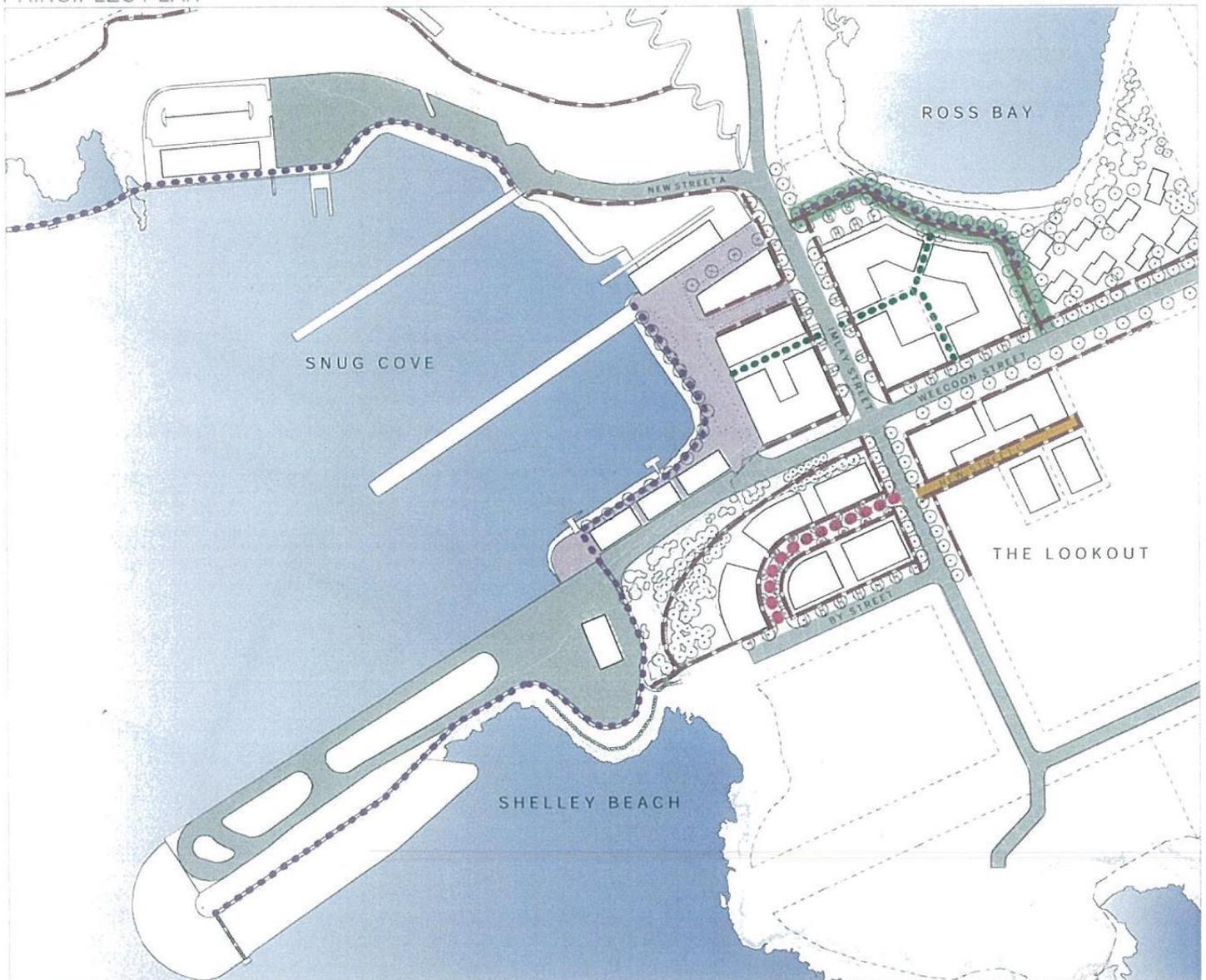
7 Street lighting should be coordinated and standardised throughout the town of Eden with lighting to be provided on all major pedestrian routes and in key public spaces.

8 The use of artworks may be considered for areas of public open space.

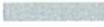
9. Ecological studies of vegetation on public and private land are to establish the extent to be retained and/or re-established.

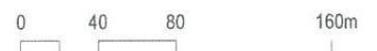
Pedestrian Access and Circulation

PRINCIPLES PLAN



KEY

-  Indicative building footprints
-  Indicative street structure
-  Existing contours
-  Footpath locations
-  Major pedestrian foreshore walks
-  Shared port access / public access /civic festival area
-  Desirable pedestrian paths
-  New streets
-  New access laneways
-  Landscaped pedestrian access route



5. Pedestrian & cycle access & circulation

Principles

Redevelopment of the locality will improve pedestrian access and circulation and manage conflicts between, residential, tourist and commercial users by:

- Formalising or creating footpaths along all streets.
- Formalising the difference between streets and the Port's working areas.
- Creating new streets; New Street A and New Street B.
- Providing greater definition and structure to Weecoon Street from Imlay Street to the Unloading Wharf.
- Creating a pedestrian and visual link; (Wharf Place) in line with the Multipurpose Jetty.
- Providing new streets and/or laneways through large blocks.
- Ensuring that appropriate safety measures are in place regarding public access to the Unloading Wharf, Multipurpose Jetty and Mooring Jetty.
- Creating wide landscaped shared pathway from Imlay Street, through the new foreshore reserve in Ross Bay and up to Weecoon Street. A minimum 10m wide landscaped zone clearly designed for public access is to be provided linking the streets to the reserve

Development of the site will improve pedestrian access to and along the foreshore as well as encourage use of the locality by pedestrians by:

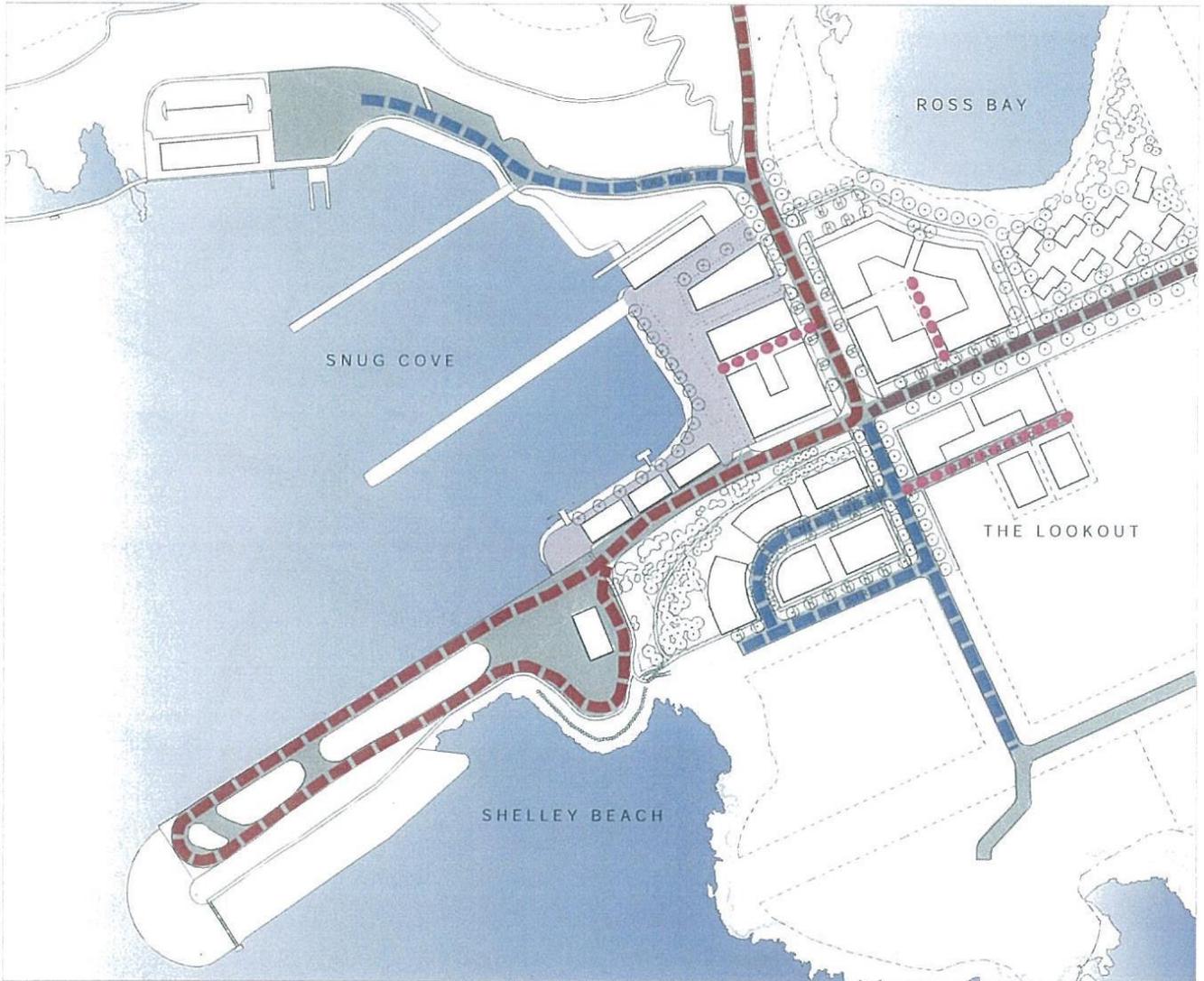
- Creating a pedestrian environment along the Ross Bay foreshore.
- Providing an informal meandering pedestrian unmade track with defined destinations around The Lookout, wherever possible.
- Providing a shared port/festival area within the Port, as required.
- Creating a new walkway on the water's edge of the Port over the rock wall, where it does not impede the operation of the Port and is compatible with natural coastal processes.
- Providing a continuous pedestrian linkage from Snug Cove to Cattle Bay.
- Considering in the detail design of Imlay Street providing capacity for future shared paths for pedestrians and cyclists to be located within the verge for future connection to an integrated shared pathway / cycleway network linking the precinct to central Eden and Snug Cove Environs.
- Restricting pedestrian access to Weecoon Street west of Imlay Street and redirect tourist traffic to a waterfront pathway. Protect and designate with bollards and paving a designated pedestrian access route at the perimeter of the port hard stand area and create a clear crossing location which requires pedestrians to give way to traffic.
- Designing sightlines and lighting to all pedestrian areas to enable safe passage along paths and crime prevention through design.

Controls

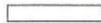
- 1 Pedestrian access to tour boats is to occur predominantly along the southern edge of the Port.
- 2 Pedestrian links or arcades from Weecoon Street through to the water are to occur through buildings on the southern side of the Port.
- 3 Pedestrian links or arcades from Imlay Street through to the water are desirable through buildings on the eastern side of the Port.
- 4 Kerbs are to be upright.
- 5 Asphalt paving may be appropriate for footpaths, park paths and cycleways.
- 6 Decomposed granite is appropriate in environmentally sensitive areas or where pedestrian usage is minimal.

Vehicular Access and Circulation

PRINCIPLES PLAN



KEY

-  Indicative building footprints
-  Indicative street structure
-  Shared port access / public access / civic festival area
-  Regional access route to Port for all traffic
-  Main mixed use / residential streets
-  Local access streets
-  Laneways



6. Vehicular access and circulation

Principles

Vehicular access and circulation for the site is to be managed by:

- Formalising the street pattern and function to simplify vehicular access and circulation and improve public safety throughout the site.
- Utilising Imlay Street and Weecoon Street as the main access points to the Port.
- Encouraging mainly port service vehicles and a safer pedestrian environment within the central port area.

Any proposal for subdivision of land adjacent to Ross Bay must not have narrow access drive ways between street front blocks onto Imlay or Weecoon Streets. Where extensive subdivision is proposed new streets providing direct access are to be created and entry points to Imlay and Weecoon Streets limited to allow the extent of on street parking indicated on PP06 to be provided.

- Providing new local streets and access ways (e.g. laneways) to service new uses adjacent to Ross Bay and By Street and in order to:
 - ensure the area is designed for pedestrian amenity,
 - reduce the size of building footprints and ensure a fine urban grain throughout the area,
 - maximise public access (particularly pedestrian access) throughout the area.
- Providing new public street access or laneways within large blocks.
- Locate truck loading areas, service lanes and staff parking areas on private land to the rear and centre of sites to allow building frontages to be located along street edges.
- Ensuring Wharf Place remains closed to vehicular through traffic until such time as traffic conditions at Snug Cove change- but Wharf Street is retained as a key view corridor, pedestrian access way and provides access to buildings from the Port side rather than from Imlay Street.

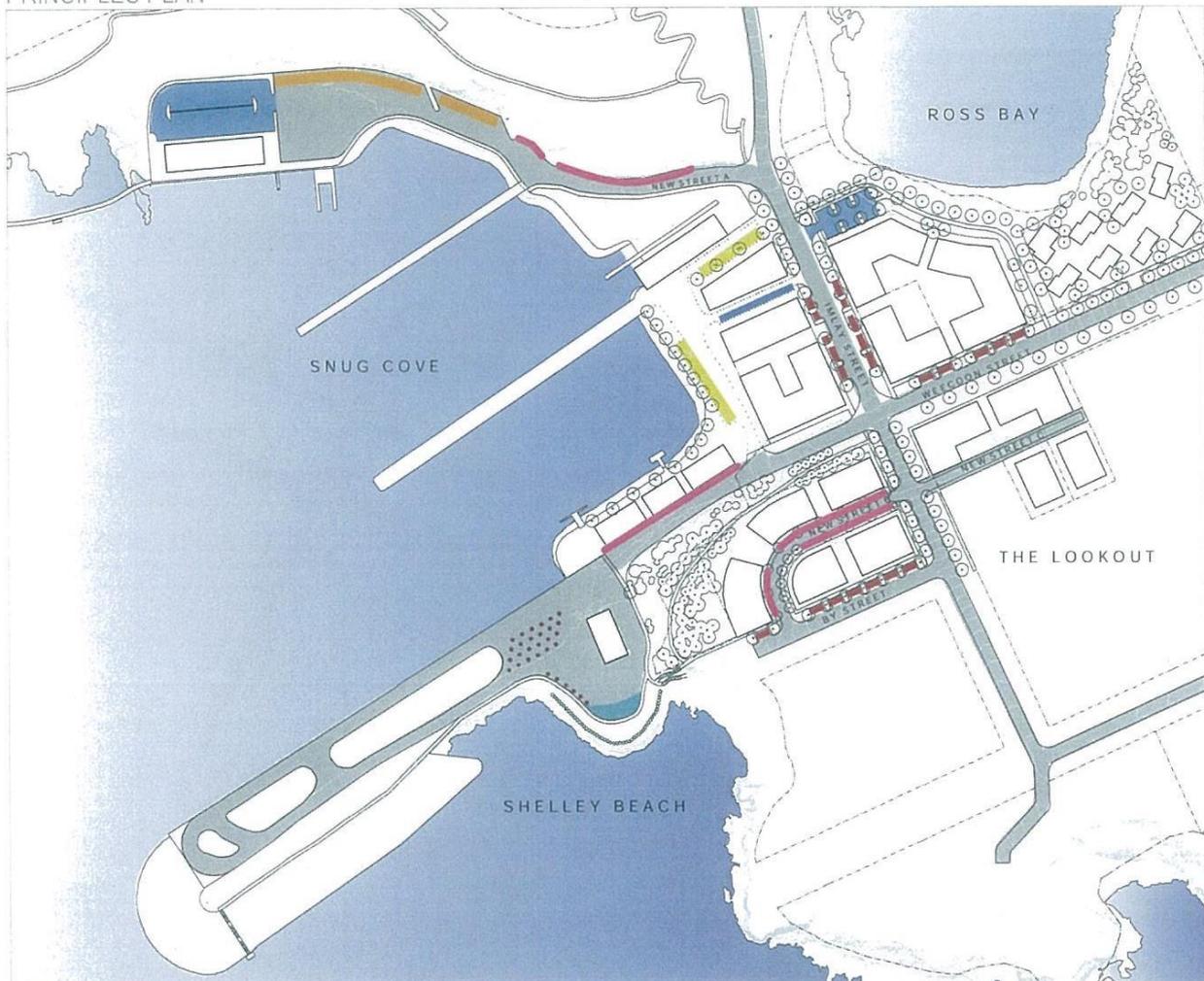
Controls

- 1 Pedestrian and vehicular access to buildings should be separated.
- 2 Access to parking and loading areas should be provided from secondary streets or laneways where possible to protect the amenity of the public domain.
- 3 No kerb cut (i.e. driveways) should be less than 10 metres from a major street intersection.
- 4 Vehicular access to buildings is to be primarily from streets other than Imlay.

5. All signage is to be contained within the envelope of the buildings. No rooftop signs are permitted. Commercial signage is to be limited to identification signs. These may be located above entrances or suspended under verandahs or awnings.

Car Parking and Parking Provision

PRINCIPLES PLAN



KEY

- Indicative building footprints
- Indicative street structure
- Indicative location for 90 degree or angled on street parking
- Indicative location for parallel on street parking
- Indicative location for trailer parking
- Permanent bus stop and taxi rank
- Temporary bus stops and taxi rank for use during cruise ship visits and festival events
- Public Car Park
- Short Stay Parking
- Net Drying Area



0 40 80 160m

Notes

1. Investigation to prepare the Master Plan Review have included considering standards contained in Council's DCP No. 7 Off street car parking and AS 2890.5 1993 Parking Facilities On street Parking
2. Further detailed investigation and engineering designs will be required when on street parking is proposed for Snug Cove to ensure ongoing safe access for heavy vehicles to the port and nearby related sites
3. Limited parking should be retained in the port area for commercial vehicles and person with disabilities that limit mobility
4. Existing car parking in the port should not be removed until the area is redeveloped and alternate parking arrangements are located in the vicinity however the treatment of the shared port access and civic place should be upgraded to enhance its function as a shared space used by visitors

7. Car parking/parking provision

Principles

The parking strategy developed for Snug Cove as a whole recognises the differences in parking capacity and requirements of the Port area, the streets and private lots.

Adequate car parking is to be provided at Snug Cove for all uses and activities without compromising the character or pedestrian amenity by:

- Achieving bus, truck and car parking within new and existing street reserves either 90 degree or parallel parking.
- Ensuring public car parking for the Port areas and other facilities is provided mainly as kerbside parking along town streets.
- Limiting public car parking in the Port area, while maintaining appropriate parking for commercial activities (including port service vehicles) and for persons with disabilities and/or limited mobility.
- Providing access for heavy vehicles into the Port via Weecoon Street, protection of road reserve width to protect flexibility for future modifications, limiting parking of commercial trucks only trucks the Snug Cove side of Weecoon Street to maintain road width and restricting bus and car parking associated with commercial activities on the wharf to designated areas within the port hard stand area.
- Remove visitor parking and redirect visitor access away from Weecoon Street to limit conflict with commercial traffic accessing the wharf.
- Providing access for other port related industry vehicles via Weecoon and Port Streets where possible.
- Avoiding large surface car parks particularly adjacent to streets.
- Accommodating parking for all new accommodation development away from the street edge within the basement of new buildings.
- Providing overflow parking on the Unloading Wharf during festivals and other major public events where consistent with security and/or quarantine requirements.
- Ensuring parking on private sites is not on the streets but rather to the rear of sites behind or under buildings.
- Providing public car parks associated with Ross Bay foreshore reserve and the proposed marina development.

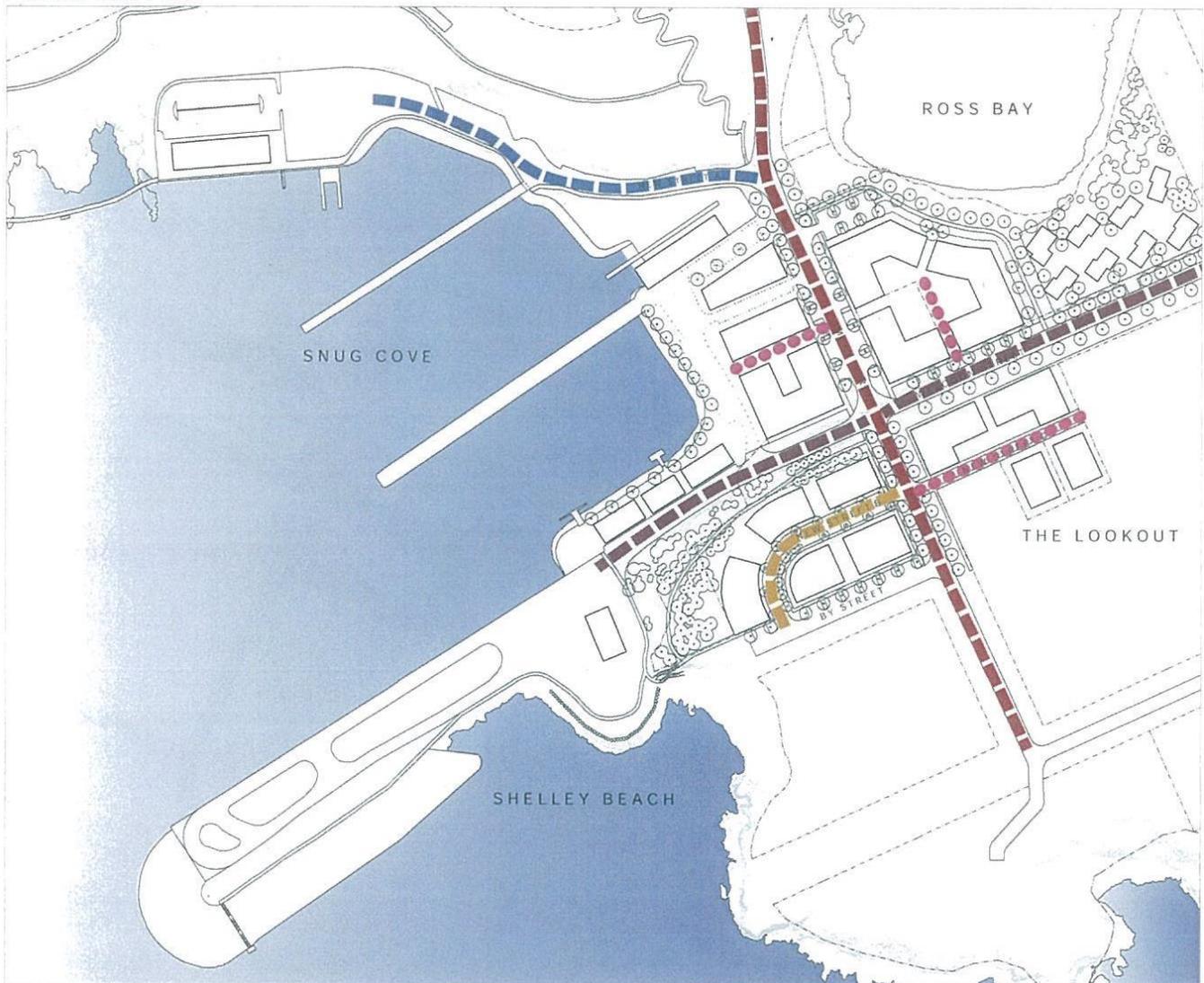
Controls

- 1 Private on-site car parking should not be visible from public streets, public spaces and gardens.
- 2 Underground parking is preferred (where feasible) but not essential in all new developments.
- 3 No car park or service entry should be more than 6 metres in length along any building frontage.
- 4 The parking requirements in the *RTA Guidelines for Traffic Generating Development* apply unless listed below:
- 5 Residential parking requirements:

	<i>Max car parking allowed</i>	<i>Min car parking allowed</i>
studios :	0.5 space/dwelling	0 space/dwelling
1 bedroom :	1 space/dwelling	0.5 space/dwelling
2 bedrooms:	1.6 space/dwelling	0.8 space/dwelling
3 bedrooms +:	2 spaces/dwelling	1 space/dwelling
visitor parking:	1 space/5 dwellings	1 space/10 dwellings
visitor bike parking:	1 space/10 dwellings	

Street Hierarchy & Character

PRINCIPLES PLAN



KEY

- Indicative building footprints
- Principle port and tourist headland access route
- Port main street
- Foreshore access streets
- Local access streets
- Laneways



0 40 80 160m

8. Street hierarchy and character

Principles

The streets of Snug Cove are to be designed to: improve efficiency and safety for all users; respond to the locality character; and minimise the impact of vehicular traffic on the amenity of the site and surrounding area by:

- Establishing a street pattern hierarchy that provides passage for commercial vehicular circulation through the site.
- Designing streets to an appropriate minimum width to provide the necessary movement and access while encouraging slower speeds.
- Retaining or reflecting the existing street patterns where appropriate.
- Removing and relocating intrusive and unnecessary surface car parking.
- Locating streets so they front onto/provide access to open space areas.
- Ensuring streets are designed to reinforce the public nature of foreshore areas.
- Relating the pattern of new street alignments to the existing street and block pattern.
- Retaining the primary importance of Imlay Street and Weecoon Street as the main port access streets.
- Providing connected public through streets or laneways where large lots are to be subdivided or large developments built.
- Providing streets with direct access to and along jetties and wharves, subject to safety management arrangements for the port.

Controls

1 Imlay Street is the main and only access road to Snug Cove; it is the main street and supports both heavy vehicles serving the Port, local and tourist vehicles. This street must therefore provide both functionality for the Port industry and amenity for pedestrians.

2 Weecoon Street is the main east west street in Snug Cove and provides direct access to the Unloading Wharf for heavy vehicles.

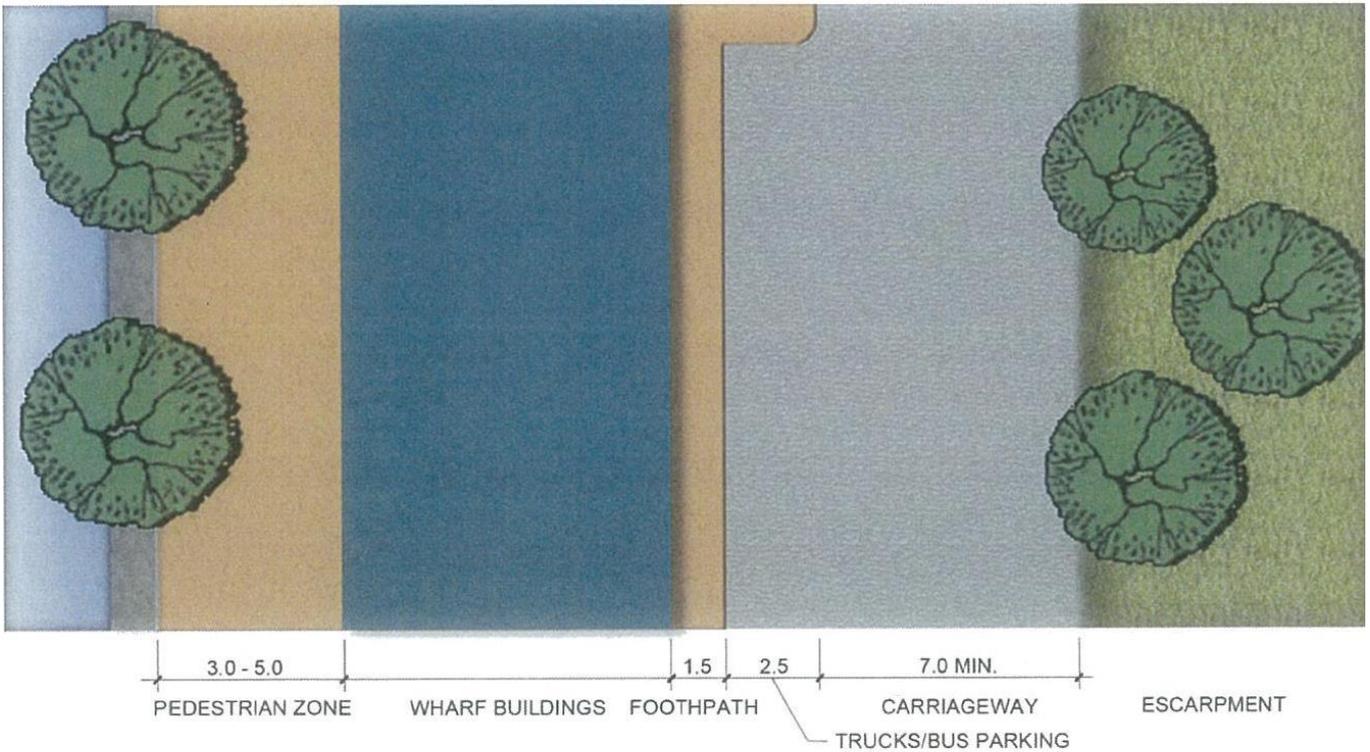
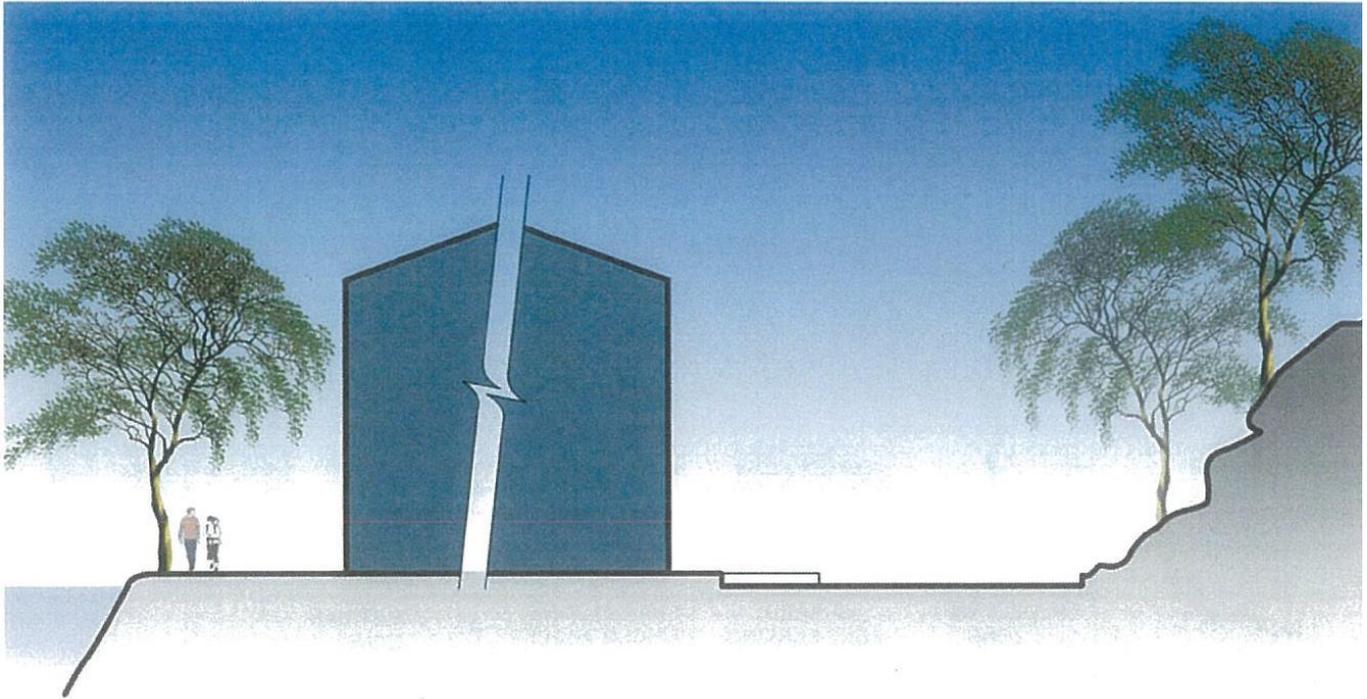
3. Port Street is proposed to provide a framed view from Imlay Street to the port as well as access for Port related vehicles.

4. Wharf Place is proposed to be retained to provide access to adjacent buildings from the port area and provide a direct visual and pedestrian corridor from the Multipurpose Jetty to Ross Bay. Wharf Place is to remain closed to traffic and if future activity and use adjoining changes its modification by landscaping to increase pedestrian amenity should be considered.

5. Victoria Terrace is a currently secondary foreshore street accessing the Mooring Jetty and culminating at the boat ramp. It should be upgraded to a primary foreshore street suitable for increased pedestrian and vehicular traffic associated with the marina and the enhanced boat ramp which replaces both the existing two boat ramps.

6. A local access street is proposed to provide a continuation of By Street looping back to Imlay Street to enable subdivision of the Mobil site and improve circulation.

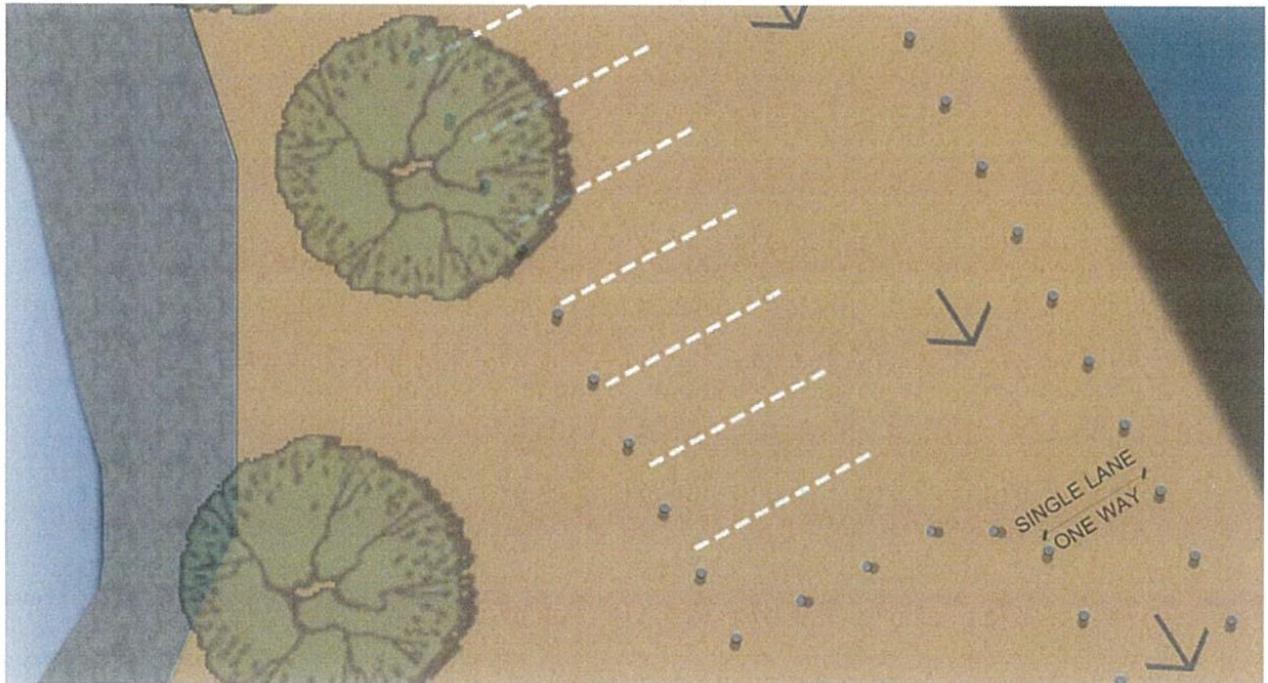
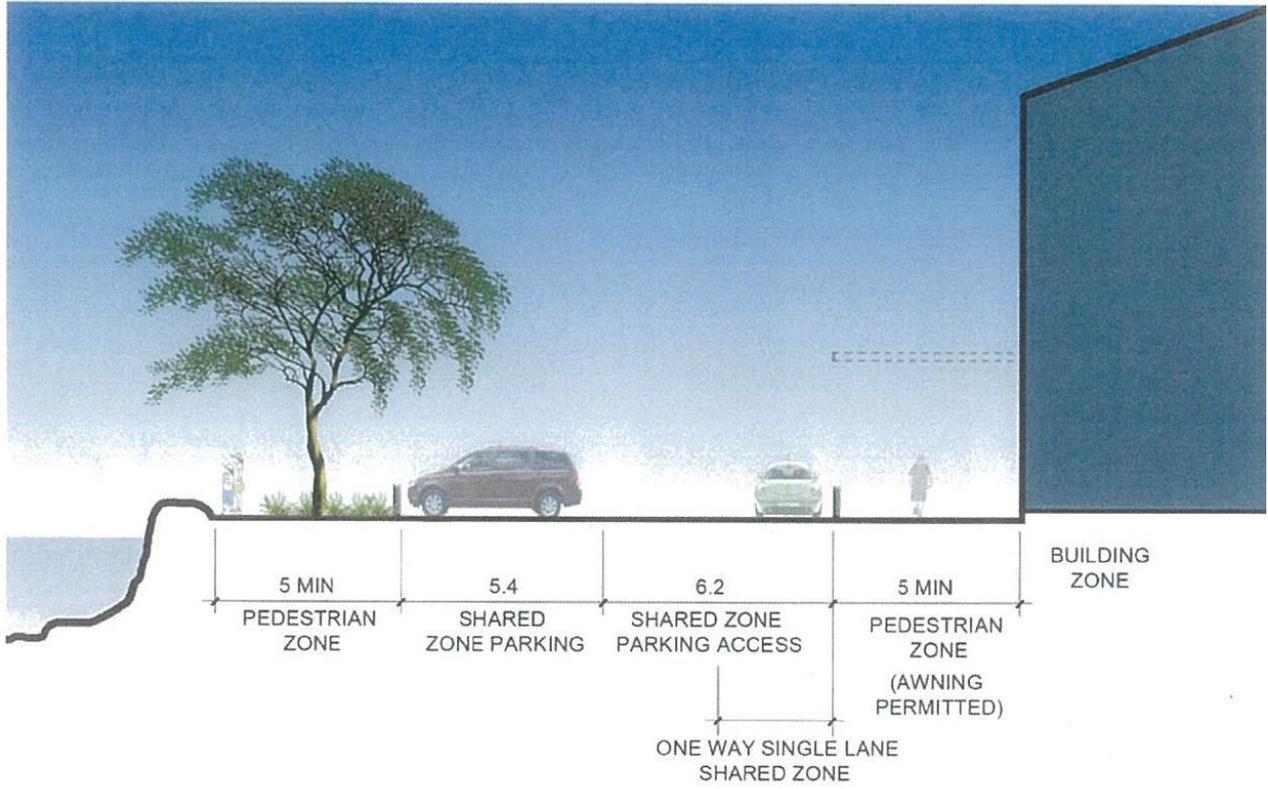
Street Hierarchy & Character
 Weeicon Street (Port)



These drawings are indicative only to illustrate the Master Plan principles. Further detailed site investigations, survey and design will be required to implement the Master Plan.



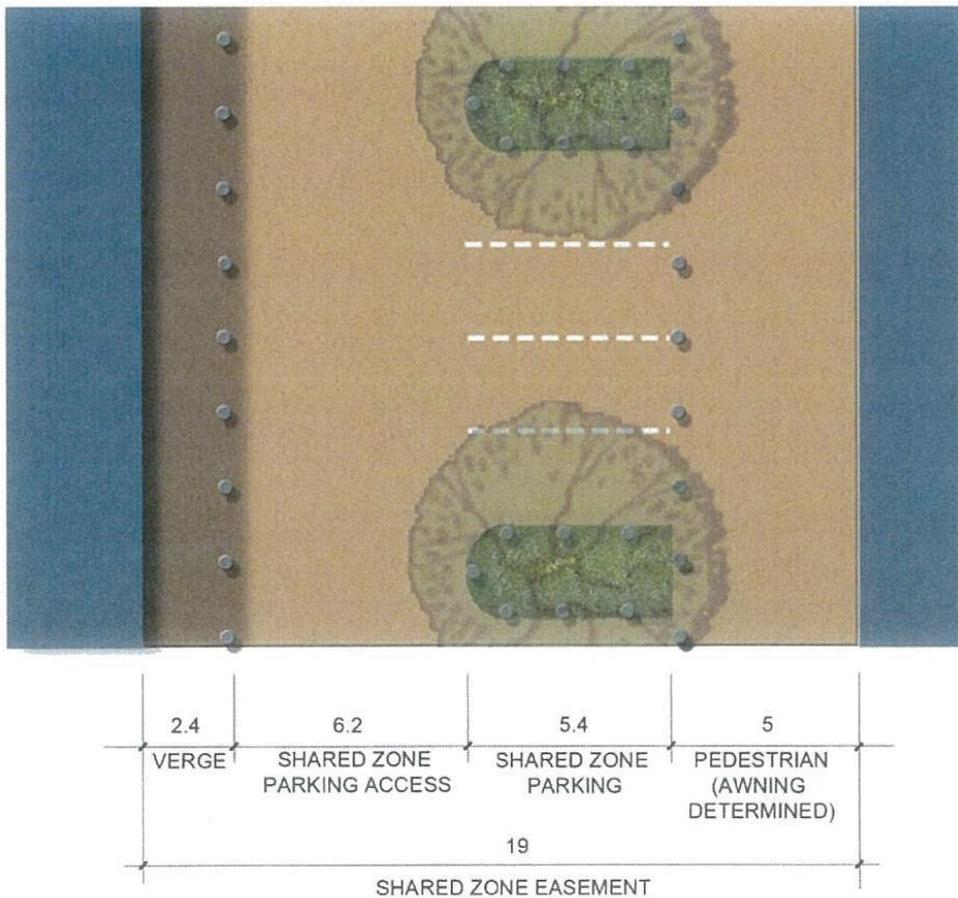
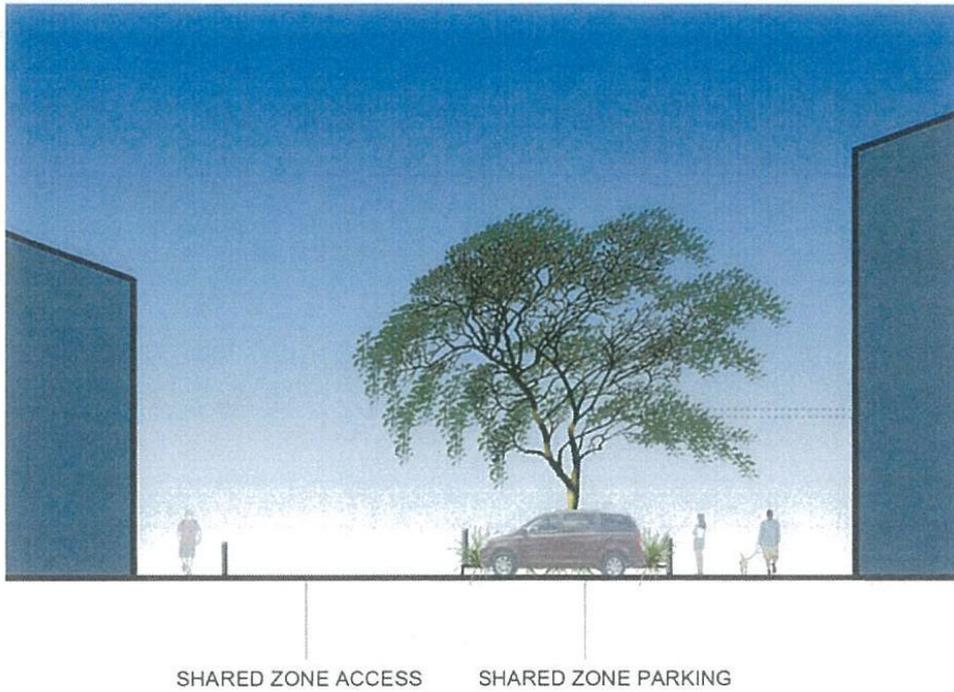
Street Hierarchy & Character
Wharf Parking (Shared Zone)



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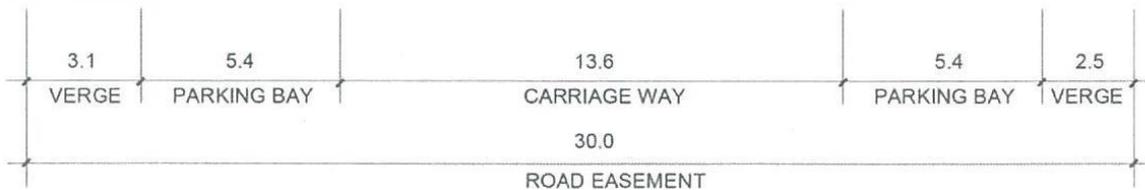
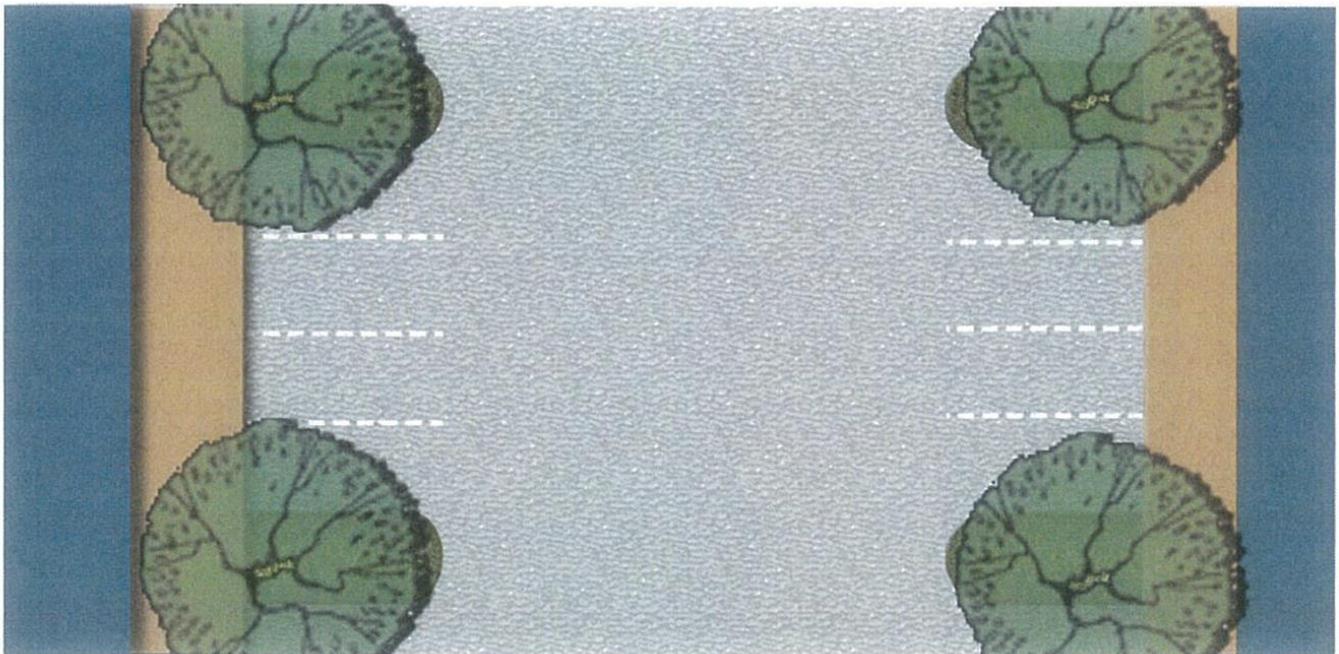
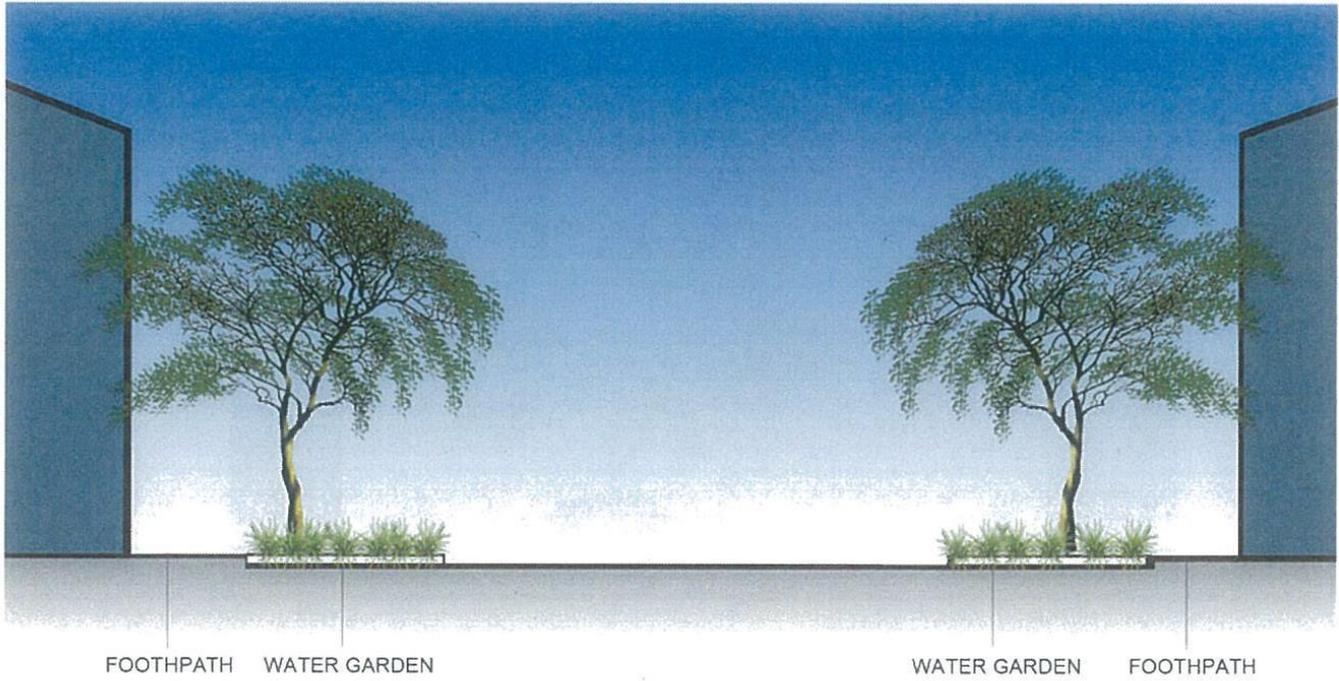


Street Hierarchy & Character
 Wharf Parking (Shared Zone)



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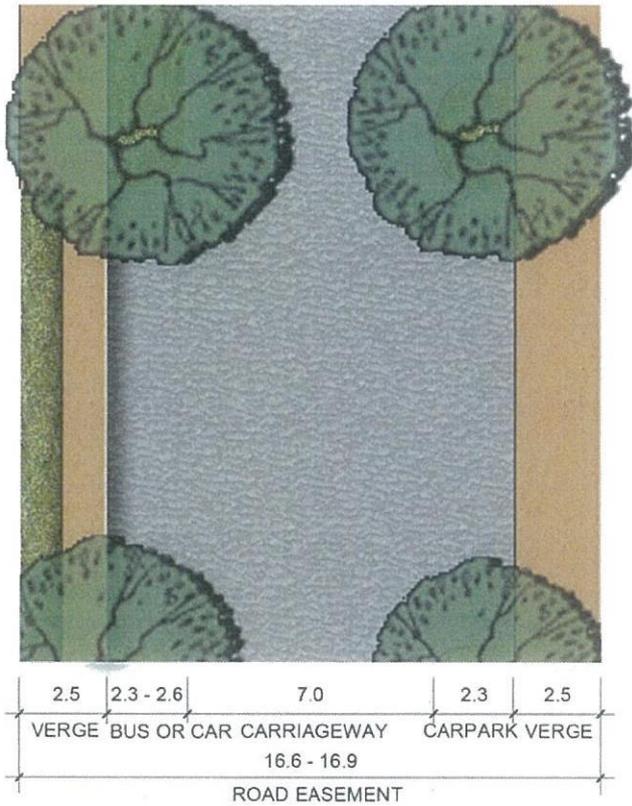
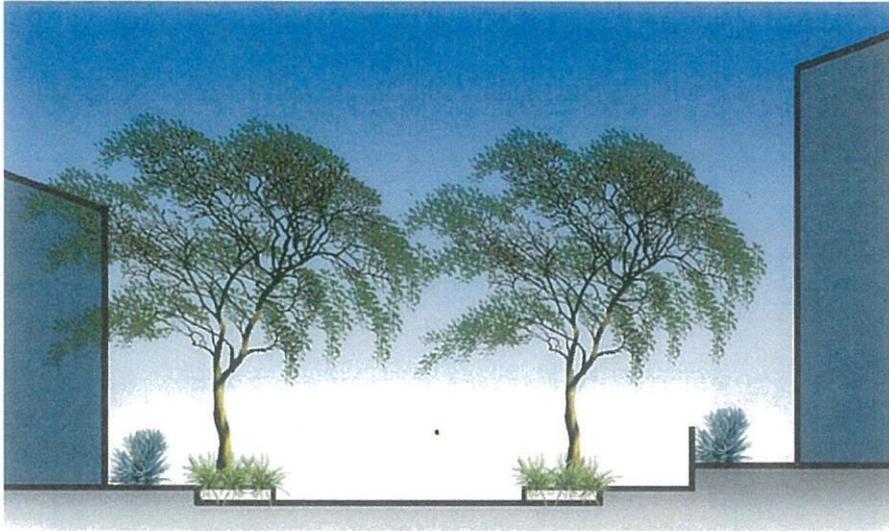
Street Hierarchy & Character
Imlay Street



These drawings are indicative only to illustrate the Master Plan principles. Further detailed site investigations, survey and design will be required to implement the Master Plan.



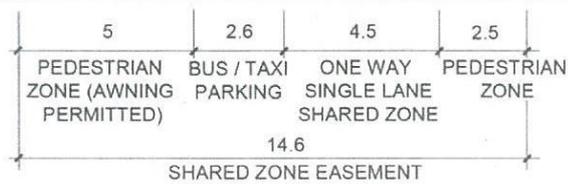
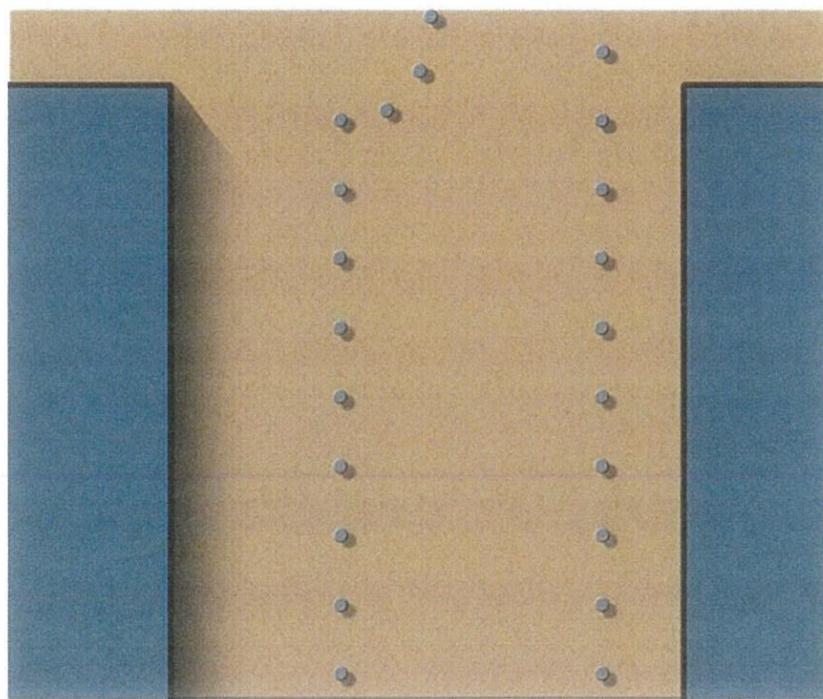
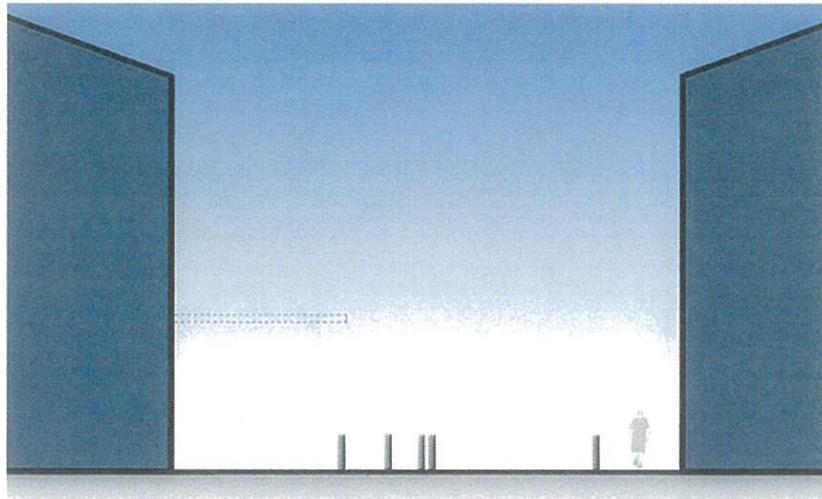
Street Hierarchy & Character
New Road B



These drawings are indicative only to illustrate the Master Plan principles. Further detailed site investigations, survey and design will be required to implement the Master Plan.

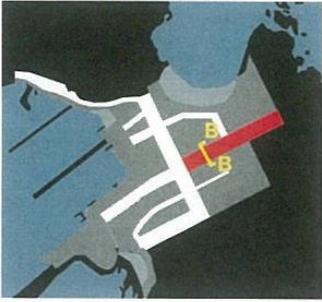
Street Hierarchy & Character

Shared Zone Entry



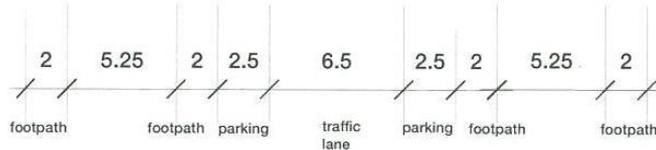
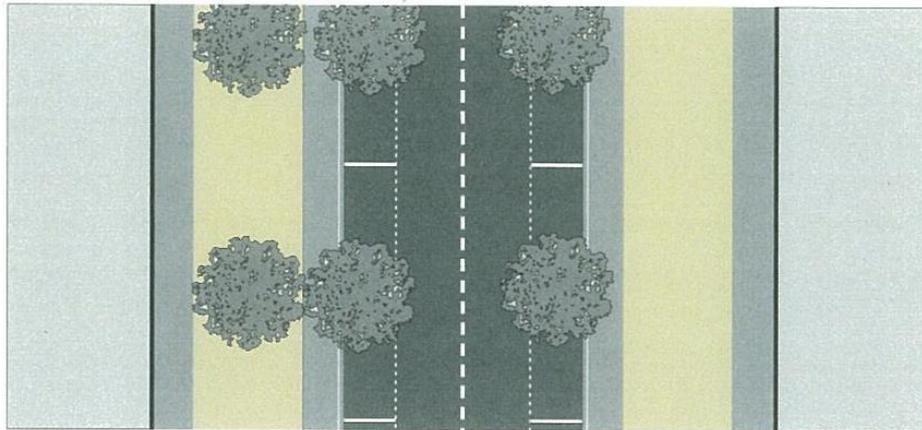
These drawings are indicative only to illustrate the Master Plan principles. Further detailed site investigations, survey and design will be required to implement the Master Plan.

Street hierarchy and character Weecoon Street - Ross Bay Precinct

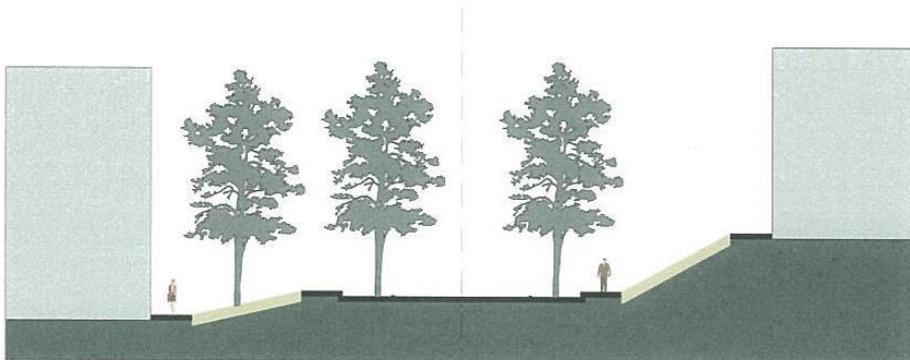


location map

30m r.o.w.



Indicative Weecoon Street plan
(East of Imlay Street)

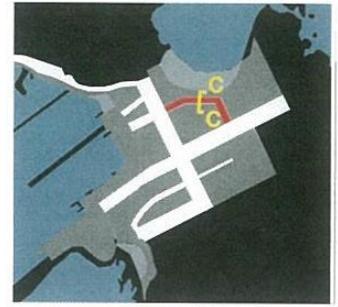


Indicative Weecoon Street section
(East of Imlay Street)

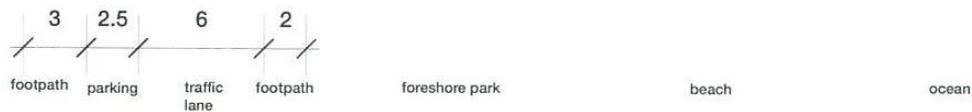
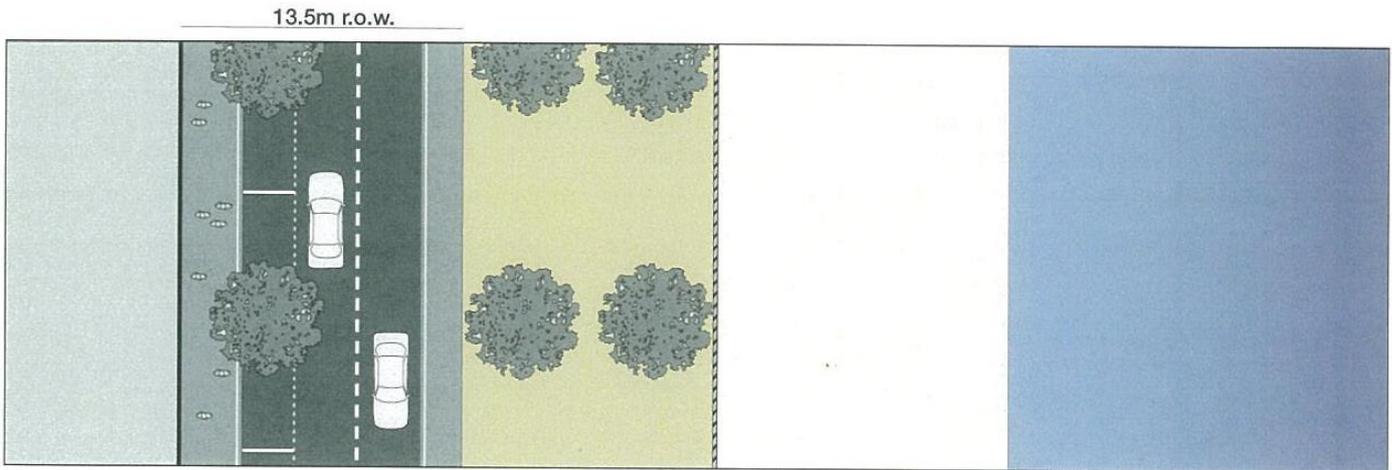
These drawings are indicative only to illustrate the Master Plan principles. Further detailed site investigations, survey and design will be required to implement the Master Plan.

Street hierarchy and character

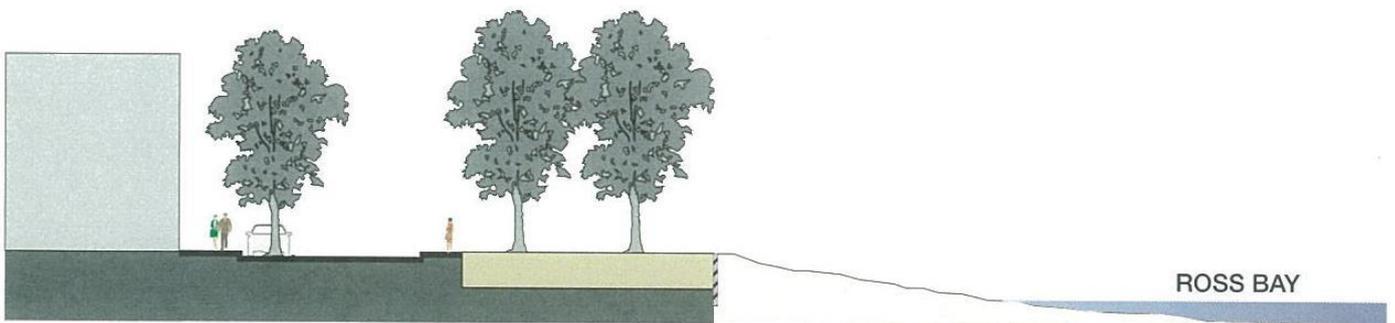
Ross Bay Street



location map



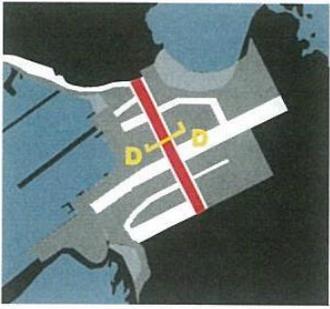
Indicative Ross Bay Street plan



Indicative Ross Bay Street section

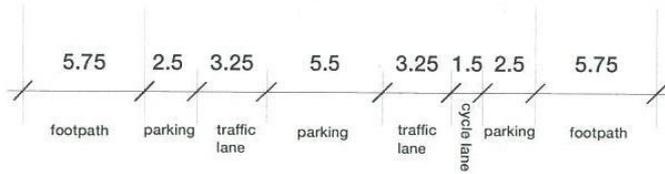
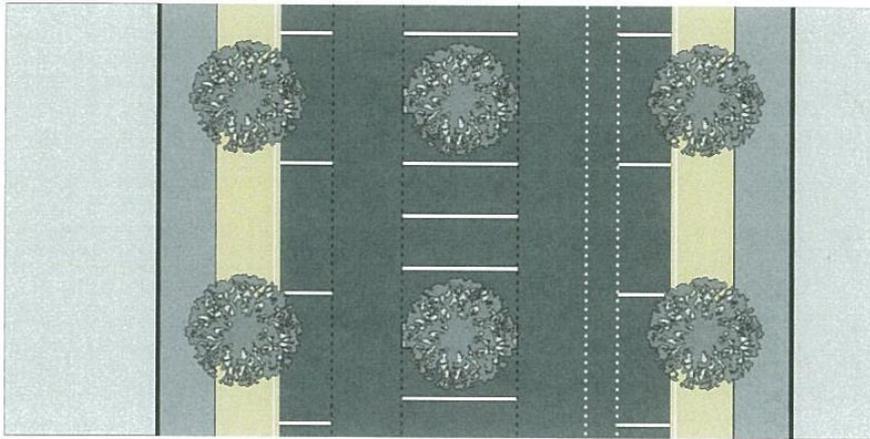
These drawings are indicative only to illustrate the Master Plan principles. Further detailed site investigations, survey and design will be required to implement the Master Plan.

Street hierarchy and character Imlay Street

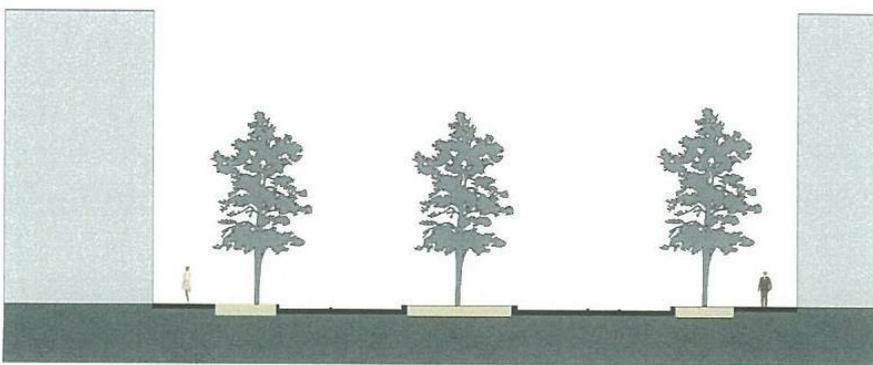


location map

30m r.o.w.



Indicative Imlay Street plan

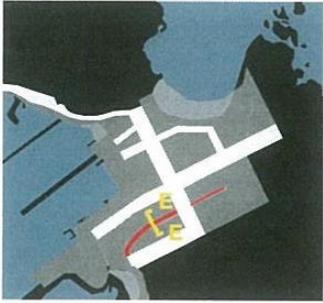


Indicative Imlay Street section

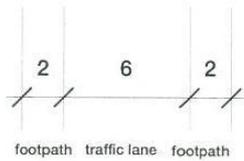
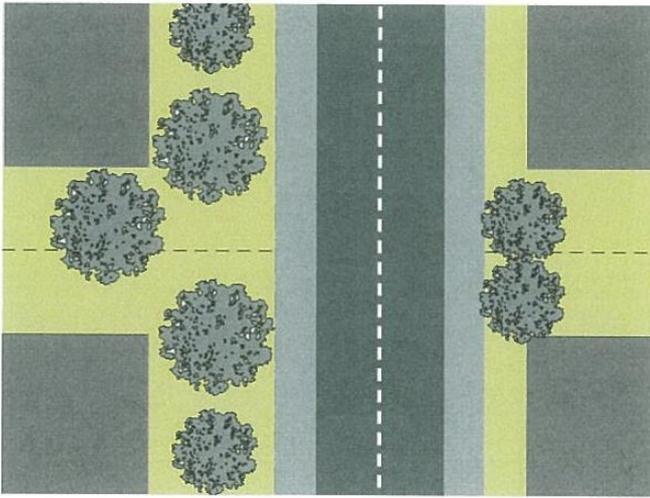
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Street hierarchy and character

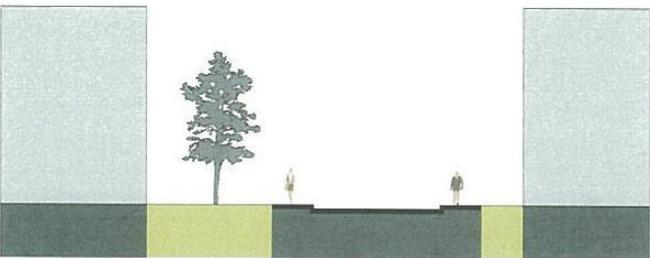
Laneways



location map

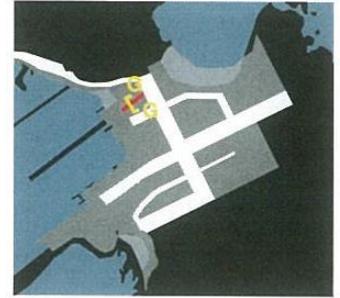


Laneway or through Site Street plan

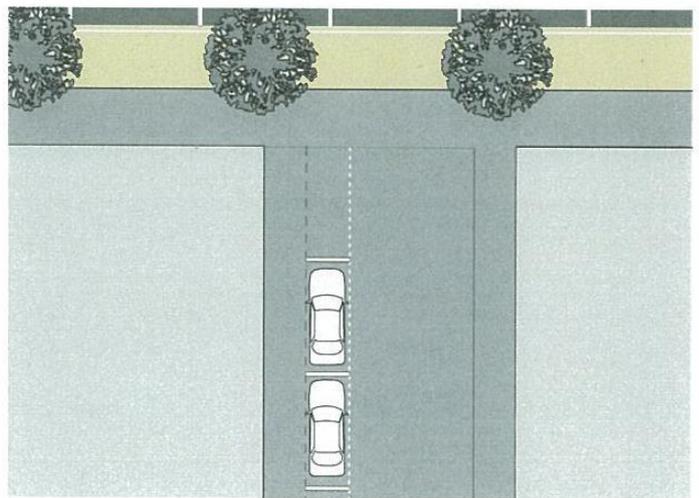


Laneway or through Site Street section

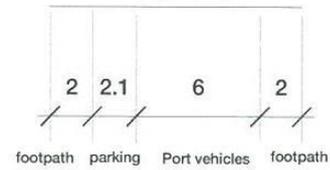
Wharf Place



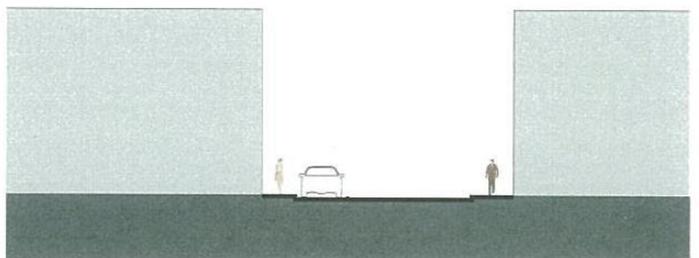
location map



12.1 r.o.w



Indicative Wharf Place plan

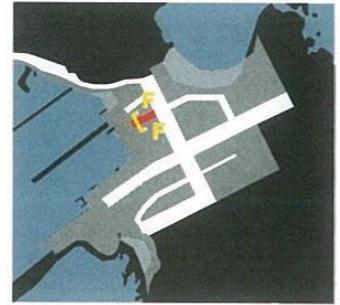


Indicative Wharf Place section

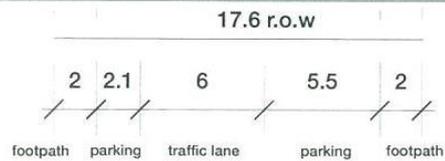
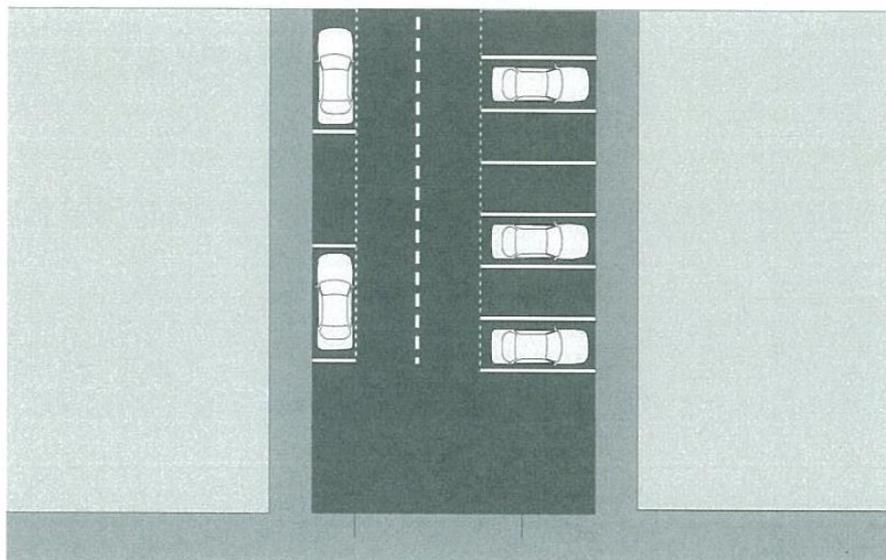
These drawings are indicative only to illustrate the Master Plan principles. Further detailed site investigations, survey and design will be required to implement the Master Plan.

Street hierarchy and character

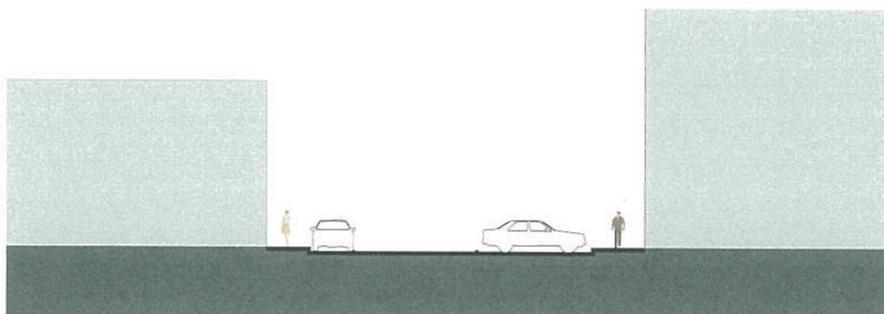
Port Street



location map



Indicative Port Street plan

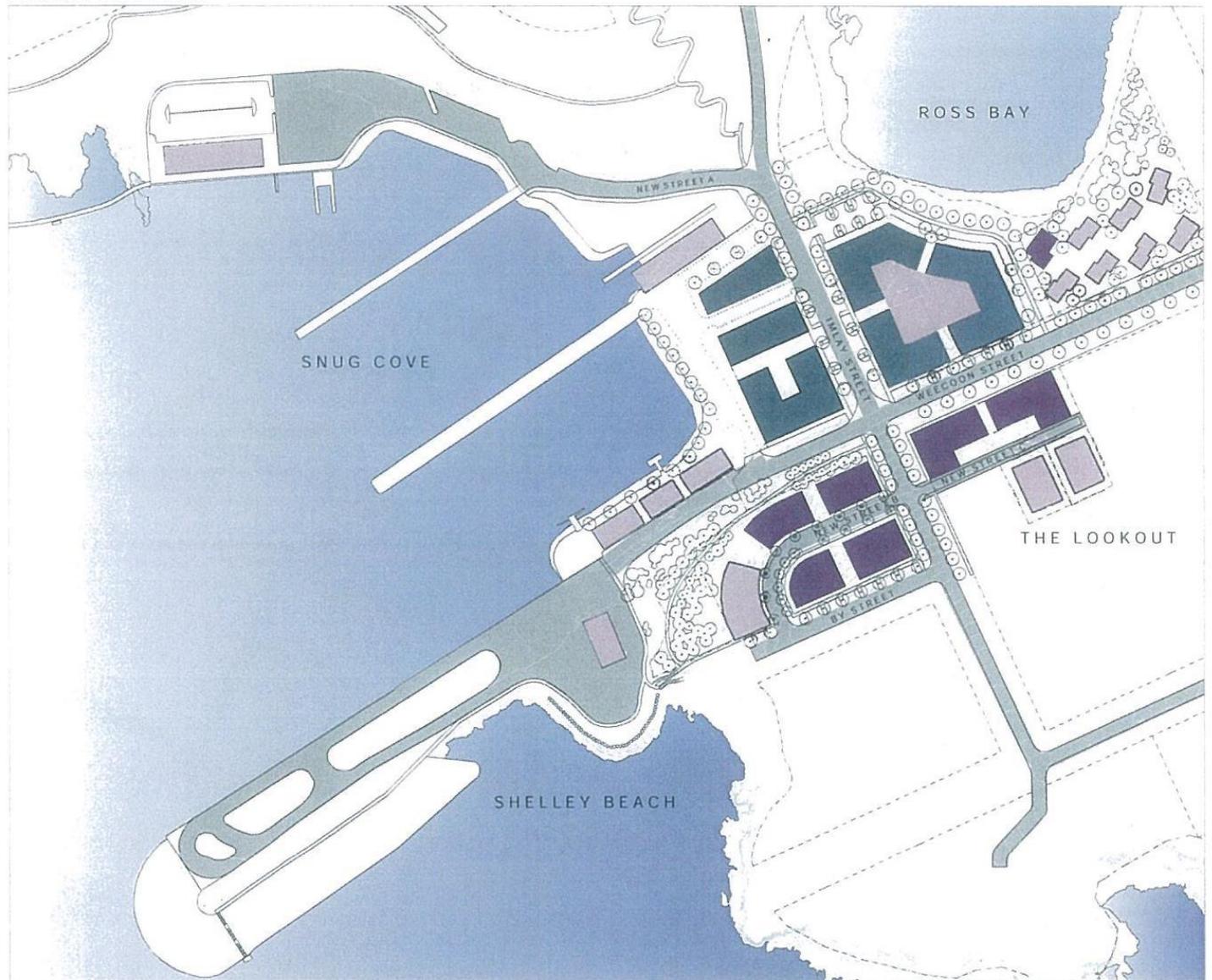


Indicative Port Street section

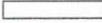
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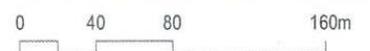
Built Form: Building Heights

PRINCIPLES PLAN



KEY

-  Indicative building footprints
-  Indicative street structure
-  Future built form: total building height maximum 3 storeys
-  Future built form: total building height maximum three storeys with maximum 2 storeys relative to southern boundary
-  Future Built form: total building height maximum 2 storeys



9. Built form

BUILDING HEIGHT

Principles

New buildings on the site are to be designed to complement the low scale and character of the area by:

- Ensuring new development on higher ground is a maximum of 2 storeys.
- Locating larger development (up to 3 storeys) on the lower parts of the site and along Imlay Street, while ensuring that it does not negatively impact on neighbouring areas.
- Ensuring new buildings are appropriately scaled to street widths and open spaces.
- Developing buildings that protect and enhance the amenity of open spaces and key views into and from the area.
- Introducing new development parcels between the Port edge, Imlay and Weecoon Streets, to provide new commercial opportunities.
- Introducing new development parcels between Weecoon Street and Ross Bay to provide commercial and social opportunities and to increase the enjoyment and use of the foreshore.
- Ensuring development close to existing residential areas is compatible with the residential character of the street.

Controls

1. Building heights are expressed in storeys. A *minimum* floor to ceiling height applies for new buildings:

Community / public / commercial buildings:

3.3 metres - for ground floor

2.75 metres - for levels above ground

Accommodation / non public buildings / kiosks and pavilions:

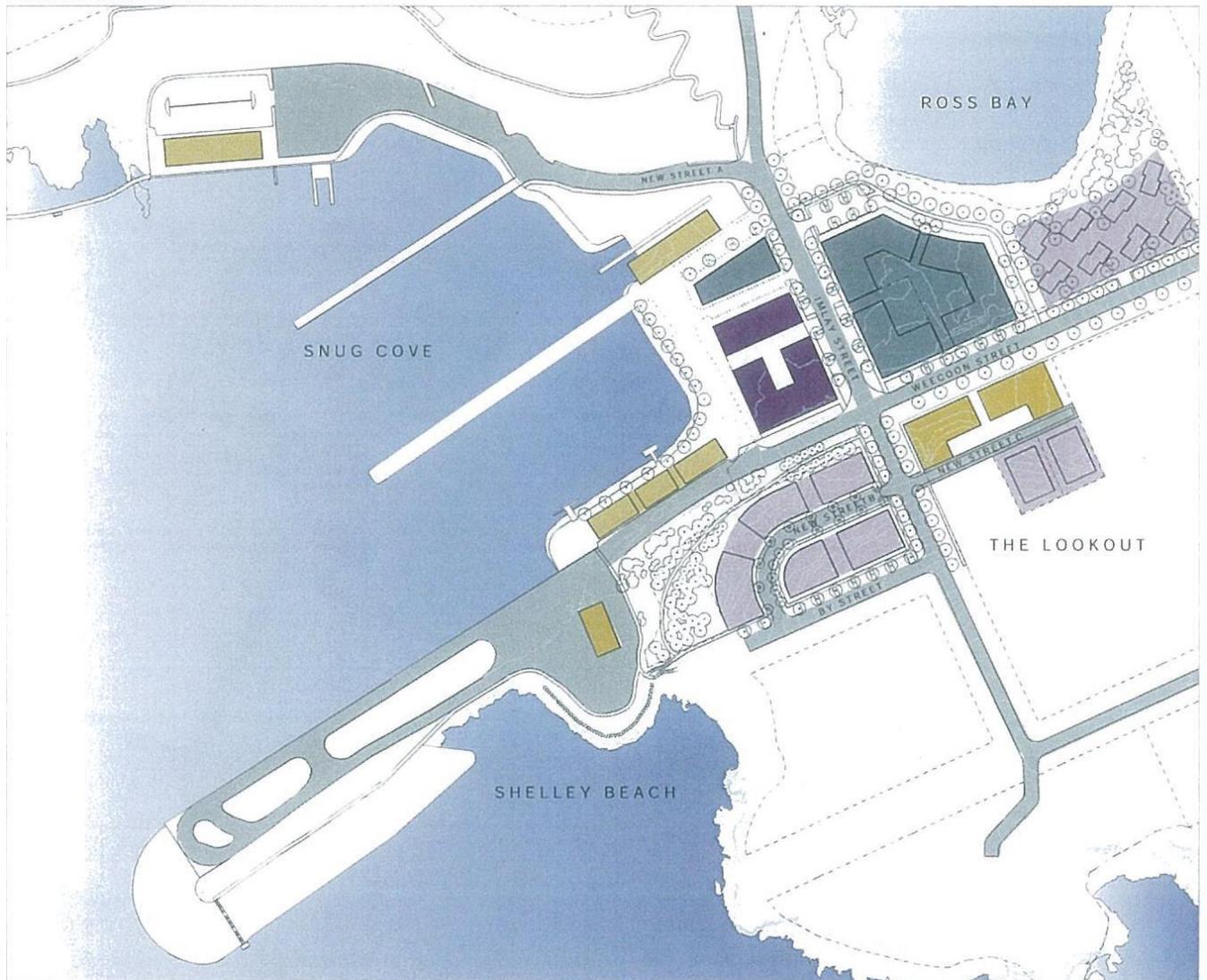
3.0 metres - for ground floor

2.75 metres - for levels above ground

2. Additional storeys will not be considered by reducing the floor to ceiling height.

Built Form: Building Footprint

PRINCIPLES PLAN



KEY

-  Indicative street structure
-  Indicative built form - Building type 1: Maximum 100% site coverage floors 1 and 2 subject to achieving adequate daylight access and outlook for occupied spaces, aligns to street frontages
-  Indicative built form - Building Type 2: 20m footprint depth and aligns to street frontages, setbacks may be required
-  Indicative built form - Building Type 3: for new commercial building use maximum building depth is 30m
-  Indicative built form: Building Type 4: Lots where smaller building footprints are required to provide views through sites and open space and, where residential buildings have a maximum 20m depth and a maximum 4 dwellings per floor



BUILDING FOOTPRINT

Principles

Building footprints indicate the preferred location and extent of built form and are designed to ensure:

- Development is pedestrian scaled and accessible.
- The scale of new development is commensurate with the existing and surrounding built form.
- New buildings define and address streets and public spaces.
- Development protects and enhances the amenity of open spaces and key views into and from the area.
- New development is in accordance with ecologically sustainable development principles and coastal processes in particular, and protects important coastal vegetation and trees.
- Development on the peripheries of the site have smaller building footprints within a landscape setting.
- Building layouts optimise natural light, cross ventilation, privacy and security.

Controls

1. Building types set the relationship of development to open space on the site and the public streets. Four building types have been used:

Building Type 1: 100% maximum site coverage at levels 1 and 2, aligned to the street frontages with zero setback required where indicated on principles plan illustrating setbacks.

Building Type 2: Block perimeter buildings, building footprint depth of 20m, facades aligned to street frontages, setbacks may be required where accommodation uses are located at the ground level.

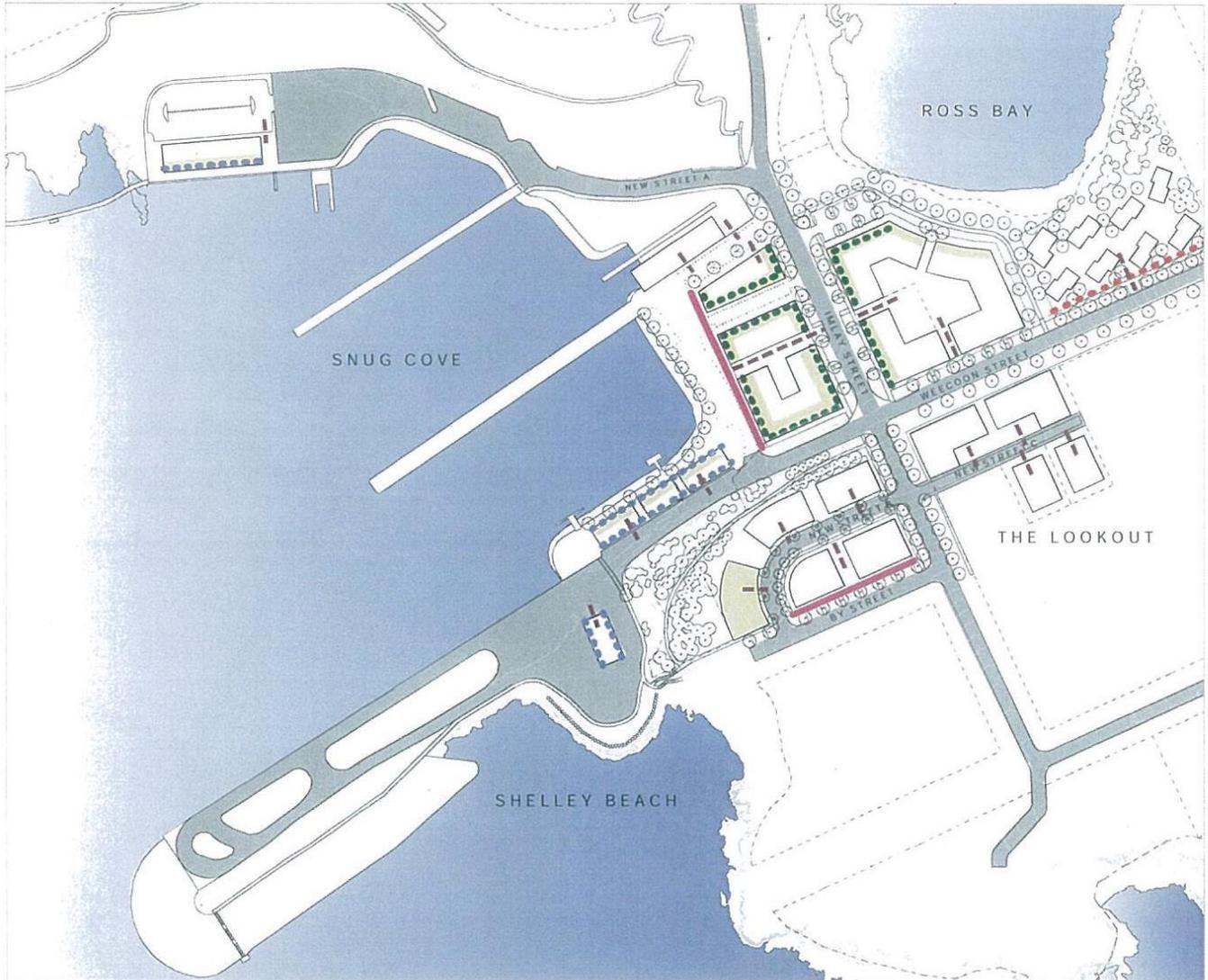
Building Type 3: Maximum building footprint depth 30m aligns to lease boundary or street frontage may have setbacks to from the street boundary as required.

Building Type 4: Smaller footprint buildings with a maximum depth of 20m distributed on sites to provide through site views and open areas for landscaping, where used for permanent or temporary residential apartment dwellings the buildings should conform to the “Big House Type” with a maximum building footprint depth of 20m and a maximum of 4 dwellings per floor. Where alternate dwelling or tourist accommodation built form is proposed it will be reviewed for density of dwelling provided, enabling of cross site views and creation of a landscape setting for the residents / visitors and neighbouring area.

2. Contain underground parking within or underneath the building footprint.
3. Industrial and commercial buildings should also aim to provide occupants with daylighting and cross ventilation with a maximum building depth of 50 metres required for all new industrial/commercial buildings.
4. The following minimum separation between residential buildings is required to ensure adequate privacy, amenity and high quality public areas: 6 metres between non habitable rooms; 9 metres between non habitable rooms and habitable rooms; 12 metres between habitable rooms.
5. Windows, doors and balconies of habitable rooms should not be located directly opposite one another to ensure adequate privacy and amenity.

Built Form: Active Ground Level, Setbacks, Alignment and Articulation

PRINCIPLES PLAN



KEY

-  Indicative street structure
-  Indicative building footprints
-  Active uses at ground level
-  Suggested locations for vehicular access
-  Zero setback with no articulation required
-  Zero setback build to street alignment with articulation in façades to provide visual interest
-  Consistent building forward alignment with articulation in façades to provide visual interest
-  5m Setback



ACTIVE GROUND LEVEL, SETBACKS, ALIGNMENT & ARTICULATION

Controls

Active ground level

1. Buildings fronting Ross Bay foreshore reserve, Imlay Street, Port and Weecoon Street are to incorporate active street level uses such as retail shopfronts, and building entrances to activate the street. Outdoor cafes and restaurants are encouraged.
2. A minimum of 85% of the ground level facade should be active along Imlay Street.
3. A minimum of 70% of the ground level facade should be active along Weecoon Street.
4. Ground floor building facades facing the Port are encouraged to make the most of the aspect with active uses.
5. In mixed use buildings, entrances to residential apartments should be separated from non-residential entrances to provide security and an identifiable address for each of the different users.
6. A minimum of 60% of the ground level façade should be active along the Ross Bay foreshore park and a minimum of 50% of the ground level façade along the pedestrian access routes

Building setbacks

1. Additional setbacks may be required in some locations to retain significant natural features and/or to ensure impacts of potentially hazardous coastal processes are minimised.
2. All new buildings are to be setback from designated pedestrian paths and/or street alignments. No part of a building or above ground structure may encroach into a prescribed setback zone. Exceptions: Underground parking structures and awnings may extend into the setback zone.

Building alignment

1. Through building links should be provided from Weecoon Street in order to facilitate public access to the water.
2. Build to the street alignment along Imlay and Weecoon Street.
3. On the southern side of the Port building are to achieve to a common alignment.
4. Through site links and view corridors are required as an extension of the street or path network of the gardens where indicated on the opposite illustration.
5. Buildings should follow the street alignment.
6. Buildings to Ross Bay Public Reserve should define the edge of the reserve and respond to the curved edge of the bay.

Building articulation

1. Building facades facing the Port may have minimal enclosure to allow for open air dining and entertainment opportunities on all levels.
2. Building facades facing Imlay, Weecoon, Port and Wharf Streets are to have 40% enclosure above level 1.
3. Long uninterrupted facades should be avoided to allow views and landscape between buildings.

GENERAL BUILT FORM CONTROLS

Residential flat buildings are to refer to the 'Residential Flat Design Code', Planning NSW, 2002.

Aboriginal cultural heritage

1. Snug Cove and environs may contain relics, sites, values or places that are important to the cultural heritage of Aboriginal people. This is particularly the case within areas of intact native vegetation and low disturbance. Consultation with the Department of Environment and Conservation, the Eden Local Aboriginal Land Council and other relevant Aboriginal organisations or groups is recommended before and during the preparation of development proposals for Snug Cove and Environs.

Building construction and materials

1. Buildings should demonstrate ESD principles in construction, materials and operation.
2. Materials with a high thermal mass such as bricks, concrete and stone improve the energy efficiency of a building and are recommended for external walls.
3. External walls, floors and roofs are to be insulated to improve energy efficiency.
4. Mirror glass is not permitted.

Building expression

1. All new buildings require modulation of the building façade to reduce the overall bulk and scale and avoid overly simple facades.
2. Building elements that modulate the facade of a building, such as verandas, balconies, terraces, bay windows, sun shading and the like are required on buildings.
3. Special attention to the design and detailing of the ground level, entrances and roofs of new buildings is required to reduce the overall scale and bulk particularly on large buildings with a public interface.
4. Weather protection at entrances is recommended.
5. All buildings should be designed with operable windows to maximise natural ventilation.

6. All facades, including rear facades should include fenestration (windows).

7. Plant equipment, lift overruns, communication devices, solar collectors, etc. are to be integrated into the design of the building.

Building signage

1. Rooftop signage will be considered if it is sympathetic in design to the Port context.

2. Commercial signage is to be limited to identification and public space management signs. These may be located above entrances or suspended under verandas/awnings or on the façade of the building.

Contamination and acid sulphate soils

1. In light of the previous land uses it is apparent that the site has the potential to be contaminated. It is a requirement that on submission of a development application (DA) that an evaluation be carried out (in accordance with EPA Guidelines) to assess the suitability of the land with respect to contamination for the proposed uses. Where contamination does exist and poses a risk to health or the environment, the proposal is to demonstrate that the land can and will be made suitable through remediation to the standard required for the proposed development.

2. Acid Sulphate Soil Risk Maps prepared by the Department of Infrastructure, Planning and Natural Resources (previously DLWC) indicate that there is potential for acid sulphate soils in the reclaimed foreshore land. Before any development occurs in these areas an evaluation is to be carried out to assess the presence of acid sulphate soils. Where significant acid sulphate soils are present an *Acid Sulphate Soil Management Plan* should be prepared and submitted with the DA.

Energy Conservation

1. All basic infrastructure and services, such as water, sewer, stormwater, power, telephone lines, gas and roads are available on site although some upgrading of key services is likely to be required within the life of this Master Plan. It is a requirement that on submission of a DA that an infrastructure plan is prepared to demonstrate the proposed infrastructure satisfies the requirements of any new development and the relevant authorities.

2. All new powerlines if they are required should be located underground.

Estate management

1. All new development should provide on-site storage for waste and recycling facilities in accordance with Council's requirements.

External finishes

1. To ensure compatibility with the existing buildings and landscape setting the predominant colour palette for external finishes should be a lighter colour scheme.

Infrastructure

1. All basic infrastructure and services, such as water, sewer, stormwater, power, telephone lines, gas and roads are available on site although some upgrading of key services is likely to be required within the life of this Master Plan. It is a requirement that on submission of a DA that an infrastructure plan is prepared to demonstrate the proposed infrastructure satisfies the requirements of any new development and the relevant authorities.

2. All new power lines if they are required should preferably be located underground.

Noise

1. Minimise the impact of Port generated noise in adjacent new buildings by careful planning, design, construction and materials.

2. Design suggestions to ameliorate the effects of noise may include measures such as cavity brick construction, wool insulation in ceilings, offset wall vents and 10.38 mm thick glazing in windows. These can reduce the transmission of noise significantly.

3. Refer to Department of Environment and Conservation;

- Environmental Guidelines for Road Traffic Noise

- Industrial Noise Policy (EPA).

Private and communal open space

1. At least one balcony or terrace should be provided for each unit – a minimum of 10 sqm is optimal.

2. Principal balconies should preferably be 3m deep and a minimum of 1.5m deep. For secondary balconies, such as French or Juliet balconies there is no minimum standard.

3. All bedrooms of residential buildings are required to have direct ventilation and natural light.

Residential mix

1. A range of apartments of different bedroom numbers and sizes is encouraged in all residential developments to encourage a housing mix that addresses different housing sectors. In all residential buildings the proportion of studio units is to be limited to 10%.

Site drainage

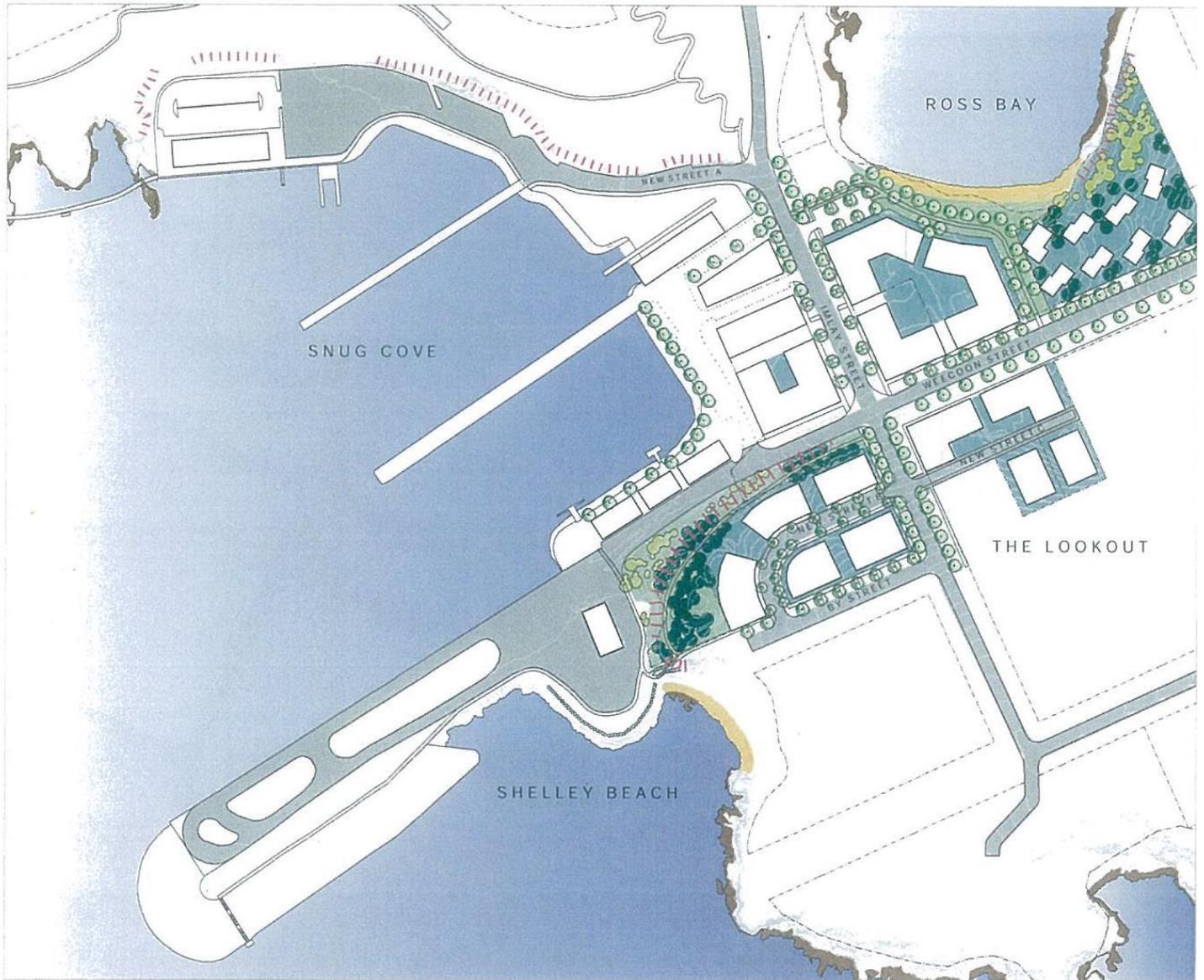
1. The impact of development on the existing stormwater, water supply, sewerage and energy supply infrastructure is to be minimised through appropriate site planning, in particular in relation to the cultural landscape, conserved bushland areas and watercourses.
2. Soil and water management measures should minimise and control soil erosion and sediment transport, in accordance with relevant Council guidelines.
3. Development is to be designed to ensure maximum rainwater infiltration on site by minimising paved areas and providing stormwater drainage systems that promote natural infiltration, wherever possible.

Solar access and overshadowing

1. Buildings should be designed to optimise solar access to habitable rooms, open spaces and courtyards.
2. Appropriate external sun shading is required on all building windows that receive direct summer sun.
3. Buildings are to be designed to minimise overshadowing of neighbouring buildings and open spaces (particularly foreshore areas), particularly during the winter months.

Landscape Character

PRINCIPLES PLAN

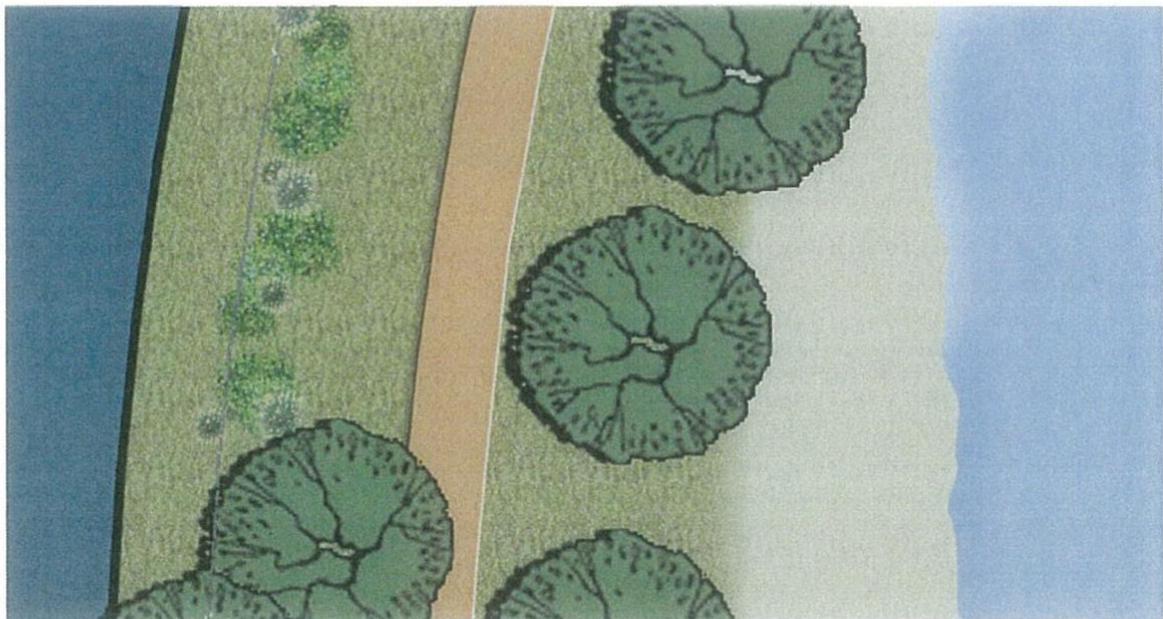
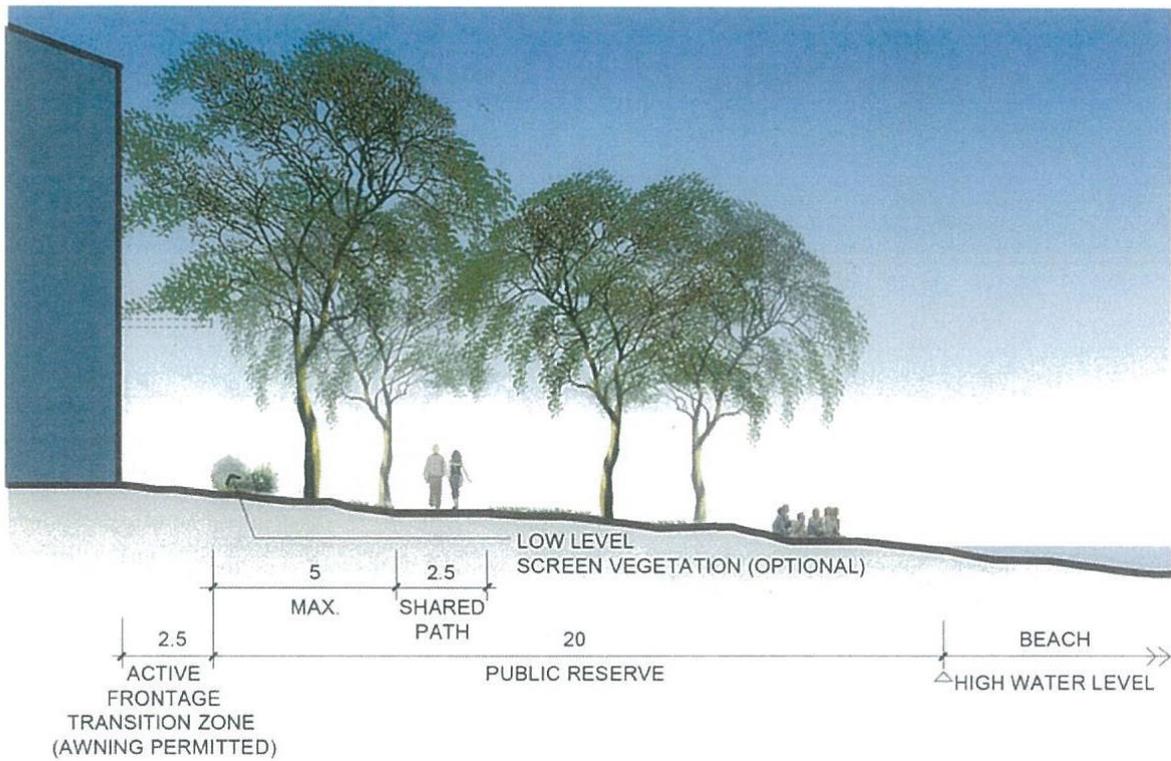


KEY

-  Indicative street structure
-  Indicative building footprints
-  Public beach
-  Public open space / recreation area
-  Natural rock shoreline to be protected
-  Embankment or steep grade
-  Indicative new street trees subject to new landscape plan
-  Indicative location for mature trees / coastal vegetation to be protected
-  Indicative location for large trees and coastal vegetation to be re-established
-  Private lot landscaping



Landscape Character
 Ross Bay Public Reserve



These drawings are indicative only to illustrate the Master Plan principles. Further detailed site investigations, survey and design will be required to implement the Master Plan.

10. Landscape character

Principles

A landscape framework is to be created that maintains the landscape character of the site by:

- Protecting the site's significant natural elements and wild coastal character.
- Protecting existing mature trees, coastal vegetation and removing invasive species.
- Augmenting and enhancing remnant vegetation on the knolls with new planting of indigenous species to strengthen and develop local ecology and visual amenity.
- Enhancing landscaping at Snug Cove by developing streetscape plans that detail suitable street tree species that reinforce the hierarchy and character of streets.
- Improving the amenity and aesthetic attributes of Snug Cove.

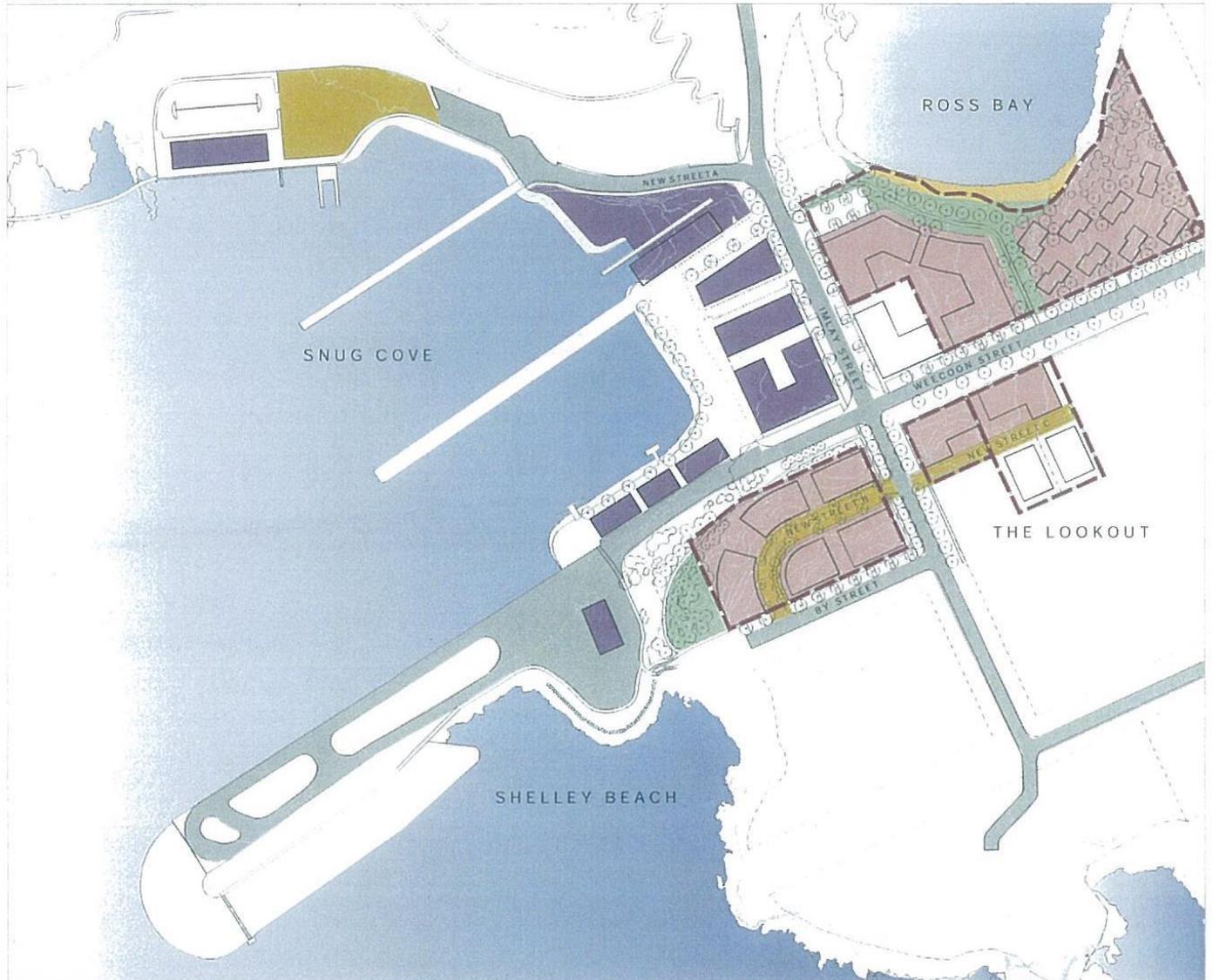
Controls

1. A Landscape Plan is to be prepared to guide the re-establishment and protection of coastal vegetation on private sites.
2. Significant trees and coastal vegetation must be mapped and identified preceding any development proposals. Buildings may need to be planned around existing trees in some locations.
3. A building setback on streets requires a well-designed landscaped area that adds to the amenity of the street environment as well as the building. This area should suit the character, use and location of the street. The street setback should generally consider street trees.
4. Terraces and courtyards in the centre of blocks are recommended to incorporate substantial trees, shrub landscaping and minimal paving.
5. Approximately 30% of ground level open space or 50 sq metres (whichever is greater) should be provided on natural ground (deep soil) in residential developments. In all planted areas a minimum soil depth of 1500 mm and adequate drainage is required to allow mature tree growth. Planted areas should be maximised to increase water infiltration.
6. Streetscape Plans are to be prepared throughout the study area. Imlay Street, New Street A and New Street B and Weecoon Street plans are to consider street tree planting. The Imlay Street plan is to generate a similar theme to the rest of Imlay Street.

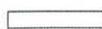
7. A landscape plan is to be prepared for the Ross Bay foreshore reserve and pedestrian approach routes to guide creation of a publicly accessible foreshore with a level of amenity suited to recreational use by visitors and setting controls for the private landscape buffer zone to development.

Subdivision

PRINCIPLES PLAN



KEY

-  Indicative building footprints
-  New public beach
-  New public open space
-  Potential future port leases
-  Existing public streets
-  New public streets
-  Sites capable of subdivision to suite land use proposed and building form
-  Existing block boundaries



11. Subdivision

Principles

The subdivision of the site development is to be managed by:

- Establishing a defined public street network and block structure that clearly defines public open space and areas for possible future development.
- Ensuring new infrastructure, streets and open space are completed as part of any subdivision.
- Implementing an appropriate landscaping design and plan of management prior to subdivision to ensure that the public and private open spaces in the locality have a consistently high quality of design approach to the buildings and landscape.
- Ensuring an appropriate public agency has responsibility for the care, control and management of the public open space prior to subdivision.

APPENDICES

APPENDIX 1 - Definitions

APPENDIX 2 - Steering Committee Membership

APPENDIX 3 - Summary of Process to prepare Master Plan

APPENDIX 4 – References

APPENDIX 1: DEFINITIONS

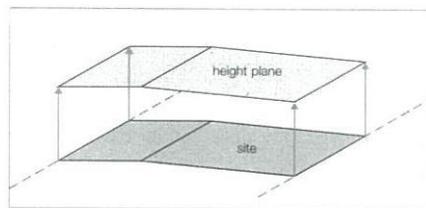
Amenity: the ‘liveability’ or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is important in both the public and private domain and includes the enjoyment of sunlight, views, privacy and quiet.

Articulation zone: Articulation is the three dimensional modelling of the building. The articulation zone is the area of three dimensional modelling at the periphery of the building, including any changes in facade alignment, balconies, bay windows and sun shading devices.

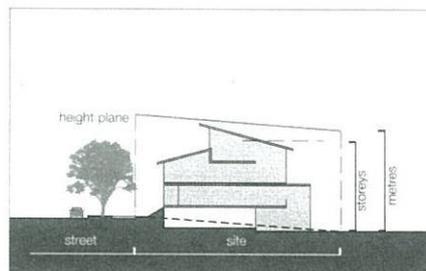
BCA: Building Code of Australia Building Height: Height is an important control to ensure that future development responds to the desired scale and character of the street and local area and to allow reasonable daylight access to all developments and the public domain.

Height controls have been designed to work with the existing built form and to ensure an improvement of the area in the future. They result from studying the topographic changes throughout the area and relating building height to topography.

Height controls should be further refined at a site level by decisions about daylight access, roofs, residential amenity, setting and topography. It is important that the rationale for height controls is included in design proposals.



A height plane follows the topography of the site and is measured along the site boundary.



On most sites the height plane is defined in metres. Storey and ceiling heights are coordinated with the height plane.

Definition of Height

- Height is the distance above ground taken from each point on the boundary of the site. It includes roof elements and extrusions to control negative visual impacts on adjacent built or natural elements of significance.
- Storeys means habitable floors, excluding underground car parking. It includes mezzanines/double-height spaces and habitable rooms in the roof. The number of storeys which can be fitted into a height limit will vary depending on the building use, for example, commercial, retail and industrial uses need different floor to ceiling heights than residential uses.

Building line: the line formed by the main external face of the building, excluding any ancillary balcony or bay window projections

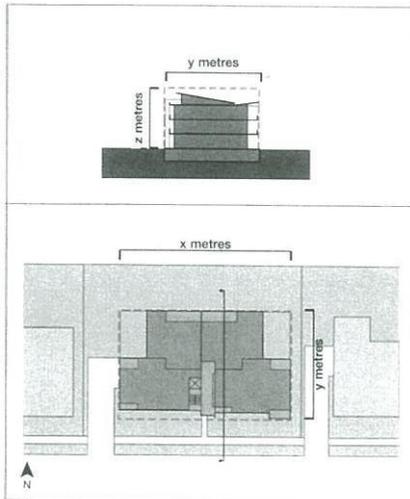
Building footprint: A building footprint is a two dimensional area that limits the extent of a building in relation to the site boundaries. It defines the width and depth of the overall built area within which a future building can be located. The building footprint included the extent of the car park under the building, terraces and balconies. The building footprint is designed at least 20-25% greater than its achievable floor area to allow for façade articulation.

Control over building depth is important;

- to ensure that the bulk of the development is in scale with the existing or desired future context,
- to provide adequate amenity for building occupants in terms of sun access and natural ventilation,
- to provide for dual aspect apartments.

Building width: Building width is set by the width of the site minus the required setback.

Building depth: Building depth is the horizontal cross section dimension of a building (building plan depth + articulation zone = building envelope depth). It generally refers to the dimension measured from front to back (from the street to the inside of the block). Where buildings are oriented differently, the depth will be the dimension of the shorter axis. Mixed-use buildings may have wider commercial/retail floors combined with narrower residential floors above.



The building envelope (outlined in orange) defines the depth and width in plan and section within which a building is designed
 x - building width
 y- building depth
 z - height

Some site conditions (topography and lot dimensions) will require different design solutions for building depth. For example, buildings on irregular lots in urban areas may need to be more slender than residential flat buildings in more open settings. Shallow sites may also require slender buildings to protect the amenity of neighbouring uses and achieve the required setbacks.

The footprint includes the articulation zone (balconies, bay windows, shading devices)

Whether there is a building footprint or not, the maximum internal plan depth of a building should be 18 metres from glass line to glass line.

The 18 metre guideline generally applies to street wall buildings, buildings with dual and opposite aspect and buildings with minimal side setbacks.

Freestanding buildings (the big house) may have greater depth than 18 metres only if they still achieve satisfactory daylight and natural ventilation. Use building depth in combination with other controls to ensure adequate amenity for building occupants. For example, a deeper plan may be acceptable where higher floor to ceiling heights allow sun access or where apartments have a wider frontage.

The building footprint sets the appropriate location and alignment of future development in relation to the street layout, block and lot sizes in a particular location.

Building footprint is used to control residential amenity in terms of light, ventilation, privacy, outlook, security and consolidated landscaped areas across the lot. It also provides a setting for the building on the street consistent with the streetscape.

Car Access: The location of car access into buildings is important to consider. It must not dominate the streetscape or compromise the safety and quality of the street and the building frontage.

Car park entries are best located off minor streets or laneways. Grouping car entries for neighbouring developments minimises footpath crossings and hard stand areas crossing the street reserve.

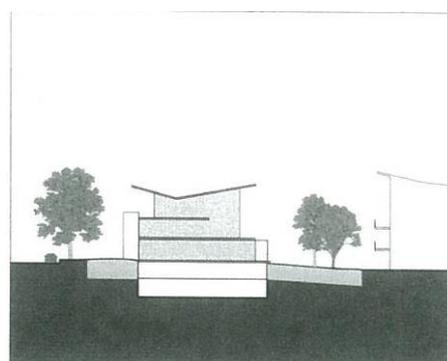
Car park ramps are best located completely within the building footprint to avoid retaining walls in the public domain.

Deep soil zone: soft landscaping above unimpeded deep soil, not including permeable paving. Deep soil zones are areas of natural ground with relatively natural soil profiles retained within a development.

Deep soil zones have important environmental benefits, which include promoting healthy growth of large trees with large canopies, protecting existing mature trees and allowing infiltration of rain water to the water table and reduction of stormwater runoff.

The main objectives of deep soil zones are:

- To increase the capacity of the site and locality for water infiltration.
- To assist with management of the water table.
- To assist with management of water quality.
- To improve the amenity of developments through the retention and/or planting of large and medium size trees.
- To assist in the creation of vegetation corridors within and through the locality.



Deep soils zones fit neatly around the building without obstruction either above or below by built elements such as carpark ramps, impervious surfaces or terraces.

Street setbacks establish the front building line. They help 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 for the

building. They provide for landscape areas, entries to ground floor apartments and deep soil zones.

Deep soil zone areas should integrate stormwater treatment measures in co-ordination with the design of buildings.

An integrated approach to water management should be considered when designing deep soil zones.

Ecologically Sustainable Design (ESD): The Commonwealth Government National Strategy for Ecologically Sustainable Development describes ESD as: “Using, conserving and enhancing the community’s resources so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be increased.” Design principles include preserving ecosystems and biodiversity and minimising resource use and waste, by adopting energy efficient practices.

Edge Roads: public roads along the edge of a public open space or reserve, which have development facing onto them.

Façade articulation: Façade articulation refers to the three dimensional modelling of the external vertical surfaces of the building i.e. the buildings enclosure.

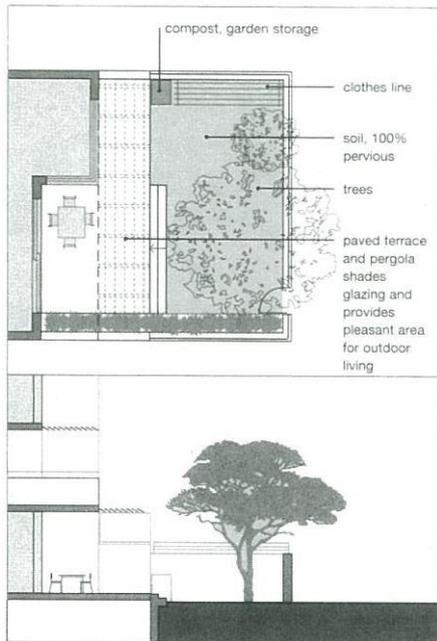
Well scaled and designed building articulation enriches the buildings value, street address and enhances the overall streetscape character, therefore benefiting the whole precinct.

The primary considerations in designing the facade include:

- orientation,
- internal to external building use (balconies etc.),
- the quality of the surrounding and adjoining areas; streets or neighbouring properties and uses, and therefore the amount of privacy and security required,
- consistency throughout the precinct in terms of materials and architectural style,
- beautiful building elevations.

The potential for a quality relationship between the building and the street has been provided through landscaped setbacks. Façade articulation enhances this relationship through the design of entry lobbies, entry porches, loggias, balconies, bay windows and the like.

Environmental conditions including orientation, noise, breezes, privacy and views can positively influence the design of articulation elements through the appropriate use of sun shading devices, noise barriers, privacy screens, balconies, terraces or loggias.



Well landscaped private courtyards extend the liveable space of the apartment and provide a looked after landscape setting to the street.

Build-to line: The build-to line refers to an elevation of the building. The build-to line sits directly on the building footprint generally on the street frontage.

Build-to lines are designed to reinforce the built definition of the street by;

- providing consistent building alignment along the streetscape and throughout the precinct,
- enhancing access to sun, light, air and views,
- providing a percentage of enclosed to open area on the building's facade.

Foreshore Reserve: public land located between development or private land and the coastal edge

Glass line: inside face of windows on the external walls of a building

Ground level: both the existing level of the site before development, and any new ground level resulting from changes to the topography to accommodate car parking ONLY when such changes are approved for a whole development site

Habitable room: any room or area used for normal domestic activities, including living, dining, family, lounge, bedrooms, study, kitchen, sun room and play room.

Mixed use: a combination of residential and commercial, retail or community uses.

Native Vegetation: refers to plants which are indigenous to a particular area on the coast.

Natural ventilation: ventilation by natural airflow, unassisted by mechanical means, through doors, operable windows and louvres

On-grade: on ground level (not on a building structure)

Passive solar design: design that provides cooling in summer and warming in winter by controlling sun access. Building location, orientation, materials choice and the design of openings can all contribute to optimising thermal comfort for residents throughout the changing climate of the year.

Plan of Management: provides detailed guidelines for all works in the public domain usually including the design of specific precincts and detailed elements including soft and hard landscaping, directional signage, lighting and furniture standards.

Setbacks: Setbacks are measured in metres, balcony to balcony or external wall to external wall.

Setbacks are used to:

- To ensure that new development is scaled to support the desired area character with appropriate massing and spaces between buildings.
- To provide visual and acoustic privacy for existing and new residents.
- To control overshadowing of adjacent properties and private or shared open space.
- To allow for the provision of open space with appropriate size and proportion for recreational activities for building occupants.
- To provide deep soil zones for stormwater management and tree planting, where contextual and site conditions allow. Street setbacks are measured from the street boundary to the outside edge of the building. Controls can be expressed as a minimum distance, as a range (in metres), or as a 'build to' line.

General rules for setback distances

To ensure appropriate urban form, adequate amenity and privacy for building occupants Setback dimensions generally used are:

Up to four storeys/12 metres:

- 12 metres between habitable rooms/balconies.
- 9 metres between habitable/balconies and non-habitable rooms.
- 6 metres between non-habitable rooms.

From the front boundary

Street setbacks are designed:

- To establish the desired spatial proportions of the street and define the street edge.
- To create a clear threshold by providing a transition between public and private space.
- To assist in achieving visual privacy to apartments from the street.
- To create good quality entry spaces to lobbies, foyers or individual dwelling entrances.
- To allow an outlook to and surveillance of the street.
- To allow for street landscape character.
- In general, no part of a building or above ground structure may encroach into a setback zone.

Storey: one volume of habitable floor space between floor and ceiling in a development. Attic spaces with habitable rooms, space used for car parking, laundries, storerooms, mezzanines, habitable rooms in basements more than 1 metre above ground level will be counted as storeys.

Underground: a level in a building below ground

View Corridors: contiguous space in the public domain defined by buildings or vegetation. It visually and spatially links one part of an urban area to another by focusing on a feature, such as a park, water, trees, public building, view of the sky.

Water Sensitive Urban Design: integrated water management, water balance, water quality, water consumption and environmental objectives into urban areas. Complete urban water cycle management where the emphasis is on minimisation of water usage and water recycling. WSUD is based on ESD principles.

The overall goals of WSUD are to;

- preserve existing topographic and natural features,
- protect ground and surface water,
- integrate public open space with drainage corridors, public access, passive recreation and visual amenity,
- restore and enhance ecological values.

APPENDIX 2: MASTERPLAN STEERING COMMITTEE

The Master Plan was prepared by the Urban Design Advisory Service (UDAS) on behalf of Bega Valley Shire Council and the Department of Infrastructure, Planning and Natural Resources.

The project was made possible via a NSW Government grant of \$90,000 to Bega Valley Shire Council, and the dedication of staff resources by both Council and DIPNR to undertake the work.

The Master Plan was developed with the involvement and assistance of a Steering Committee as acknowledged below – it should be noted, however, that the principles and controls recommended by this Master Plan may not necessarily reflect the views of Steering Committee members.

Snug Cove & Environs Master Plan Steering Committee Members

- Clr. John Aveyard, Bega Valley Shire Council
- Garret Barry, Bega Valley Shire Council
- Tony McDermott, Bega Valley Shire Council
- Stephen Buckless, Southlands Fish Supplies Pty Ltd
- Anne Clarke, Dept. Environment & Conservation
- Julie Conlon, DIPNR (formerly NSW Coastal Council)
- Henry De Roxas, Eden Resorts Pty Ltd
- Stephen Driscoll, Dept. Lands
- Bruce Green, Dept. Lands
- Chris Lacey, DIPNR
- Sharon Meachen/Greg Wheeler, Exxon Mobil
- Max Saunders, Eden Port Harbour Master
- Bill Blakeman, Waterways Authority
- Clr. Mike Skitt, Bega Valley Shire
- John Sturday, Waterways Authority
- Graham Towers, DIPNR
- Paul van Drunen, BP Australia

Administrative assistance in developing the Master Plan was provided by Jenny Robb.

APPENDIX 3: SUMMARY OF MASTERPLAN PROCESS

Summary of Process to Prepare Master Plan

Summary of process to prepare draft Snug Cove Master Plan

Date	Milestone	Actions/Outcomes
April-May 2003	Project scoping	<ul style="list-style-type: none"> Initial site visits and discussions between BVSC, UDAS and DIPNR Preparation of Draft Urban Design Brief
June 2003	Community consultation	<ul style="list-style-type: none"> SRM P/L undertakes interviews with stakeholders & community
12 June 2003	Steering Committee meeting*	<ul style="list-style-type: none"> Comments on Draft Urban Design Brief Presentation of stakeholder & community issues (SRM P/L Report)
19 June 2003	MOU - BVSC/DIPNR	<ul style="list-style-type: none"> Project management & funding arrangements finalised
25 July 2003	Steering Committee meeting*	<ul style="list-style-type: none"> Steering Committee endorsement of Draft Urban Design Brief Further discussion of stakeholder & community issues (SRM P/L Report)
August 2003	Community consultation	<ul style="list-style-type: none"> SRM P/L undertakes 2nd round of interviews with community
03 Sept. 2003	Steering Committee meeting*	<ul style="list-style-type: none"> Draft 'principles' developed, discussed & endorsed via SRM P/L Report
04 Sept. 2003	Community consultation	<ul style="list-style-type: none"> Master Plan progress reported to the Twofold Bay & Hinterlands Implementation Committee meeting¹
20 Oct. 2003	Community consultation	<ul style="list-style-type: none"> Joint formal announcement of project by Minister Beamer and Mayor Hede
12 Nov. 2003	Steering Committee meeting*	<ul style="list-style-type: none"> SRM P/L Report finalised Master Plan Stage 1:- opportunities & constraints and major issues discussed Presentation of initial design options & planning scenarios
04 Dec. 2003	Community consultation	<ul style="list-style-type: none"> Master Plan progress reported to the Twofold Bay & Hinterlands Implementation Committee meeting
05 Dec. 2003	Steering Committee meeting*	<ul style="list-style-type: none"> Master Plan Stage 1- Draft Master Plan principles presented, discussed and debated. Comment from Steering Committee sought.
20 Dec 2003	Community consultation	<ul style="list-style-type: none"> Draft Master Plan principles forwarded to the Twofold Bay & Hinterlands Implementation Committee for comment
Dec. 2003 – Jan. 2004	Master Plan Preparation	<ul style="list-style-type: none"> Master Plan Stage 2:- Detailed preparation of Draft Master Plan by UDAS in consultation with DIPNR & BVSC
03 Mar. 2004	Community consultation	<ul style="list-style-type: none"> Master Plan progress reported to the Twofold Bay & Hinterlands Implementation Committee meeting
29 Mar. 2004	Steering Committee meeting*	<ul style="list-style-type: none"> Master Plan Stage 2:- Draft Master Plan distributed in advance of Steering Committee meeting Steering Committee provided opportunity to review & comment before exhibition
April-July	Master Plan Preparation	<ul style="list-style-type: none"> Master Plan Stage 3:- Draft Master Plan revised by UDAS in consultation with DIPNR & BVSC following Steering Committee review & comment Preparation and circulation of additional Parking Report to Steering Committee Exhibition panels prepared, information flyer finalised
03 June 2004	Community consultation	<ul style="list-style-type: none"> Master Plan progress reported to the Twofold Bay & Hinterlands Implementation Committee meeting
11 Aug. 2004	Launch of Draft Master Plan	<ul style="list-style-type: none"> Minister Beamer and Mayor Hede launch draft Master Plan Draft Master Plan on exhibition – copies on display at offices of BVSC, Eden Library, DIPNR offices. Copies also available for sale to public. Courtesy copies of draft Master Plan sent to Steering Committee members and peak community groups & agencies (12 in total)
26 Aug. 2004	Community consultation	<ul style="list-style-type: none"> Public information seminar held in Eden
03 Sept. 2004	Community consultation	<ul style="list-style-type: none"> Master Plan progress reported to the Twofold Bay & Hinterlands Implementation Committee meeting
10 Sept. 2004	Community consultation	<ul style="list-style-type: none"> Public exhibition period closed
Sept-Oct. 2004	Community consultation	<ul style="list-style-type: none"> Preparation of Submissions Report
11 Nov. 2004	Steering Committee meeting*	<ul style="list-style-type: none"> Review of issues raised in public submissions
Nov-Dec 2004	Master Plan preparation	<ul style="list-style-type: none"> Amendments to Master Plan made, following consideration of public submissions and additional Steering Committee comment.

NOTES:

* Minutes available

¹ The Twofold Bay & Hinterlands Strategy Implementation Committee was established in 2003 to monitor the Twofold Bay & Hinterlands Strategy. It is a community-based forum to bring Council, agencies and the community together.

APPENDIX 4: REFERENCES

Bega Valley Shire Local Environmental Plan 2002

Dept. Lands (2003) Draft Snug Cove Port Management Plan, December 2003

Dept. Infrastructure, Planning and Natural Resources (2004) Twofold Bay & Hinterlands Strategy

Dept. Infrastructure, Planning and Natural Resources (formerly Dept. Urban Affairs & Planning, 1999)

Lower South Coast Regional Environmental Plan NSW Coastal Council (2002)

Coastal Design Guidelines Planning NSW (2002)

Residential Flat Building Code SRM Pty Ltd (2003)

Snug Cove Master Plan - Vision, Issues and Principles Report. Unpublished report prepared for Bega Valley Shire Council

State Environmental Planning Policy No. 71 Coastal Protection

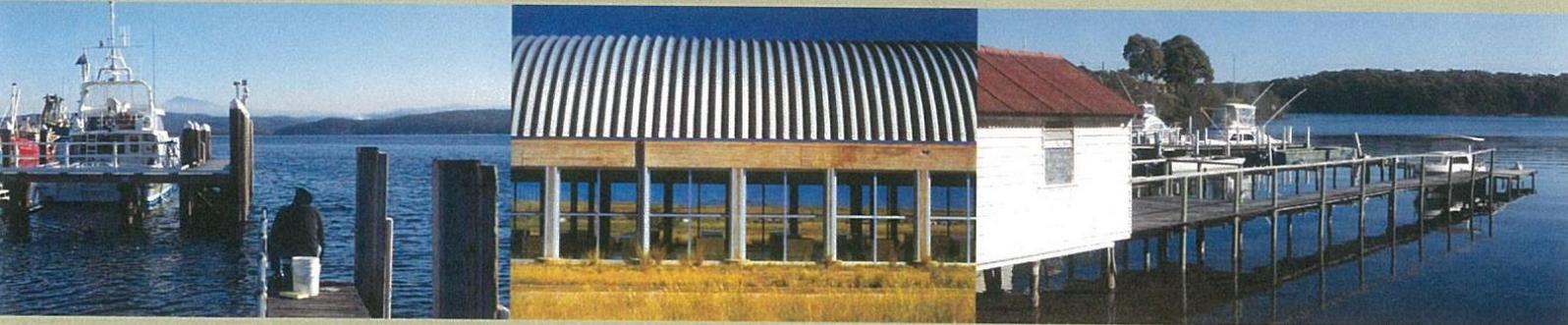
PROJECT TEAM

Consultation with local residents and businesses as outlined in the report by SRM Pty Ltd was undertaken by Christopher Wells and Jenny Robb.

The UDAS urban design project team who prepared this document were:

- Noni Ruker, Senior Urban Designer
- Janet Chappell, Urban Designer
- Roderick Simpson, Specialist Urban Designer
- Andrew Tam, Student Urban Designer
- John Vu, Student Urban Designer
- Melika Aljukic, Student Urban Designer

Advice provided by Gabrielle Morish, Director UDAS, is also acknowledged



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Urban Design Advisory Service
A business unit of the
Department of Infrastructure, Planning and
Natural Resources
www.dipnr.nsw.gov.au/udas

For
Bega Valley Shire Council and the
Department of Infrastructure, Planning and
Natural Resources
(South Coast Region)

