



kass-hermes
urban planning +
development

Preferred Project Report

Bevian Road
Concept
Application

Major Project
Part 3A
Environmental
Planning and
Assessment Act

July 2008



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1. EXECUTIVE SUMMARY

The subject site is a former dairy farm of approximately 174 ha. It is located on Bevia Road, Rosedale approximately 16 km to the South of Batemans Bay and 18 km to the North of Moruya.

In January 2007 the proposed subdivision of the site for residential development was accepted as a Project under Part 3A of the Environmental Planning and Assessment Act. Subsequent to consultation with the Department of Planning, a Concept Application was submitted on 17 December 2007.

As a consequence of submissions arising from the public exhibition of the Concept Application between the 6 March and 7 April 2008, the Eurobodalla Council and the Department of Planning have recommended a number of modifications to the Concept Application ; namely:

1. The relocation of the southern access road from its current location along the Bevia Road to a location to the east of the site adjacent to the western boundary of the Tomakin Sewerage Treatment Plant;
2. The reconfiguration of the subdivision layout to accommodate the impact of recent augmentation works and a revised buffer zone to the Sewerage Treatment Plant; and
3. The introduction of a new ecological corridor in the south-western portion of the site.

The Concept Application plans have been modified to address the above matters and now seek approval for:

1. The extent of Environmental Constraints;
2. The extent of Developable Area;
3. The subdivision of the entire site, for residential development and ancillary commercial and community facilities, under the Community Land Development Act 1989, into six (6) Ecological Protection lots, one (1) Community lot and thirteen (13) Neighbourhood Precinct lots which incorporate 792 residential lots and 1 deferred super-lot for future subdivision,
4. Concept approval for Urban Design Guidelines for the proposed development;
5. Road Hierarchy Plan; and
6. Landscaping Concept Plan.

The Concept Application has addressed all the issues raised by the Department of Planning, arising from public submissions, and has comprehensively addressed all environmental and ecological issues. The application has the written support of Council and will provide approximately 7.5 % of the total demand for new housing over the next 25 years.

The development will set a high standard in terms of urban design, architecture and environmental sensitivity, is consistent with the State and Council Planning Instruments and will provide significant social and economic benefits. It is therefore considered that the proposed development is in the public interest and, as a consequence, should be approved.

2. PREFERRED PROJECT REPORT

2.1. BACKGROUND

Marsim, trading as Nature Coast Developments Pty Ltd, is the owner of the site and submitted a Concept Application with the Minister for Planning under Part 3A of the Environmental Planning and Assessment Act for the subdivision of the subject site into 806 lots for residential development. Marsim now seeks concept approval for 793 lots and one deferred super-lot.

A summary of the history of the development assessment processes is presented below:

- **12 January 2006:** The Director General of the Department of Planning formed a view that the proposed subdivision of Marsim's site at Rosedale was a Project as defined in s75A of the Environmental Planning and Assessment Act, and that Part 3A applies to the Project;
- **July 2006:** Independent Panel, on South Coast Sensitive Urban Lands Review, undertakes public hearings on 16 coastal sites including Marsim's site at Rosedale;
- **October 2006:** Independent panel issues its report which amongst other things, identified Marsim's site as suitable for urban development;
- **November 2006:** A Preliminary Assessment of the proposal for Concept Approval lodged with the Department of Planning;
- **28 December 2006:** The Director General issued his Environmental Assessment requirements;
- **30 and 31 March 2007:** Public consultation meetings held at Rosedale;
- **23 August 2008:** Draft Environmental Assessment lodged with Department of Planning;
- **26 September 2007:** Department of Planning provides comprehensive list of issues to be addressed in Concept Application in order for the documentation to be considered adequate for public exhibition purposes;
- **18 October 2007:** Response provided to Department of planning on issues raised on 26 September 2007;
- **24 October 2007:** Department of Planning requests a second Preliminary lodgement of the Environmental Assessment
- **26 October 2007:** Second preliminary Environmental Assessment lodged;
- **17 December 2007:** Part 3A Concept Application is lodged with the Department of Planning;
- **6 March - 7 April 2008:** Concept Application placed on public exhibition;
- **7 April - 12 June 2008:** Submissions from government agencies, general public and Council forwarded to Marsim;

Arising from issues raised by government agencies and the public, three modifications are to be made to the Concept Application; namely:

1. The relocation of the southern access road from its current location along the Bevia Road to a location to the east of the site adjacent to the Tomakin Sewerage Treatment Plant;
2. The reconfiguration of the subdivision layout to accommodate the impact of recent augmentation works and revised buffer zone to the Sewerage Treatment Plant; and
3. The introduction of a new ecological corridor in the south-western portion of the site.

This report presents the modified and Preferred Project, which addresses the above issues, for the consideration of the Minister. It has been prepared by Kass-Hermes on behalf of Marsim.

2.2. THE PREFERRED PROJECT

Concept Approval sought under section 75O of the Environmental Planning and Assessment Act for:

1. The extent of Environmental Constraints as shown on **Dwg No: CA-001-J** prepared by Roberts Day and Candalepas Assoc (**Attachment A**);
2. The extent of Developable Area as shown on **Dwg No: CA-002-J** prepared by Roberts Day and Candalepas Assoc (**Attachment A**);
3. The subdivision of the entire site, for residential development and ancillary commercial and community facilities, under the Community Land Development Act 1989, into six (6) Ecological Protection lots, one (1) Community lot and thirteen (13) Neighbourhood Precinct lots which incorporate 792 residential lots and 1 deferred super-lot for future subdivision, **generally in accordance with the Concept Dwg No: CA-003-K** prepared by Roberts Day and Candalepas Assoc (**Attachment A**);
4. Concept approval for Urban Design Guidelines for the proposed development prepared by Roberts Day (**Attachment A**);
5. Road Hierarchy Plan; **generally in accordance with Concept Dwg No: CA-004-I** prepared by Candalepas Assoc and Roberts Day (**Attachment A**); and
6. Landscaping Concept Plan, **generally in accordance with Concept Dwg No: CA-005-G** prepared by Roberts Day (**Attachment A**).

Note: It is the intention of this application that:

- (i) the Environmental Constraints Plan, the Developable Area Plan and the description of the development, specifically in terms of the number of lots (792 lots and 1 deferred super-lot) and Community Lots (20), be approved such that the details contained therein are fixed;
- (ii) the Urban Design Guidelines, Subdivision Plan, Road Hierarchy Plan and Concept Landscaping Plan are concept approvals only and will be further refined and revised as part of design development following the approval of the Concept Application. The revised documents will then be submitted for approval as part of the subsequent Development Application for project approval; and
- (iii) the residential and commercial buildings and community facilities will be the subject of the subsequent and separate Development Application(s), as their precise form and design have not been finalised. However, the commercial development will be local in nature and the community facilities will likely comprise a Community /Recreation building and Tennis Court.
- (iv) The deferred super-lot will be the subject of a separate development application to Council and approval of any residential lot therein will be subject to an odour assessment and odour mitigation works, if required, to the satisfaction of Council.

In respect of the subject application both Council and the Department of Lands, which own roads within the subject site, have given their written consent to the lodgement of the application (**Attachment F**). The distribution of lot numbers and lot sizes within each stage of the development is summarised in the table below:

Table 1
Summary of
Lot Sizes

2.3. SUBMISSIONS ARISING FROM EXHIBITION OF CONCEPT APPLICATION

The subject Concept Application was placed on public exhibition and referred to various government agencies. The Department of Planning has by letter dated 23 June 2008 provided its comments on the Application together with submissions from government agencies and the general public (**Attachment B**)

A summary of issues raised together with responses to those issues are at **Attachment C**.

2.4. KEY ISSUES ARISING FROM EXHIBITION OF CONCEPT APPLICATION

2.4.1. Relocation of Southern Access Road to Development

As a consequence of further consideration of the impacts of the southern access road to the subject site, Council, in its letter dated 12 June 2008 (contained within **Attachment B**) considers a new access at the south-western portion of the subject site would provide a superior environmental solution, notwithstanding that it had previously supported the original location of the southern access road to the west of the Bevia Wetland.

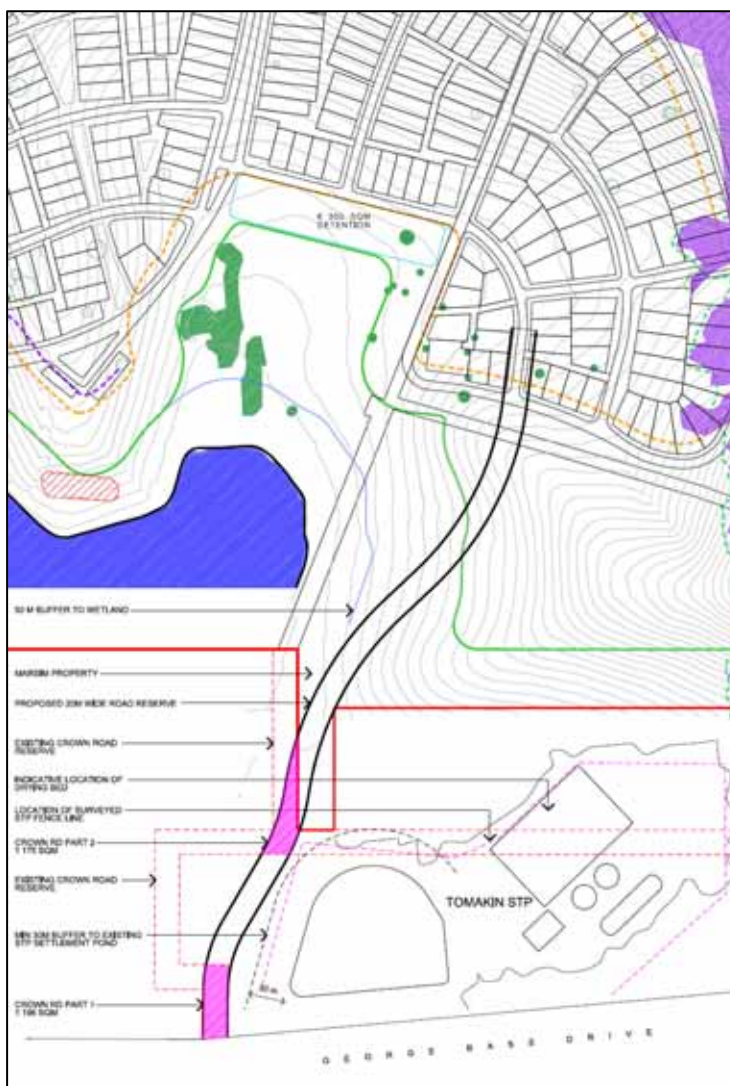


Figure 1 – Detail of south-eastern portion of the original Concept Application plan showing the location of the new southern access road to George Bass Drive

Travers Environmental has investigated the impacts of relocating the access road, as requested by Council, and has determined that the South Eastern Access provides a balanced outcome that avoids the potential for direct impacts on Bevia Wetland. This design will impact on 0.7 hectares of existing endangered ecological communities, which can be offset through restoration works. The proposed restoration areas will be the open grassland areas on the northern boundary of the STP. One hectare of restoration will be

provided to offset the loss of 0.7 hectare of EEC, adjacent to the proposed access to offset the loss of native vegetation within the road corridor.

Travers Environmental also considers that the new access location provides a balanced and ecologically sustainable option due to the ability to provide for habitat connectivity to the east from Bevia Wetland along the northern boundary of Council's Sewerage Treatment Plant and the ability to offset the loss of Endangered Ecological Community vegetation within the subject site.

The original southern access location, along the Bevia Road, is also considered by Travers Environmental to be an ecologically sustainable outcome based on the current engineering design and their previous ecological assessments.

In consideration of the two potential southern access options, Marsim has resolved to relocate the southern access road to the location adjacent to the Sewerage Treatment Plant, as requested by Council.

Travers Environmental has assessed that this option requires the implementation of the following mitigation measures to reduce indirect impacts on Bevia Wetland, direct impacts on endangered ecological communities and on vegetation connectivity to the east:

1. Provision of protective fencing and sediment control works adjoining the road corridor during construction of the preferred access arrangement.
2. Offset the loss of Endangered Ecological Community vegetation (0.7 ha) within the subject site along the northern boundary of the STP operational lands.
3. Diversion of surface runoff during construction to a containment area to strip suspended sediments.
4. Installation of stormwater filtration devices within the road to treat road runoff prior to disposal into the catchment of Bevia Wetland.
5. Raising the road on piers across the existing overland drainage path exiting the STP operational lands.
6. Rehabilitation of any disturbed areas to a natural standard.
7. Implementation of a long-term weed control program to prevent infestation.
8. Implementation of a litter collection program to be managed by the future Community Association along the verges of the proposed access road.

Marsim has incorporated these mitigation measures into its design and ongoing management plans for the site.

2.4.2. Buffer to Sewerage Treatment Plant

Council, by letter dated 12 June 2008, has also advised Marsim that 38 lots in the south eastern portion of the site fall within a 400m buffer distance from the fence-line of the Sewerage Treatment Plant. Council has subsequently advised that it accept Marsim's proposal that no residential lot shall be approved between the Sewerage Treatment Plant and the line defined by a dashed yellow line on the plan entitled "Bevia Road Concept Application- STP Buffer Analysis 4" dated 27 May 2008 and prepared by Candalepas Assoc (**Attachment D**), unless Marsim has demonstrated to the satisfaction of Council and the Minister, that the location the lot satisfies the relevant odour management criteria for residential dwellings.

2.4.3. New Ecological Corridor

The Department of Planning in its letter dated 23 June 2006 (**Attachment B**), requested Marsim to amend its Concept Plan to create an ecological corridor in the south eastern portion of the site connecting a riparian corridor within the subject site to the Mogo State Forest.

Subsequent to consultation with officers of the Department of Planning, Marsim proposed a connection as illustrated in **Attachment E** which was considered acceptable by Department officers.

2.5. ADDENDUM TO ENVIRONMENTAL ASSESSMENT

2.5.1. SOUTHERN ACCESS ROAD

Worley Parsons, consulting Infrastructure and Environmental engineers, have prepared an addendum to their report on the original Concept Application, in relation to the relocation of the southern access road (**Attachment G**).

The consultants advise that the road would consist of a 7m wide carriageway with a 1.2m wide concrete footpath and bioretention swale along its western edge. Runoff from the road would be directed to the bioretention swale for removal of pollutants prior to discharge. High flows would be dispersed by allowing overtopping of the swale over long lengths rather than concentrated at pipe outlets. This would mimic the sheet flow experienced over this area at present. During small storms, runoff would infiltrate into the special drainage media installed as part of the swale and gradually disperse through the rock gabion wall. Again this would mimic the existing hydrology of the area.

A section of the road would be raised as recommended by Travers Environmental. This raised section would be formed with three box culvert elements supported on piles without the typical concrete base. This would allow the natural form of the ground surface to continue under the road structure to permit transfer of fauna.

This design of the entry road would ensure that there would not be significant adverse impacts on the hydrology or runoff water quality downstream of the road alignment.

The concept design of the intersection of the new entry road with George Bass Drive is under preparation and it has been confirmed that there is adequate space to accommodate the turning lanes with sufficient stopping and queuing distances. The line of sight distances are readily adequate and can be improved with trimming of existing vegetation. The intersection would incorporate the road access on the southern side of George Bass Drive to the beach.

The consultants have confirmed that the new access road and intersection with George Bass Drive are feasible without significant adverse impacts on hydrology, runoff water quality and safe traffic movements into and out of the development.

The revised alignment would not affect the provision of services to the site as water, electricity and telecommunications can be provided via the new alignment. The provision of sewer may be easier, as the new road alignment passes alongside the existing sewage treatment plant.

2.6. ECOLOGY

Traverse Environmental has prepared an addendum to its Ecological assessment of the Concept Application (**Attachment H**) arising from the following design modifications:-

1. Relocation of the main access to the south-eastern aspect of Bevia Wetland adjacent to the western boundary of Council's Sewerage Treatment Plant.
2. A decreased development footprint and corresponding increase in Conservation Zone.
3. Changes to conservation boundary arising from relocated southern access road.
4. A reworked footprint of the stormwater detention basins.
5. Provision of an arboreal corridor link from the north-western tongue of the Bevia Wetland Conservation Area to the western boundary.

Travis Environmental have assessed the ecological implications of the alternative main access on the south-eastern side of Bevia Wetland, adjacent to the Tomakin Sewerage Treatment Plant and found that whilst there is an increased impact on endangered ecological communities compared with the original proposed western main access route, the impacts can be offset by the restoration of EEC's within the site.

The relocated main access also enables the retention of Spotted Gum Ironbark Open Forest that would otherwise be removed by the western main access option due to cut and fill works. Consequently an area of habitat largely used by common bird species can be retained as a scenic backdrop to the western edge of the wetland.

The Bevia Wetland conservation boundary now reflects the revised development footprint and consequently provides a "neater" edge. This reduces the edge to area ratio reducing the potential for edge effects within the conservation area.

The stormwater detention basins associated with the southern development areas are designed to be "Forested Wetlands" effectively providing a native vegetation buffer between the conservation area and the proposed development Footprint. The stormwater detention basins will visually become part of the larger conservation area.

The provision of an arboreal canopy link from the north western tongue of the Bevia Wetland conservation area forms a vegetated canopy link into adjoining drainage lines of properties on the western boundary. This link also ensures that drainage from adjoining catchments are directly fed into the stormwater detention basins and hence into the conservation area without first draining through allotments. The vegetated link provides an additional opportunity for wildlife to move from Bevia Wetland into vegetation within private land holdings and hence into Mogo State Forest. Whilst fauna are likely to use more extensively vegetated areas to move from Bevia Wetland, this vegetated link is placed along a drainage line that will have greater security in the long term.

In conclusion, Travers Environmental support the modified Concept Application as it provides, on balance, a better ecological outcome.

2.6.1. HYDROLOGY AND SERVICES

Worley Parsons, consulting Infrastructure and Environmental engineers, have prepared an addendum to their report on the original Concept Application, in relation to the relocation of the southern access road (**Attachment I**).

The consultants confirm that the proposed modifications to the subdivision layout would not change their original conclusions with respect to the management of stormwater and the provision of services.

The fundamental components of the stormwater management system would remain unchanged. The lower order road location has changed in the south eastern corner but it would still be possible to have swales in the roads and direct runoff to the basin as originally proposed. This would ensure that there would be no significant adverse impacts on the existing hydrology or runoff water quality. Runoff into the wetlands would still mimic the existing hydrology.

The consultants also conclude that the provision of services to the revised subdivision layout in the south eastern corner is still feasible. The new layout would not significantly impact on the servicing of this area.

2.6.2. TRAFFIC

Colston Budd Hunt and Kafes Pty Ltd, Transport Planning consultants, have undertaken an assessment of the modified southern access road and internal road configuration (**Attachment J**).

The consultants consider that the revised access location to be appropriate and provides appropriate sight distances along George Bass Drive, in accordance with the Australian Standards AS2890.1 – 2004.

Intersection Design

The new southern access road will intersect with George Bass Drive at a T-Junction to the east of the Bevia Wetlands. Subject to detailed design, the new intersection will incorporate storage lanes for left and right turning vehicles (seagull intersection control).

Speed Limit

As discussed with the Roads and Traffic Authority in relation to the previous location of the southern access, the consultants consider that there should be a review of the speed environment on George Bass Drive in the vicinity of the relocated southern access road, with the intent of reducing the speed limit adjacent to the southern part of the site to 80 km/hr. This would be consistent with the speed limit adjacent to the northern access point and would be appropriate taking into consideration the existing and future developments in the area. This includes residential development at Rosedale, Burrewarra Point and Tomakin and the Barlings Beach development.

Internal Circulation

The revised access arrangement for the proposed development will result in some modification to the internal circulation roads within the site. The internal road network incorporates a logical hierarchy of road functions and appropriate design to prioritise and facilitate pedestrian and cycle activity and enhance amenity.

The revised internal road network is consistent with the design objectives that specifically relate to the provision of traffic facilities and accessibility including the following:-

1. promotion of movement system that gives appropriate priority to walking, cycling, public transport and private cars;
2. guarantee movement system that relates accessibility demand to location of development type;
3. ensure movement priorities, traffic speeds and street and road designs are appropriate to location and give appropriate priority to pedestrians and children;
4. guarantee adequate accessibility for emergency vehicles; and
5. promotion of the development of place and quality built environment with people and human relationships at the centre (public domain, legibility, focus, linkages, connectivity)

Subject to detailed design, the consultants consider that the revised internal road network is appropriate and will be in accordance with the principles in AMCORD guidelines and Council's road design requirements.

Traffic Effects

The traffic report prepared in association with the original development submission assessed the traffic effects of a slightly larger subdivision to that of the revised development scheme. As a result the traffic effects of the overall development on the operation of the surrounding road network have previously been assessed.

The traffic flows for the new access road incorporate the site generation and the cumulative traffic effects of other developments in the area including the Barlings Beach development and Rosedale Farm development.

The consultants have also assessed a 10 year growth scenario for traffic flows along the Princes Highway and George Bass Drive. The analysis is considered conservative because the proposed development and other identified proposed developments in the area would be a proportion of the growth over the next 10 years.

A SIDRA analysis has been undertaken on the operation of the intersections in order to assess the effectiveness of their performance

The analysis found that the unsignalised "seagull" intersection of the revised access road onto George Bass Drive, with future development flows, would operate with average delays of less than 15 seconds per vehicle during peak periods. This represents a level of service A/B, a good level of intersection operation.

With the growth in holiday traffic and with the future ten year flows and additional development traffic, the intersection of the revised southern access road will operate with average delays for all movements through the intersection, of less than 20 seconds per vehicle during the morning and afternoon peak periods. This represents a level of service B or better during peak periods.

In summary, the consultants consider that the revised southern access road, incorporating the proposed "seagull" controlled intersection will be able to cater for future traffic growth including traffic from the proposed and approved developments in the area.

2.6.3. ARCHAEOLOGY

Navin Officer, Heritage consultants, has prepared an addendum to their assessment of the original report on the Concept Application arising from the modification to the location of the southern access road (**Attachment K**).

The portion of the revised road alignment south of the Concept Application lands was not formally assessed in the 2007 investigation. Despite this, a survey traverse was conducted approximately along the relocated southern vehicular access road alignment, as part of a circuit around the swamp basin. This traverse crossed a low sandy rise and adjacent lower-lying sandy silts.

The presence of locally elevated and sandy ground in this area, adjacent to Bevia swamp, is indicative of considerable subsurface archaeological potential. The presence of alluvial and possibly also Aeolian deposits in this context indicates an aggrading landform and therefore a degree of potential for stratified and undisturbed archaeological deposits.

The recent discovery of human skeletal remains within similar sandy deposits 400m to the west, in the Barlings Beach residential development emphasises the archaeological potential of valley floor sand deposits surrounding the Bevia swamp basin.

Conclusion

The consultants, in conclusion, recommended that the following management strategies be conducted in association with the construction of the relocated southern vehicular entry:

1. A program of selective archaeological salvage excavation be undertaken within those portions of the nominated archaeological conservation areas (refer Figure 2 within **Annexure K**) which would be impacted by construction of the access road;
2. An assessment of the archaeological potential of the valley floor deposits be conducted on lands to the south of the 2007 assessment area which may be impacted by the road. This should include a surface archaeological survey, and if justified, an archaeological program of subsurface test excavation;
3. Consultation with local Aboriginal community representatives should occur with regard to the assessment of any new Aboriginal archaeological finds.

2.6.4. STATEMENT OF COMMITMENTS

Arising from the modifications made to the Concept Applications and the request by the Department of Planning to incorporate the recommendations of the Heritage consultant in the Statement of Commitments, a revised document has been prepared (**Attachment L**).

The Statement will also incorporate a commitment to enter into a Voluntary Planning Agreement with Council relating to its dedication of a portion of its land within the Sewerage Treatment Plant site for the construction of the southern access road to the subject site and that, as resolved by Council on 24th June 2008, the proponent shall ".....expend an amount equivalent to the market value of the land proposed to be dedicated as public road on local public infrastructure".

3. CONCLUSION

The proposed subdivision of the subject site for 792 residential lots and one (1) deferred super-lot for future subdivision represents the orderly and appropriate development of the land in accordance with the objectives of the Environmental Planning and Assessment Act and the strategic planning objectives of the State and Eurobodalla Council, as articulated in:

- The Eurobodalla LEP 1987;
- The site specific Eurobodalla DCP 160 – Rosedale
- The South Coast Regional Strategy; and
- The recommendations of the Expert Panel established by the Minister for Planning to review Sensitive Urban lands (2006) ; incorporating specific recommendations in relation to the subject site.

This site has been specifically identified for residential development in all the planning documents above.

The development has taken into consideration the issues arising from public exhibition and, where appropriate, has modified the design to address these issues to the satisfaction of Council and the Department of Planning.

The development will optimise the use of coastal land resources and existing infrastructure; particularly the sewerage treatment plant adjacent to the site which was constructed in anticipation of the development of the subject site for residential use.

It will also have beneficial social and economic impacts in terms of:

- providing housing to assist in satisfying the anticipated future housing demand;
- providing employment during the construction of the development (which will be phased over the next 10 to 15 years) as well as permanent employment on the site for the maintenance of site facilities;
- generating secondary employment opportunities for goods and services demanded by residents of the development;
- providing funds for the augmentation and provision of community facilities and infrastructure, by way of s96 contributions.

The development will protect the environmentally sensitive attributes of the site. In particular, the proposed development has been designed in response to the environmental and ecological constraints identified within the site. As a result, areas of conservation and open space have been integrated with development.

Key ecological protection and enhancement measures within the site include:

- Protection of habitat by the retention and fencing of existing native vegetation remnants;
- Relocating the southern access road away from the Bevia Wetland;
- Buffering of Bevia Wetland and Watercourses; together with the restoration of associated vegetation;
- Revegetation of significant drainage lines to provide bank stability, create vegetation connectivity and improve habitat;
- Provision of Bio-retention swales along roads to treat and slow down runoff from lots and roads to promote subsurface flows;
- Provision of bio-retention rain gardens on selected lots to infiltrate, treat and slow down runoff from paved areas on the lots;
- Provision of gross pollutant traps to remove sediment, debris, organic matter and litter
- Upgrading farm dams to improve runoff quality and provide more diverse aquatic habitat;
- Provision of retention basins to collect sediments and control runoff flows;
- Storage and infiltration promotion within bio-retention systems to balance surface and subsurface flows and slow down flows to maintain existing conditions;
- Creation of vegetation corridors, between native remnants and vegetation offsite, to improve vegetation connectivity;

- Maintenance of water flows together with the maintenance or improvement of water quality within the site, in order to protect downstream water bodies including Saltwater Creek ICOLL and Bateman's Bay Marine Park;
- Protection and conservation of items of environmental and archaeological and Aboriginal significance; and
- Minimising risks to life and property from flooding, bushfires and geological hazard.

The development will be low scale and restricted to 2 storeys. Consequently, the visual impact of the development from locations external to the site from which the development is visible, are considered to be minimal due to the physical separation of the development from these locations and the low scale of the development.

The character of the development will be drawn from the South Coast style of architecture in order to create an environment unique to the South Coast which continues to evolve a tradition of community-building. Building controls have been established for each precinct within the development to promote an environment of high urban design and architectural quality. In this regard, the development is intended to establish a benchmark for coastal development. Its visual amenity will be of the highest order as a result of the quality of the design of the public and the private domains.

The development has comprehensively addressed all environmental and ecological issues, has the written support of Council and will provide approximately 7.5% of the total demand for new housing over the next 25 years.

It is considered that the development will set a high standard in terms of urban design, architecture and environmental sensitivity, is consistent with the State and Council Planning Instruments and will provide significant social and economic benefits. The proposed development is therefore considered to be in the public interest and, as a consequence, should be approved.