Movement and Place

Collaboration Report

Batemans Bay City Centre Masterplan

Eurobodalla Shire
[16 March 2025]

NSW GOVERNMENT

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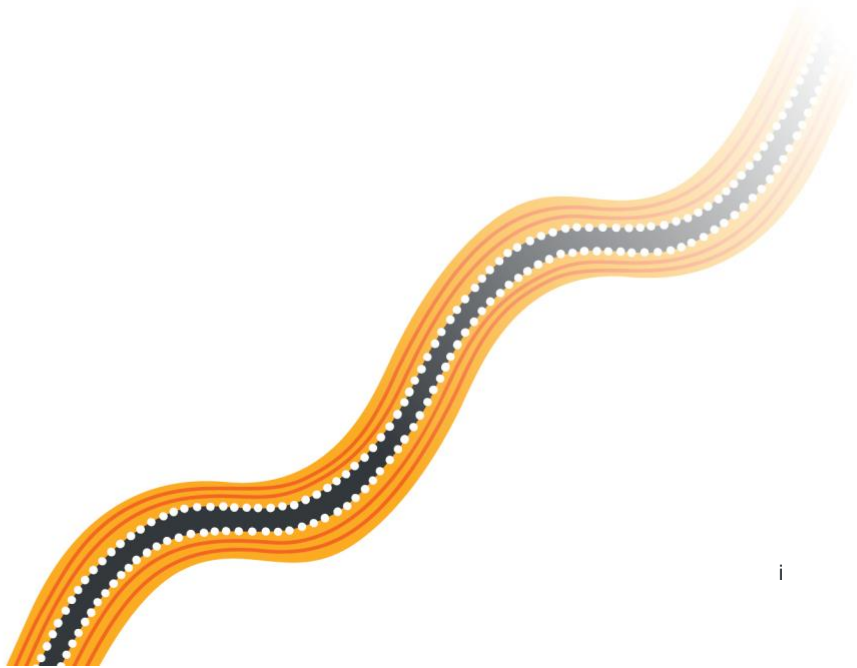
Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.



Document information

	Position
Project Name:	
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Document version control

Project specific document history			
Version	Amendment	Amendment date	Amended by
1.0	N/A	11/2/25	Knowles Tivendale Steven Horvat
2.0	N/A	16/3/25	Knowles Tivendale Steven Horvat

Supporting documentation1

Project-specific documentation (other than this report)			
Version	Amendment	Amendment date	Amended by

Introduction

The NSW Movement and Place Framework

The NSW Movement and Place Framework guides practitioners in the design, planning, delivery, and operation of streets and roads. It explains how to create contextually relevant proposals that balance various movement types with place-based considerations.

The Movement and Place Collaboration Report

Project teams following a Movement and Place process produce a Collaboration Report. This document demonstrates how they engage with local stakeholders, develop a detailed understanding of local place and movement characteristics, and deliver outcomes that will provide broader benefits to the community.

How to use this template

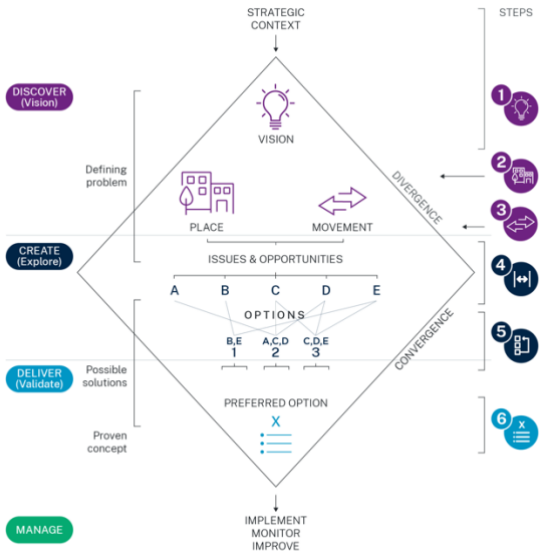
This template can help practitioners to record their activities as they follow the Movement and Place Core Process. It is intended to be used as a guide for the information that should be captured during all stages of the project. Different types of projects may find some sections more or less relevant, so project teams should use their judgement to produce a Collaboration Report that best represents the nature of their project in its context.

The Movement and Place Core Process

'Taking a movement and place approach' involves a design and planning process. The structure and content of this template is aimed at prompting project teams as they follow the process without being prescriptive.

The process is iterative and can involve project teams moving forward and back through the design process in response to relevant information that emerges over time.

These experiences will need to be documented to illustrate how the project investigations have led to an emerging preferred design proposal.



The six steps in the core Movement and Place process

Supporting guidance

For more information, please refer to the Movement and Place guidance on the **Movement and Place website** and in supporting documents:

Aligning Movement and Place

Practitioner's Guide to Movement and Place

Evaluator's Guide to Movement and Place

Project summary

Project Scope

Batemans Bay is located in Eurobodalla Shire Council, on the south coast of New South Wales. The town's proximity to Canberra and location along the Princes Highway (between Sydney and Victoria) renders it a popular seaside holiday destination for many people. The population is growing with many families and retirees attracted by the affordable housing, pleasant climate, natural landscape and relaxed lifestyle.

The council planning team acknowledges the challenges that sprawled development patterns can have in terms of ensuring that new resident have close access to a wide range of goods and services, reduced travel mode options, and destruction of urban area fringe agricultural and natural land. They are therefore looking to explore development patterns where a majority of municipal growth will be facilitated in established neighbourhoods. An areas of focus for this development is Batemans Bay, which is the municipalities largest city. This is due to the area's strong existing provision of existing goods and service providers.

The planned addition of 3,000 to 5,000 residents into the town centre will significantly increase the walking catchment for local businesses. This will help local town centre businesses survive threats from online retail and delivery services. It will also activate the space and support the establishment of new businesses.

There is a need to consider how increased volumes of movement in the town centre can be managed in a way that improves (and contributes positively to) the sense of place in Batemans Bay. The TfNSW Movement and Place Framework provides a useful tool to explore the aspirational movement and place outcomes within the town centre. Applying the framework will also help ensure that future land use and transport infrastructure developments facilitate and achieve the vision for the area.

As the council planning team is preparing a Structure Plan for the area, now is the perfect time to apply the Movement and Place Framework to underpin future decisions and inform an integrated approach to achieving the overarching vision for Batemans Bay, and its town centre in particular.

Core Project Team

Name	Title	Organisation	Responsibility
Knowles Tivendale	Managing Director	Movement & Place Consulting	Facilitate workshops Provide ongoing advice and guidance Review project outputs
Rick Williams	Project Manager	Movement & Place Consulting	Manage delivery of project outputs
Steven Horvat	Project Manager (acting)	Movement & Place Consulting	Analysis of movement and place Prepare project outputs Manage delivery of project outputs
Vanessa Mooney	Associate Director	MGS Architects	Provide ongoing advice on built environment and place-based components
Ella McDonald	Associate	MGS Architects	Prepare project outputs (on a different work-stream) on built environment and place-based components
Jerry De Gryse	Founder	Inspiring Place	Provide ongoing advice on built environment and place-based components

Movement and Place Application

Transport for NSW's Movement and Place Framework was used to guide the assessment and development of recommendations for Batemans Bay. The framework enabled us to develop project outputs that will support Eurobodalla Council in creating successful streets and roads, by balancing the movement of people and goods with the amenity and quality of places. It also ensured that collaboration between the council planning team and the project consultant team occurred, and that the outputs of those meetings were recorded.

Summary of approach

Step	Date completed	Stakeholders involved	Outcome
Establish the project scope, vision, objectives, and evaluation criteria	5th September 2024	Eurobodalla Shire Council Movement & Place Consulting	Step 1 was vital for our team to gain an understanding of the site, and develop overarching elements that will guide the latter stages of the project. A desktop assessment of existing conditions and policy documents was first undertaken to gain an understanding of the context of Batemans Bay. Through this assessment, we were able to develop planning intent statements for key precincts (tourism, commercial, and Hanging Rock precincts), as well as a case for change to support the project. A workshop was then undertaken to workshop these planning intent statements and enhance our understanding of site context. The latter stages of the

Step	Date completed	Stakeholders involved	Outcome
			meeting were used to discuss and agree upon a vision statement that will guide the project. This vision statement (obtained from the Batemans Bay Master Plan) was endorsed by Councillors. Another workshop session was undertaken to develop project objectives, built environment indicators (to assess the success of the project), and establish existing and aspirational classifications for the street network (as outlined in TfNSW's framework). The project objectives were based off the five key themes of the framework (Access & Connection, Amenity & Use, Comfort & Safety, Green & Blue, and Character & Form). The built environment indicators were then reviewed for relevancy to the project, with a final list of indicators chosen to assess project outcomes. The key insights, outcomes, and processes of Step 1 are recorded within the Collaboration Report.
Understand Place	Morning of 15th November 2024	Eurobodalla Shire Council Movement & Place Consulting MGS Architects Inspiring Place HillPDA	The ability to Understand Place was assisted by a site visit and several in-person workshops that were facilitated by the council planning team. Key activities undertaken included: • Presentation from each of the four consultant teams • Guided tours of key sites • Several workshop sessions to discuss key issues and opportunities, and refine development opportunities Following the workshop, a detailed desktop assessment on place was undertaken. The five key themes of TfNSW's framework were used to structure this section. Key issues and opportunities were developed and mapped based on this assessment. A series of best practice case studies for place were developed to provide inspiration on what could be achieved within the study area. The key insights, outcomes, and processes of Step 2 are recorded within the Collaboration Report.
Understand Movement	Afternoon of 15th November 2024	Eurobodalla Shire Council Movement & Place Consulting MGS Architects Inspiring Place	The ability to Understand Movement was assisted by the site visit and several in-person workshops (the same workshops as those undertaken to Understand Place). The key activities are the same as those undertaken to "Understand Place" as described above. Following the workshop, a detailed desktop assessment on movement was undertaken. This assessment was split up into key sections, namely: • Active transport analysis • Public transport analysis • Road network analysis

Step	Date completed	Stakeholders involved	Outcome
			• Safe by design analysis Key issues and opportunities were developed and mapped based on the outcomes of the assessment. A series of best practice case studies for movement were developed to provide inspiration on what could be achieved within the study area. The key insights, outcomes, and processes of Step 3 are recorded within the Collaboration Report.
Overlay and discuss conflicts, issues, and opportunities	2nd December 2024	Eurobodalla Shire Council Movement & Place Consulting	Step 4 began with the consolidation of movement and place-based issues and opportunities. These elements were mapped and evaluated for confluence and conflict. This enabled the team to pin-point key locations where challenges and opportunities may lie regarding future development. Thresholds were created for each of the approved built environment indicators previously chosen by the council planning team. Two sets of thresholds were developed for each indicator to represent different contexts (activity centres and non-activity centre areas). A workshop was then conducted to revise these built environment indicator thresholds and assign new aspirational scores based on what the council planning team wishes to achieve in the study area by 2050. This workshop ended with the development of future change scenarios that may impact the extent of aspirational scores that can reasonably be achieved. Following the workshop, the built environment indicator framework was then revised. Final assessment outputs were developed to represent the current situation and aspirational targets of the study area (and each of the three key precincts). The key insights, outcomes, and processes of Step 4 were recorded within the Draft Collaboration Report. This report was then finalised and delivered to the council planning team for review. A review was then undertaken by the council planning team, with key revision requests delivered to the consultant team. The document was then revised in accordance with these requests, and sent back to the council planning team in the form of a Final Collaboration Report. This report was then approved by the council planning team, and the project officially commenced. The Final Collaboration Report aimed to record the process and outputs of engagement between the council planning team and the consultant teams. This report will be used to support the development of options, and future works in relation to the proposed Batemans Bay Structure Plan.

Table of Contents

Document control

Authors	Movement & Place Consulting team: Steven Horvat, Knowles Tivendale, Dave King
Document owner	Eurobodalla Shire Council Movement & Place Consulting (M&PC)
Approved by	<e.g., Executive Director, Environment and Sustainability>
Document number	<e.g., EMS-XX-GD-XXXX>
Branch	<e.g., Environment and Sustainability>
Division	<e.g., Safety, Environment and Regulation>
Review date	Jan 2029
Superseded documents	NIL

Versions

Version	Amendment notes
1.0	First Draft
2.0	

Step 1: Establish the scope, vision, objectives, and evaluation criteria

Policy document review insights

Analysis inputs: Data set or evidence document	Comments
Batemans Bay Town Centre Structure Plan Book 1 Strategy – Planning Framework	Key insights relevant to this project include: • Batemans Bay is the main activity centre for the Eurobodalla Shire, so it will be the focus of development for the next 25 years. It's proximity to Canberra will support further population growth • Many sites have development potential, particularly foreshore areas. Opportunities exist for higher scale development on landmark sites such as entry points to the centre. However, the Community has indicated a desire to intensify activity within the town centre • The Water Gardens Precinct will host future government and higher order civic uses, given the existing provision of facilities such as the new Community Centre • There are opportunities to provide incentives for joint development and amalgamation of adjacent lots to enhance development. Council-owned land can also be redeveloped for commercial development where appropriate • Both retail and commercial office-based activity depend on containment and a critical mass to function most effectively. Whilst the town centre primarily hosts retail and commercial land uses, reinforcement is needed by providing diverse activities and complementary uses, including residential, tourism and entertainment • Mixed land uses can lead to reduced private vehicle travel, as a greater number of destinations are located near where people live. It can also create diverse and vibrant places with heightened levels of activity • The town centre can be quiet in the evenings and during non-traditional trading hours. The introduction of varied and longer operational activities for places like restaurants, bars and cultural spaces can increase overall activity levels • Residential dwellings should not predominate tourist accommodation in the Foreshore Precinct. Residential developments should encompass a range of housing options, including shop-top, multi-unit/apartment and serviced apartment-style. Stabilising the number of people living within the precinct between seasons will reduce the reliance on seasonal trading operations • Most commercial developments consist of smaller buildings that offer atmosphere to the streetscape. However, some commercial buildings along Clyde Street and Orient Street are poorly presented and in need of upgrading and restoration. Future developments should be designed for flexible use, suitable to a range of businesses • Heritage is a valued feature of the town centre. Key heritage sites include Bay View Hotel, cemeteries, Former Court House and Police complex, Coal Loader Wharf, the Boatshed, Former Teacher's Residence, CWA Hall, and Former Public School • Retail uses on the ground level create active street frontages. Developments fronting Clyde Street and the foreshore walkway should include retail tourism businesses at ground level. The centre's main street offers potential for competitive re-invention to mitigate nearby retail competition. The encouragement of street events and activities will further enliven the space • Upgrading landscaping and street furniture will create higher amenity spaces. Trees and green edges are integral to the character of the centre • The Development Control Plan provides ground floor height controls to minimise flooding. The effects of climate change need to be factored into development design in coastal towns

Analysis inputs: Data set or evidence document	Comments
	• The natural environment contributes to the attractiveness of precincts. Development will need to consider steep land on the southern edge. Well framed views of the foreshore and forested backdrop should be retained and enhanced • The pedestrian network should be enhanced to reinforce the town centre as pedestrian based. Providing more direct crossings on arterial roads and reducing speed limits will further improve the pedestrian amenity of the centre. The Water Gardens will be connected to the foreshore via the Green Boulevard. Better connections will encourage people to walk between areas • There is a need to improve public transport by linking the centre with surrounding residential areas. The centre is currently poorly served and car dependant. The location of a new town centre bus terminal will need to be examined due to impacts of amenity • Commercial activity is dependent on good road infrastructure and convenient parking. The impact of traffic on the pedestrian environment of the core retail area will be mitigated by the diversion of traffic onto the new highway bypass (Glenella Road). Wayfinding signage can better direct arriving drivers to parking facilities from vehicle access points

Recreation and Open Space Strategy	Key insights relevant to this project include:
	• There are opportunities to increase participation in walking for recreation to support the ageing community and enable residents/visitors to relax and enjoy the serenity
	• The top three open space priorities of residents include:
	  ○ provision of places/facilities for young people
	  ○ new/upgraded cycle and walking paths (many residents felt there was a lack of connectivity and safety in some areas)
	  ○ new/upgraded playgrounds/outdoor facilities (there are currently limited recreation opportunities for youth)
	• Council should continue to develop boardwalks, walking and cycle paths in accordance with Council's Pathway Strategy 2017
	• There is a need to identify opportunities to increase and enhance the trails and track-based activities within public areas
	• Supporting infrastructure such as seating, water bubblers, shade, lighting and signage should be installed to support upgrades to footpaths, shared paths, and cycleways
	• Community should be consulted for future development and maintenance works at Albert Ryan Park, Rotary Park, and the Hanging Rock Sporting Complex

Greater Batemans Bay Structure Plan (2007)	Key insights relevant to this project include: • There are aims to enhance the liveability of Greater Batemans Bay. The built environment should be in harmony with Eurobodalla's agricultural and natural environments • Large towns, such as Batemans Bay, are ideal locations for public service and Government facilities, and major new commercial, retail, civic and employment generating developments • More compact and mixed-use settlements provide far better opportunities to establish and upgrade facilities, as more people will live within proximity to service centres. This will also reduce to need to travel for longer distances (particularly by car) and help meet social, cultural and economic needs • It is reasonable to direct development towards established serviced areas within the town to protect the natural environment by minimising sprawl development. This

Analysis inputs: Data set or evidence document	Comments
	was strongly supported by the community as it will contain development within select urban areas • There is a need to provide sufficient and high-quality housing that is suitable for the wide range of needs of Greater Batemans Bay's residents and visitors. This will include identifying areas that are located close to shops and other services for aged and/or affordable housing to support ageing-in-place • The Marina and Hanging Rock precinct are appropriate for more intensive development due to their proximity to the town centre. There are opportunities to encourage the development of recreational and educational spaces at these locations as they can be easily accessed • There is a need to anticipate and reduce the impacts of climate change through restrictive zones that prohibit development in high-risk areas. Where buildings and other structures are erected on affected land, they are to be designed and constructed to withstand the likely stresses of the attributed hazard • Lands considered to have an "absolute environmental constraint" are considered non-development areas, due to the potential for negative impacts on the environment or cultural connections. This includes Cullendulla Creek, and the Mcleods Creek swamp and wetland area as they are highly significant cultural areas to the Aboriginal community • There was interest in creating better pedestrian, bicycle riding, and mobility scooter linkages around the town. The linkages should promote access to desirable environments, such as public open spaces, coastal and estuarine foreshores, and commercial areas • There are opportunities to support safety and access along scenic road corridors that provide ocean and timbered ridgeline views
Eurobodalla Local Strategic Planning Statement	Key insights relevant to this project include: • There is an opportunity to consolidate future development in the urban centres and establish alternative modes of transportation around activity and employment centres • The relatively flat topography of Batemans Bay makes it beneficial to facilitate higher density residential development that caters for an ageing population • There are opportunities to reinvigorate town centres and waterfronts (such as Batemans Bay) to provide attractive and functional spaces that can support a night economy. An integrated transport network should be established to support these places • A costal headland walking trail should be established between Batemans Bay and Malua Bay
Community Strategic Plan Our Eurobodalla 2042 Eurobodalla Settlement Strategy 2006-2031	Key insights relevant to this project include: • The vision for Eurobodalla is as follows: "*From our beaches to our bushlands, rivers and mountains... Our Eurobodalla is a place of inclusive communities embracing sustainable lifestyles. Our future balances our natural assets and thriving economy. Our community is resilient and collaborative, and this underpins all that we do*" • There is a need to combat the increasing number of shop vacancies by understanding how businesses can best diversify and provide unique retail experiences • There is an aim of embracing sustainable practices to protect the surrounding natural environment and resources • The transport network (inclusive of active, public, and private vehicle travel) of Eurobodalla should be accessible for all and easy to navigate

Analysis inputs: Data set or evidence document	Comments
Draft South-East and Tablelands Regional Plan 2041	Key insights relevant to this project include: • Batemans Bay has a limited supply of future commercial and industrial land. There are opportunities to explore the supply of additional commercial premises within the town centre. Infrastructure upgrades will need to be undertaken to support this new development • There is a need to invest in regionally significant public open spaces such as the Bateman's Bay waterfront • There are opportunities to invest and introduce programs to improve public amenity in each town centre, with a focus on a 24-hour economy
Eurobodalla Shire Community Based Heritage Study 2010-11	Key insights relevant to this project include: • Sites recommended for heritage listing include the Batemans Bay Bridge, Former Car Ferry Ramps, and Ocean View house
Batemans Bay Waterfront Master Plan and Activation Strategy	Key insights relevant to this project include: • The Batemans Bay Waterfront aims to be "*a distinctive waterfront*"; "*a place to make you feel good and belong. An active, lived in place, where people visit, are immersed in the lifestyle of the community, do business, shop and work*" • Streetscape design should afford priority to people not cars. Footpath widths should be generous, particularly along the foreshore to encourage shared use by pedestrians and bicycle riders. Traffic calming infrastructure should be implemented to discourage large vehicle, truck and trailer movements • Stronger pedestrian linkages should be made to key sites, such as key cultural institutions (Mackay Park, history museum, post office, visitor centre), to waterfront activity areas (Smoke Point, Foreshore Walkway) and public amenities (toilets, bus stops) • A pedestrian safe and cycle friendly public spaces should be promoted as a feature to attract residential living in the town centre. This will work with Council policies to encourage the use of public open spaces for events to establish an outdoor culture in Batemans Bay • Public spaces and streets should be made safe, comfortable and inviting, all year-round. Street edges should be activated and diverse to encourage a more active use of ground floor areas which adjoin public spaces. Landscaping should comply with CPTED principles, particularly in relation to lighting and passive surveillance at night. Canopy trees and vegetation should be planted to beautify the street environment • Create a continuous and wide waterfront boardwalk with floating pontoons, places for kayak and bike hire, and public art and sculpture installations • Council policies should encourage medium to high density residential living within the town centre • Consider the challenges associated with the waterfront being below the 1:100 year flood level and at risk of inundation from storm surge, high tides, river flooding and sea level rise • Pedestrians are to be given priority along Clyde Street. Barriers are to be removed to create direct street crossings to connect shops located on opposite sides of the street. Car parking arrangements (that may require parking spaces to be removed) should be considered to minimise impacts on pedestrians
Batemans Bay Regional Centre DCP	Key insights relevant to this project include: • The intersection of Clyde, Orient and North Streets is the hub of the town centre due to the existing active retail presence. New developments that front the hub

Analysis inputs: Data set or evidence document	Comments
	should include street level activity that functions over longer hours, particularly during weekends and the peak tourist season • There are greater opportunities to support a higher density of built form in the Centre North Precinct compared to the Foreshore Precinct due to the arrangement of allotments. This precinct should support active travel whilst minimising interferences from private vehicle movements • Businesses that require large floor plates (where they cannot be accommodated elsewhere in the town centre) should be consolidated along the highway to make use of the benefits attributed to highway exposure • There are opportunities to establish the Marina as a second activity centre near the Batemans Bay town centre. Mixed land uses are to be encouraged with new developments • In mixed-use zones there were several building design standards that should be followed. These include: o First floor must have zero setbacks o Car parking areas and loading facilities should be located at the rear of property boundaries o No less than 75% of façades activated by doors, windows, balconies, decks or wall offsets
Batemans Bay Mackay Park Precinct	Key insights relevant to this project include: • The Arts/Cultural Facility should be well connected to the town centre with a walking and cycling path circuit around the entire Mackay Park Precinct
Aboriginal Action Plan 2020-2024	Key insights relevant to this project include: • The inability to drive (or use public transport) is the 3rd highest barrier to greater participation in activities
Eurobodalla Pathways Strategy June 2017	Key insights relevant to this project include: • Recommendations to support the development of an integrated path network includes: lobbying for pathway/ancillary facility funding, ensuring developers provide paths for additional demand, increase the provision of street lighting, providing new shared paths with a minimum 2.5m width, and providing new footpaths with a minimum 1.5m width • Recommendations related to ancillary infrastructure include: develop a program to upgrade bike storage, develop a program for seating at intervals along select pathways, provide water stations at key locations, and require new development to provide bike storage • Recommendations related to integrating transport modes include: construct pathways that integrate with bus stops, construct more bus shelters, and lobby for further funding • Recommendations to create pedestrian and cycle friendly streets include: replace dangerous drains, fit traffic signals with additional pedestrian buttons and bike detectors • A recommendation to promote road safety is to continue to implement Council's Road Safety Plan • Recommendations related to the promotion of sustainable transport behaviours include: support safe walking/cycling programs, provide walking/cycling info at visitor centres and on council's tourism website

Analysis inputs: Data set or evidence document	Comments
	• Recommendations related to asset management include: increase maintenance budgets to reflect the network size, minimise future maintenance costs for paths, and consider long term implications of funding needed to sustain pathways
Transport Network Plan – Northern Area of Eurobodalla	Key insights relevant to this project include: • Council's transport network management strategy is underpinned by a whole network approach, the road hierarchy, and a desire to improve connectivity, walkability and liveability • Critical elements of the plan relate to safety, resilience, liveability, sustainability, and connectivity/accessibility • Some challenges relate to road trauma, changing transport needs and modes, demand from growth, a road network with low resilience, dependency on external funding, and natural disasters • Recommended transport infrastructure upgrades include: a new four lane bridge over the bay, intersection upgrades at Orient Street/Flora Crescent, Pacific Street and Herarde Street
Pedestrian Access and Mobility Plan Beach Road, Batemans Bay to Batehaven 2016	Key insights relevant to this project include: • The most road crashes occur at intersections, with rear ends being the most common. Most crashes record no casualties, however one pedestrian death was noted • Most residents stated that they use the shared path of the waterside of Beach Road (more than the number that use the footpath on the western side of Beach Road) • Around 35% of survey respondents said they had used a bicycle along these paths • The footpath and bicycle riding network were noted to benefit residents in many ways including enabling exercise, supporting social and recreational opportunities, and providing access to the town centre without the need to drive • Improvements that were desired include: More opportunities to cross Beach Road safely; signage and education programs; improve traffic signals (particularly the left-turn signal at the Catlin Ave/Country Club Drive/Beach Road); more shade/seating, water bubblers, dedicated pedestrian or cycle only paths; and extending the shared path at both the northern and southern ends
Batemans Bay Traffic and Transport Study	Key insights relevant to this project include: • The evaluation of public transport trips to/from the centre found a need for bus services to operate at least every 15mins • Improvements in pedestrian and cycling infrastructure include: signalise the North Street/Perry Street intersection; signalise the Flora Crescent roundabout intersection; signalise the Beach Road/Perry Street intersection; support the Bridge Plaza redevelopment to promote pedestrian access through the site; provide infrastructure for cyclists along Beach Road between the Soldiers Club and Princes Highway; and construct footpaths along Pacific Street and Bavarde Avenue • Improvements in traffic infrastructure include: increase the length of right turn lanes on Princes Highway northbound at Beach Road and northbound at North Street, and signalise the Beach Road/Perry Street intersection
Batemans Bay Parking Study	Key insights relevant to this project include: • Parking demand is close to/exceeding supply. This will worsen in future. Parking management options should be explored in areas with overstay/turnover issues • Paid parking schemes should be retained. This will enable turnover of premium parking spaces as longer-staying visitors (such as workers) are more likely to park further away (therefore enabling shoppers to take up spaces)

Analysis inputs: Data set or evidence document	Comments
	• Recommendations listed in this document include: ensure residential developments provide on-site parking; consider constructing a multi-storey car park on the centres periphery; apply a $1.20 rate for all paid parking; review enforcement strategies (and technologies); and ensure appropriate signage is provided

Vision

"An active lived-in place, linked to the coast and waterways where people want to do business, shop, work, visit, and become immersed in the lifestyle of the community"

Project objectives

	Objective	Movement and Place indicator	Targets
1	Improved transport options will support access to important daily needs with a focus on active and public transport	Sustainable mode share in existing area (residence)	**Whole study area:** At least 20% **Tourism Precinct:** At least 40% **Commercial Precinct:** At least 40% **Hanging Rock Precinct:** At least 10%
		Sustainable mode share in existing area (workplace)	**Whole study area:** At least 5%
		Connected footpath network	**Whole study area:** At least 75% **Tourism Precinct:** At least 95% **Commercial Precinct:** At least 95% **Hanging Rock Precinct:** At least 75%
		Connected cycling network	**Whole study area:** At least 20% **Tourism Precinct:** At least 30% **Commercial Precinct:** At least 30% **Hanging Rock Precinct:** At least 20%
		Public Transport Accessibility Level (PTAL)	**Whole study area:** PTAL score of at least 2 **Tourism Precinct:** PTAL score of at least 4 **Commercial Precinct:** PTAL score of at least 4 **Hanging Rock Precinct:** PTAL score of at least 2
		Heavy goods vehicles target level of access	**Whole study area:** No gap in the level of heavy good vehicle access
		Slope of road	No changes. However, infrastructure should be constructed to enable ease access at steep incline locations
2	Intensified activity in established centres supports business and maximises access	Public space	No changes (as the proportion of public space is currently sufficient). However, public space works will be implemented to improve amenity and facilities
		Local living	**Whole study area:** Local living score of at least 2 **Tourism Precinct:** Local living score of at least 4 **Commercial Precinct:** Local living score of at least 4 **Hanging Rock Precinct:** Local living score of at least 2
		Mix of uses	No changes. However, spaces that provide goods, services, and facilities should be provided in-line with population growth
		Population density	**Whole study area:** Population density of at least 30 p/ha **Tourism Precinct:** Population density of at least 60 p/ha **Commercial Precinct:** Population density of at least 60 p/ha **Hanging Rock Precinct:** Population density of at least 30 p/ha

	Objective	Movement and Place indicator	Targets
		Housing diversity	**Whole study area:** Diversity of dwelling score of at least 0.7 **Tourism Precinct:** Diversity of dwelling score of at least 0.9 **Commercial Precinct:** Diversity of dwelling score of at least 0.9 **Hanging Rock Precinct:** Diversity of dwelling score of at least 0.5
3	Development will complement and formalise access to green spaces, active places and waterfronts.	Tree canopy	**Whole study area:** Canopy coverage of at least 30%
		Biodiversity	No changes. However, additional land should be zones for environmental protection if deemed of natural or cultural importance
		Waterways	No changes as walking access to waterways is currently sufficient
4	Comfortable, permeable and safe public realm encourages exploration and lingering	Road safety	**Whole study area:** Fatal and serious injury crash rate of 0
		Pedestrian activation (population density)	**Tourism Precinct:** Population density of at least 60 p/ha **Commercial Precinct:** Population density of at least 60 p/ha
		Appropriate speed for the environment	**Whole study area:** At least 75% of roadways (see criteria in Indicator column) with an appropriate provision of footpaths **Tourism Precinct:** At least 95% of roadways (see criteria in Indicator column) with an appropriate provision of footpaths **Commercial Precinct:** At least 95% of roadways (see criteria in Indicator column) with an appropriate provision of footpaths **Hanging Rock Precinct:** At least 90% of roadways (see criteria in Indicator column) with an appropriate provision of footpaths
		Community safety (density of street lighting)	**Whole study area:** Streetlights at least every 100m along road segment **Tourism Precinct:** Streetlights at least every 25m along road segment **Commercial Precinct:** Streetlights at least every 25m along road segment **Hanging Rock Precinct:** Streetlights at least every 100m along road segment
		Tree canopy (duplicated to assess comfort)	**Whole study area:** Canopy coverage of at least 30%
5	New development enhances the aesthetics of the places they address	Permeability (Intersection density)	**Whole study area:** At least 25 pedestrian path intersections per square kilometre **Tourism Precinct:** At least 100 pedestrian path intersections per square kilometre **Commercial Precinct:** At least 100 pedestrian path intersections per square kilometre **Hanging Rock Precinct:** At least 25 pedestrian path intersections per square kilometre

	Objective	Movement and Place indicator	Targets
		Street space for pedestrians	**Whole study area:** At least 30% of road space allocated for pedestrians **Tourism Precinct:** At least 60% of road space allocated for pedestrians **Commercial Precinct:** At least 60% of road space allocated for pedestrians **Hanging Rock Precinct:** At least 30% of road space allocated for pedestrians
		Diversity of land zoning	**Whole study area:** An average diversity of land uses along road segments of at least 20% **Tourism Precinct:** An average diversity of land uses along road segments of at least 80% **Commercial Precinct:** An average diversity of land uses along road segments of at least 80% **Hanging Rock Precinct:** An average diversity of land uses along road segments of at least 20%
		Street legibility	**Whole study area:** A street legibility score of at least 3 **Tourism Precinct:** A street legibility score of at least 5 **Commercial Precinct:** A street legibility score of at least 5 **Hanging Rock Precinct:** A street legibility score of at least 3

…

Planning intent

The following planning intent statements were developed and refined by the council planning team during the first workshop. Statements were developed for each precinct based on the aspirations sought by the council planning team in their previous and current policy documents.

Current planning intent
Tourism Precinct
T1 - Encourage a greater density of retail, office, and entertainment, with the highest intensity around the Clyde, Orient and North Street intersection
T2 - Support higher-density residential developments including dwellings for tourists and the elderly
T3 - Situate higher-scale and attractive developments on landmark sites, such as town entry points. These sites should be beautiful and sculptural in response to context
T4- Encourage partnerships and collaborative development that optimises development potential and public realm outcomes
T5 – Provide 10-storey (or taller) buildings that are made up of a mix of land use typologies. This will protect the character of low-density residential areas further south by consolidating development in the centre
T6 - Landscape should add to the aesthetic quality and safety of the precinct, including at night-time
T7 - Increase canopy coverage and vegetation to support biodiversity, mitigate climate change impacts, and improve the attractiveness of streetscapes
T8 - Establish the highest priority for active transport. Support active travel through wayfinding and land use scale (accessible distances) initiatives
T9 - Deliver efficient public transport services to connect residential areas with the town centre (consider the relocation of the current bus terminal)
T10 - Consider road closures to create pedestrian spaces and employ other traffic calming measures, particularly along Orient Street)
T11 - Provide efficient and well-designed parking facilities especially when fronting key corridors
T12 - Plan for changing tidal inundation and stormwater needs
Commercial Precinct
C1 - Allow higher intensity development, with a greater focus on providing commercial services and office space
C2 - Height of buildings should retain open views to surrounding forested hill-lines and the foreshore
C3 - Encourage the joint development and amalgamation of adjacent lots, to better utilise space and optimise development potential
C4 - Redevelop existing larger buildings to accommodate a wider range of residential and commercial or retail activities.
C4 - Create high amenity spaces suited to the commercial centre needs
C5 - Deliver a “Green Boulevard” to provide comfortable spaces for pedestrians and bicycle riders to travel between the Water Gardens Precinct and Foreshore
C6 - Prioritise people over cars by creating child friendly streets and diverting through traffic away from the town centre

Current planning intent
C7 - Deliver an efficient and frequent network of public transport services to transport people between the town centre and surrounding residential areas that operates over a longer time-span
C8 - As the town centre functions migrate south of Beach Street, encourage parking facilities on the southern periphery
C9 - Plan for changing tidal inundation and stormwater needs
Foreshore Precinct
F1 - Foreshore precinct should remain '*a distinctive waterfront*' that makes you '*feel good and belong*'
F2 - Provide stretches of public open space along the coastline recognising the Murra Murra Mia Walkway will create a new sea wall height standard
F3 - Promote new community facilities and leisure opportunities along the Foreshore to activate the precinct. Explore shop-top living developments close to the hospital
F4 – Encourage developments with a mixed supply of permanent and short-stay residences in buildings 6 to 12 storeys high
F5 - Create a pedestrian friendly boulevard that is slow-moving, leafy and scenic. Explore traffic calming and diversion treatments
F6 - Establish a boardwalk which is continuous and wide enough to cater to pedestrian and bicycle riders. Deliver floating pontoons, upgraded lighting, bicycle hire facilities, and various other facilities
F7 - Construct raised pedestrian priority crossings across key movement barriers to create vibrant streets and consider upper-level connections across significant barriers such as Vesper Street
F8 - Broader public transport improvements will also benefit the precinct given its proximity to the town centre
Hanging Rock Precinct
H1 - Redevelopment of the Marina can create a secondary activity node within Batemans Bay. There are opportunities to increase housing diversity and support sporting opportunities
H2 - Allow developments of up to eight-storeys at Hanging Rock and six-storeys at the Marina
H3 - Embrace opportunities for mixed land use developments of up to five-storeys, given to proximity to the town centre as well as the University
H4 - Incorporate high-quality urban design and landscaping treatments to improve the amenity, aesthetic quality and safety of the public realm
H5 - Connect the precinct to the town centre through a dedicated walking and bicycle riding corridor
H6 - Broader town bus service improvements will provide benefits as the precinct lies between the town centre and residential areas to the south

Case for change

Batemans Bay is expected to experience significant population growth, increasing the need for local services and adding pressure to transport networks.

This project investigates aspirational targets to guide improvements that make great places and transport (movement) networks in Batemans Bay over the next 20 to 40 years. This 20 to 40 year assessment sits within the broader 75-year time-frame (up till 2100) of the Batemans Bay Master Plan.

This project responds to the needs and aspirations specified in Council's other strategic documents. This includes the Batemans Bay Waterfront Master Plan, which details anticipated changes within key precincts noted in the planning intent section above.

Successful project implementation will help create a vibrant Batemans Bay that everyone can access easily. The project seeks to inform user outcomes based on five themes illustrated in Figure 1.

The project will aim to resolve current issues around the inability to handle peak holiday period population levels. It will help support significant growth in the permanent residential population within walking distance of the town centre.

Locating growth in close proximity to daily needs can improve transport options for all and improve accessibility for those who cannot drive. This growth will also result in increased pedestrian activity which can be managed in a mode-agnostic, equitable way.

Failing to plan for growth within the activity centre will increase the number of residents and visitors in areas that have limited transport options and poor access to basic services.

Opportunities to re-invigorate the town centre and waterfront will be wasted if residential development continues on the urban fringe.

There is also a need to explore business opportunities within the town centre, to support a greater diversity of land uses which will create vibrant environments.

The stakeholder group that will be most impacted by the changes envisioned through this project (or lack of changes if opportunities are not secured) is the local community. Those who are most likely to need to use town services and facilities and be forced to drive without other access options.

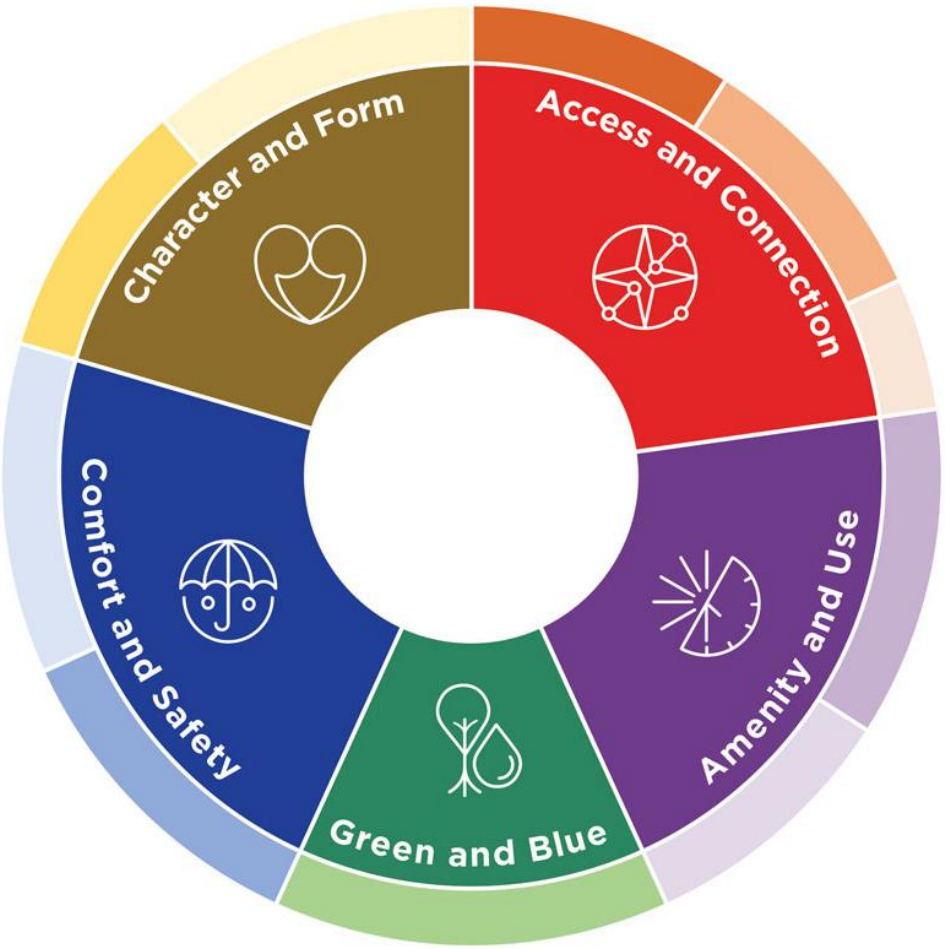
As online shopping grows, a lack of walking catchment around the town centre will result in low-amenity places, less viable businesses, inactive 'dead zones' and reduced transport options.

Tourists are underwhelmed by the current lack of vibrant activity in the town centre including the time at which business close, because there are not enough customers nearby.

Local businesses need footfall to survive in physical shopfronts. Creating great places and transport choices supports access and visitation to help business thrive.

Batemans Bay will need to prepare for future sea level increases that will occur due to climate change. There is a need to future-proof buildings and infrastructure to mitigate any impacts from risen sea levels. There is also a need to better manage storm water challenges that are likely to be more common as climate change continues to take effect.

Figure 1: Five themes of the Movement and Place Framework



Targets and measurable criteria to evaluate success will use a select range of built environment indicators outlined in the TfNSW Movement & Place Framework.

The process to establish these targets and movement and place options has been informed by a series of workshops involving the council planning team and various consultant teams.

These workshops informed a series of movement and place-based assessments undertaken by the consultant team. These assessments result in the formulation of a series of key issues and opportunities for Batemans Bay. The final outcomes will then inform the council planning team's decision making around the development and prioritisation of improvement options.

Movement & Place Consulting were selected as the lead consultants for the Movement and Place component of the broader project. MGS and Inspiring Place have assisted in some tasks outlined in the workplan.

The project processes have been guided by the TfNSW Movement and Place Framework. The council planning team have been involved in the journey to develop appropriate options that can be applied to help reach the aspirational vision for Batemans Bay. The desired outcomes of specific options will be more effective when combined with other improvements.

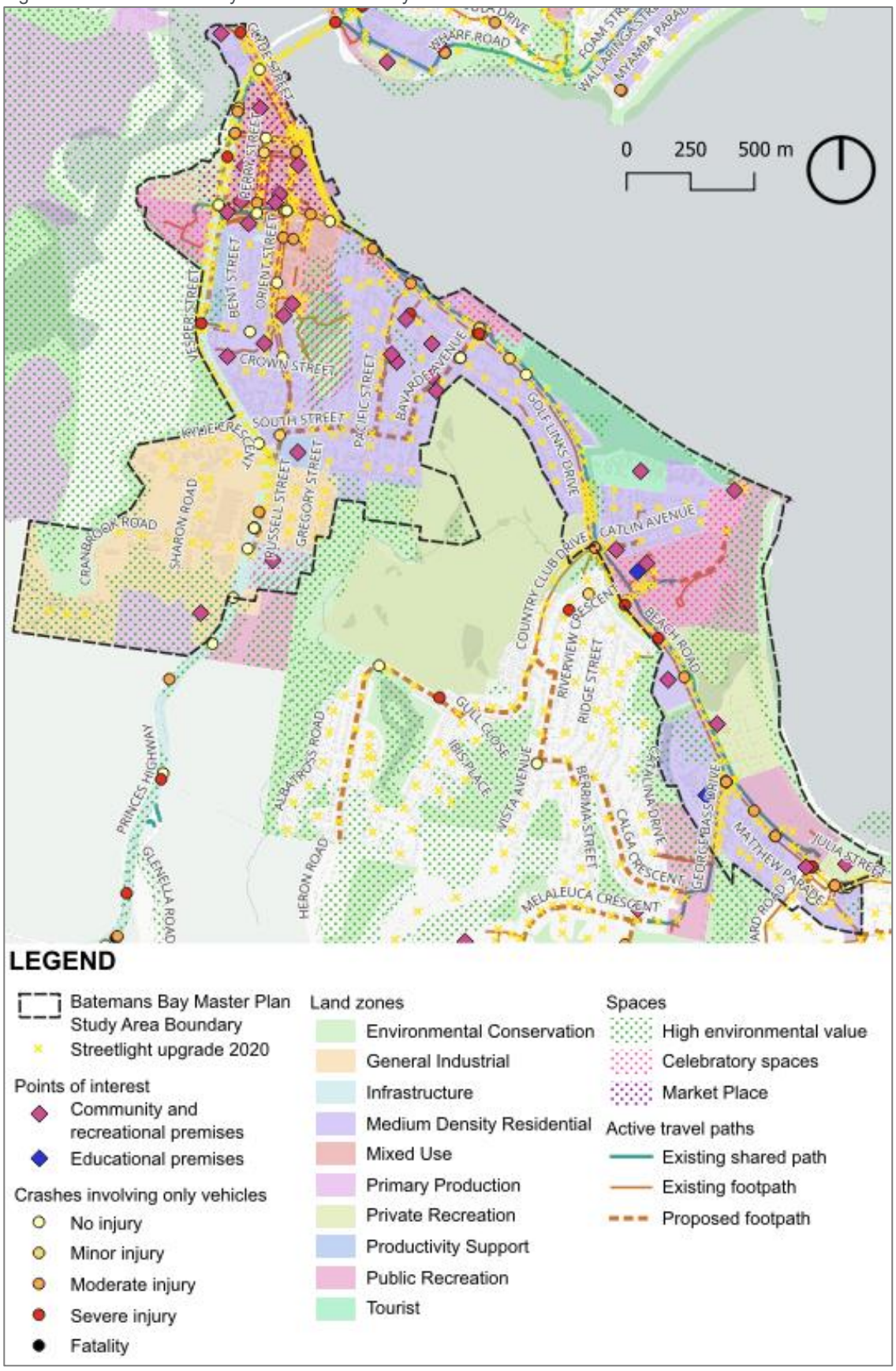
This understanding of the interaction between various components of Movement and Place highlights that decisions relating to one specific element often have impacts (that can be positive or detrimental) on other elements. For example, great places are not usually found next to high-speed roads with high traffic volumes and high proportions of heavy vehicles.

Highlighting how growth in Batemans Bay can be coordinated in a manner that collectively achieves great place and movement outcomes is a key outcome of this report.

Step 2 Understand place

Place-based analysis

Figure 2: Place-based analysis of Batemans Bay



Amenity and use

The Batemans Bay town centre contains the highest concentration of services and businesses within Eurobodalla Shire. It is an important administrative and activity centre for the wider region.

The town centre contains a mixed provision of land uses and important spaces as shown in Figure 2 (left). This includes supermarkets, restaurants, cafes, retail outlets, pharmacies, professional services, hotels, entertainment venues and medical facilities. A smaller cluster of shops exists in Batehaven, at the southern end of Beach Road.

A large industrial precinct exists 1km south of the town centre. There are some non-industry uses such as a gym and theatre company.

There are no educational premises located within the town centre. The Batemans Bay Public School is located in Batemans Bay North, and Batemans Bay High School is located in Bateman Haven. A campus of Wollongong University and a Council library are located within the Handing Rock precinct.

Various medical clinics and facilities are scattered across the study area. The Batemans Bay Hospital is located on Pacific Street, although it is planned to be relocated to Moruya.

Sporting facilities and public open spaces are distributed evenly across the study area. The Water Gardens is a large green space close to the town centre. Several sporting and recreation complexes are provided at Mackay Park (directly west of the town centre) and Hanging Rock (2km east of the town centre). A 27-hole golf course (Catalina Club) is located 800m south-east of the town centre.

Batemans Bay built-up areas have relatively low population density (6.19 people per hectare in 2023). A large proportion of Shire's population growth is occurring in the suburbs of Moruya and Broulee, which are located further south along the coastline, 20mins away by car or 45mins by public transport. In contrast, Batemans Bay contains the highest concentration of jobs (26% of all municipal jobs).

There are also several apartment developments that offer different housing types (as shown in Figure 3).

Figure 3: Apartment development on Golf Links Drive

There is an identified need to increase the number of affordable, specialised senior and disability housing options within the area.

There are several large-scale proposed developments in the planning and approval stage. This includes a proposed shopping centre in Batemans Bay North. However, this development would disperse the provision of goods and services and weaken the primacy of the town centre.

Access and connection

The town centre is well served by a network of roadways, laneways, parking areas and some active transport links. It is easy to access goods and services by private vehicle, as car parking is often available very close to almost all destinations. Bypass roads enable vehicles to move efficiently away from lower speed environments that run through busy locations.

Pedestrian access is provided along most streets within the town centre. Access from nearby residential areas is less well supported, due to a lack of footpaths, road crossing opportunities, and steep terrain in some locations.

Pedestrian desire lines are often hindered due to road infrastructure, private property and impermeable built form. The best pedestrian infrastructure is located along the waterfront (the Murra Murra Mia Walkway) which has uninterrupted pedestrian priority from the boat ramp at Smoke Point to Bavarde Avenue.

Bicycle riders are afforded designated shared pathways that are direct and buffered from traffic lanes. However, these pathways do not extend across the wider built-up area, which requires bicycle riders to ride on-road alongside cars. This reduces transport choices and results in reduced uptake of bicycle riding by those who perceive it to be unsafe (or whose loved ones are worried about safety).

There are five bus routes that travel into the town centre. This includes three local bus services that operate every day, and two regional private coach services that operate a few times a week. The low service frequencies and spans inhibit bus use.

Council wants to enhance transport choices for all, and improve the ability for people to meet their daily travel needs via active and public transport modes.

Residential and commercial development within the town centre will increase the proportion of residents who live within walking distance to a diversity of goods and services that meet their daily needs.

Key to improving access choices, reducing traffic congestion and increasing local economic activity is attracting future growth to the most accessible locations, and ensuring those locations have great outdoor public places to move through and recreate in. Providing enough space and priority for pedestrians is key to achieving this outcome.

Existing conditions and opportunities regarding transport infrastructure is further discussed in the Step 3 section of this report.

Character and form

The Broulee, Walbanja, Budawang and Murramarang people populated the area for 20,000 years prior to European settlement. Artefacts and coastal patterns indicate the inhabitancy of indigenous people who were drawn to the area due to the supply of fresh water and food.

Cullendulla Creek was and still is a highly important cultural site for the Indigenous Australian community particularly the Walbunja people, a subgroup of the larger Yuin nation associated with the Dhurga language.

As a historical meeting, teaching, and camping site, Cullendulla Creek has been a place of cultural exchange, education, and relaxation for over 6,000 years. It is rich in cultural heritage, evident by numerous campsites and shell middens.

The area continues to be used by Aboriginal families for traditional practices such as fishing and gathering shellfish, and maintaining a deep social and spiritual connection to the site. The creek is also an educational resource, utilised by Aboriginal elders and universities for teaching cultural traditions to younger generations.

"Hanging Rock" also holds significant cultural importance for the Walbunja people. It served as a critical site for social gathering and played a central role in the storing and transmission of cultural traditions. Established as a focal point following the creation of the Batemans Bay Aboriginal Reservation in 1902, "Hanging Rock" became a vibrant community hub where Aboriginal families forged intergenerational bonds and maintained their cultural practices.

The site, comprising six brown ironstone boulders by Hanging Rock Creek, also holds historical and social significance due to its role as a local landmark and meeting place, despite the loss of its original integrity after the removal in 1997.

In 1840, European settlers established a fishing village which was soon followed by the sub-division of land for use by settlers. In the late 1800s, the town grew due to a burgeoning industry in oyster farming, fishing, timber, and mining.

There are also many valued places of heritage that were established during this time. This includes the Bay View Hotel, Former Court House and Police complex, Coal Loader Wharf, The Boatshed, Former Teacher's Residence, CWA Hall, Former Public School, and various cemeteries.

The latter half of the 1900s saw an exponential increase in development. This development largely occurred within greenfield developments that spanned southward along a 25km stretch of coastline. This has led to the establishment of Eurobodalla Shire's built form as largely low-density and sprawled.

In-fill residential development has occurred at select sites within the town centre and along Beach Road, as shown in Figure 4.

This development is in response to the changes in housing/lifestyle preferences, inflated land prices, and as a response to Council's desire to promote a more accessible and climate change responsive development pattern.

Figure 4: Modern apartment building on waterfront

There are challenges in facilitating this style of development due to out-of-date planning guidelines, small property sizes and escalating building costs.

The built-form of commercial premises and precincts has also changed over that same time-period. Commercial precincts that were constructed pre-1950s favoured a more high-street development pattern, with shop fronts facing onto the street, as shown in Figure 5. Loading bays were relegated to rear laneways in order to create a more activated interface with the main street.

Figure 5: High-street built-form typology on Orient Street

Late 20th century commercial developments began to establish in more dispersed forms, typically with car parking in front of each building. Larger shopping centre developments were created to provide a fine-grain row of shopfronts (replicating high-street type commercial developments), whilst allowing for car parking to be provided outside of key pedestrian shopping strips.

These developments often have blank interface facades that close off internal shopping areas from the wider town centre and street network, as shown in Figure 6.

Figure 6: Blank interface outside the Village Centre

Recent trends in commercial development have seen a return of the high-street type of built form. This is typically provided with commercial premises located at the ground and low-rise levels with a residential apartment building above.

These developments aim to create building interfaces that activate surrounding streetscapes, as shown in Figure 7.

Figure 7: Activated ground-level interface outside shop-top dwellings

Green and blue

Batemans Bay is surrounded by many high-value environmental features, such as unspoilt beaches, extensive estuary systems, wetlands, state forests and national parks. The natural environment is one of the main assets valued by the community and is a significant attractor to the area.

Bhundoo (Clyde River), is a key natural feature of Batemans Bay. It was an important water transport corridor for mining and timber products that were transported to Batemans Bay from Nelligen.

It has remained one of the cleanest and least polluted major rivers in Australia. This has enabled an oyster farming industry to thrive.

The river is also an attractive location for many locals and visitors to swim, paddle, and sail. The deeper waters of the Batemans Bay estuary also enable larger marine vessels up to 33m in length to dock at the Batemans Bay Marina.

Recent infrastructure projects have sought to establish a walkway that lines the waterfront, as shown in Figure 8. Council aims to develop the waterfront as a highly activated and attractive space for people to walk along and congregate within.

Figure 8: Murra Murra Mia Walkway

The town is also surrounded by a rich array of other green spaces and wetlands. The town is surrounded by larger wetland and densely forested areas that largely remain inaccessible for pedestrians.

The Water Gardens is an attractive green space located just outside the town centre. It is accessible to the public from both the town centre and surrounding neighbourhoods, as shown in Figure 9.

Figure 9: Batemans Bay Water Gardens

There are plans to strengthen existing (and establish new) nature and green routes within and outside the built-up area of Batemans Bay. This includes a green route that will link the Water Gardens to the foreshore, and a continuous coastal walk. A proposed link along the western edge of Vesper Street (from the Bay Pavillion to Smoke Point will complete the shared-path loop for the town.

There are some hiking, mountain biking, and 4-wheel driving trails that are located within these forested areas. The proximity of nearby natural environments also presents risks for people living in Batemans Bay. The densely forested surrounds result in an elevated risk of bush fire, particularly due to worsening heat waves as part of climate change.

There are also flooding and sea-level rise risks, particularly as the low-lying built-up area is surrounded by rivers, creeks, and wetlands. There are proposals to construct a seawall and elevate some roadways to protect the town from rising sea levels.

Comfort and safety

The town centre is a pleasant place for people to walk around and linger within. Recent urban design works have established attractive public plazas, high-quality pavements, and landscaping treatments, as shown in Figure 10. The lower speed limits and open shop-front interfaces further enhance the attractiveness of the space.

Figure 10: High quality spaces on Orient Street

Other comfortable, pleasant and safe spaces include the Water Gardens and the foreshore that provide connection to the surrounding natural environment.

Some locations are less attractive. This includes public spaces and footpaths that border roads with high volumes of fast-moving vehicles.

Beach Road, despite views of the foreshore, is negatively impacted by the traffic levels and speeds that create noise and air pollution, as shown in Figure 11. The road layout also creates road safety concerns, particularly when crossing the road.

Figure 11: Pedestrians are afforded minimal street space allocation along Beach Road

Several locations have lower levels of security such as laneways and secluded public spaces. The lack of open interfaces and activity, often leads to graffiti and vandalism that perpetuates perceptions regarding a lack of safety.

Night-time activation is lacking across most of the town centre. Even hospitality businesses tend to close in the early evening resulting in reduced activity, dining options and vibrancy. Many spaces then appear uninviting and isolated, as shown in Figure 12.

Figure 12: Poor night-time activation in town centre

Street lighting is also poor in some locations, particularly along the foreshore walkway.

Traffic calming initiatives along key activity streets and the foreshore have been considered. These include reduced speed limits, widened walkways, and increased priority for pedestrians.

Additional pedestrian space can also be created in some locations such as the kerb outstands provided in Orient Street around the raised pedestrian crossing.

Initiatives proposed to expand the provision of street lighting would improve perceived and actual night-time safety.

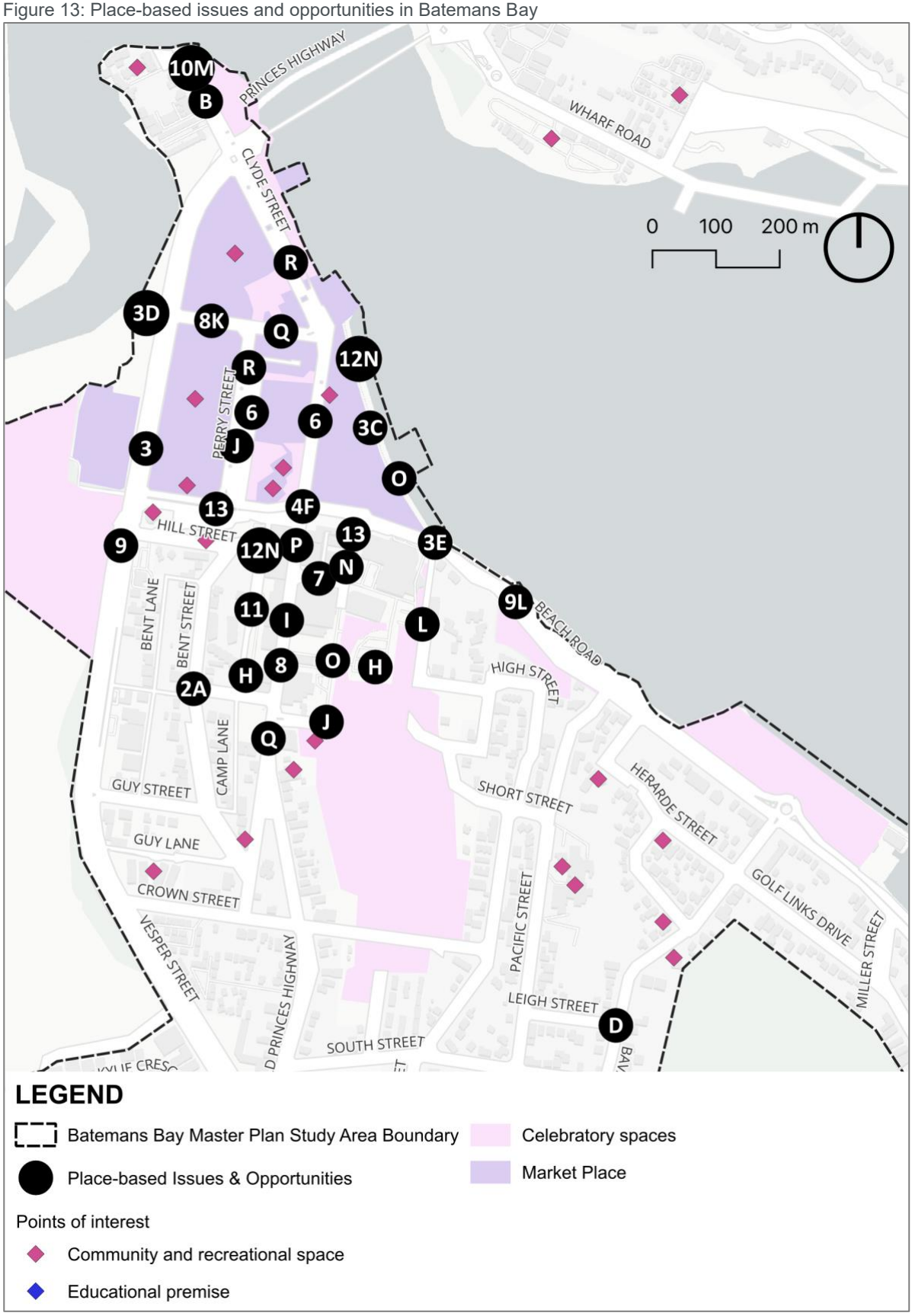
An increase in residential development within the town centre is anticipated to support more businesses in staying open later into the night, which will improve the night economy, lighting and activity levels.

Comfort and safety of the area can be impacted by weather and climate at particularly times of the year. For example, wind off the bay can significantly reduce comfort along the foreshore, and the Murra Murra Mia Walkway is not high enough to withstand the anticipated sea level rise (and storm surges) likely to occur through climate change.

Flooding also impacts many parts of the town centre, and several buildings have been constructed to a height that is above the expected 1:100 flood height relevant to climate change scenarios.

Place-based issues and opportunities

Figure 13: Place-based issues and opportunities in Batemans Bay



Issues

1. Dispersed settlement patterns increase distances between residences and key destinations, and reduce transport choices
2. Lack of diverse housing choices reduces housing affordability in well-located areas (particularly for those wanting to downsize)
3. Lack of pedestrian permeability due to roadway and built-form barriers, and lack of footpaths
4. Disconnected bicycle network forces bicycle riders to ride alongside cars and reduces transport options
5. Lack of public transport legibility and service levels, particularly in the evenings
6. Car parking dominates some streetscapes, reducing activity, amenity, and appeal
7. Some built form interfaces do not support public realm activation and attraction
8. Lack of tree canopy coverage and greenery reduces amenity in streets and activity in streets and makes walking more difficult in hot weather
9. Lack of access to some open spaces and reserves, caused by a lack of connectivity and significant barriers such as high-speed roads
10. Natural disaster risks (bush fires, flooding, and sea level rise) due to climate change
11. Some low amenity spaces that feel unsafe particularly along narrow laneways
12. Lack of lighting and activation at night particularly in the tourist precinct and on key pedestrian links
13. Poor amenity public spaces and walkways due to vehicle dominated streetscape designs and heavy vehicle congestion

Opportunities

A. Consolidate residential and commercial development within locations with excellent access to goods, services, and public transport

B. Facilitate the development of appropriately designed dwellings for downsizers, first home buyers, and essential/migrant workers within close access to plentiful goods and services

C. Purchase strategically located property parcels along pedestrian desire lines

D. Provide more footpaths along streets

E. Provide more safe crossing opportunities at key pedestrian desire lines

F. Extend bicycle network through physically segregated facilities that ensure rider safety

G. Increase the service frequency and span of bus services

H. Establish consolidated parking facilities that eliminate the requirement of future developments to provide parking on-site

I. Enact built-form guidelines that prevent car parking facilities from being constructed along a property's frontage

J. Enact built-form guidelines that require new developments to activate the surrounding public realm, and support the character and identity of the space

K. Increase canopy coverage and landscaping treatments within key public spaces

L. Create better and safer pedestrian linkages into key public open spaces

M. Construct a raised foreshore walkway to combat sea-level rises

N. Deliver wayfinding and space activation initiatives through the installation of public art

O. Increase street and tree lighting in underlit locations

P. Support developmental intensification (mixed uses) within the town to support a night-time economy and create activated spaces

Q. Implement speed limit reductions along key town centre roadways

R. Consider road closures to create a high amenity public square within the town centre

Place-based comparative and contextual analysis

Several case studies provide inspiration on how Batemans Bay could achieve place-based objectives and aspirations. The case studies listed below were chosen due to similarities in context at a small and large scale.

Shannon Street, Frankston (Victoria)

Shannon Street in Frankston has been transformed into a vibrant laneway, blending pedestrian-friendly design with functional freight access.

The space has been activated with outdoor dining areas, public art installations, and improved lighting, creating a welcoming environment.

Residential apartment buildings have started to increase the local population catchment.

Freight access has been retained through time-restricted vehicle movements, ensuring businesses can continue operations while prioritising pedestrian activity for most of the day.

Temporary pop-up markets and events have further enhanced the laneway's appeal, increasing foot traffic and economic activity.

A range of public realm design features, such as outdoor seating trees, public art or temporary installations can increase interest and appeal, while maintaining vehicle access for deliveries.

If successful, more permanent upgrades could follow, incorporating greenery, public art, and expanded pedestrian zones to transform these spaces into key local destinations.

Tweed Heads

Tweed Heads has experienced significant urban intensification, in the town centre and waterfront area. Mixed-use buildings over six storeys that integrate residential, retail, and hospitality spaces have been built.

The development around Marine Parade has activated the town centre, creating a lively, pedestrian-friendly environment that serves both residents and visitors.

Public spaces have also been upgraded, improving pedestrian access and creating more vibrant and walkable environments.

These changes supported local businesses by increasing foot traffic.

In Batemans Bay, areas near the town centre hold potential for similar intensification.

These areas are currently underutilised and could benefit from higher density developments that are mixed use. This would help increase economic activity in the town centre.

Pedestrian friendly infrastructure and the mixed-use developments will encourage greater foot traffic and support local businesses, making the town centre more attractive and accessible.

Queens Park, Toowoomba (Queensland)

Toowoomba is a regional city in Queensland that has revitalised a public open space (Queens Park) into a central community hub. The park has transformed into a vibrant, multi-functional space.

The integration of public spaces with the surrounding areas has enabled the space to open up to the surrounding economy and town activities.

This revitalisation was driven by community engagement, and the outcomes successfully led to the enhancement of the public realm.

Similarly, Batemans Bay Water Gardens is an underutilised and hard to access space. The area lacks integration with surrounding businesses and the town centre.

There are opportunities to activate the space and better connect it with its surrounds.

Improvements such as better pathways playgrounds and more accessible facilities could mirror Queens Park's success in transforming a neglected space into a vibrant public asset.

Activating the Water Gardens and linking it to nearby business areas could turn it into a central hub, improving both accessibility and town integration.

A key insight is the importance of community input and implementing a phased revitalisation plan.

Place-based Strategic Picture

Batemans Bay is currently, and will continue to be, the main activity centre in Eurobodalla Shire. It has a rich indigenous and colonial history. Yangary (the bay) is well known for its safe harbour, clean water and abundant wildlife.

The natural environment, wildlife and coastal access draws tourists to Batemans Bay. Particularly people living in Canberra as it is the nearest place to access the Pacific Ocean. The tourist market has grown and stagnated over decades as tourist fashions evolve.

There are many strategic opportunities due to the existing density and diversity of goods and services within the town centre. One of these opportunities includes supporting higher-density residential and commercial development within the town centre.

These outcomes tie in with similar State Government aspirations to "prioritise more diverse and well-located homes in areas with existing infrastructure capacity"[1]. Areas of alignment with amenity and use aspirations include:

- Desires to consolidate a greater share of development within the town centre
- Support development initiatives that improve operation and success of local businesses

Council aims to facilitate access and movement through better planned and managed networks and infrastructure.

The current reliance that people have on private vehicles is acknowledged, as is the negative impact car use has on the public realm and place.

Infrastructure that improves the ability for people to meet their travel needs via active and public transport are needed to give people more transport choices, lower cost options and equitable access.

The State Government understands that transport infrastructure plays a critical role in driving economic growth and the well-being of communities.

It supports a range of integrated transport networks that provide access to key destinations across NSW. Areas of alignment with access and connection aspirations include:

- Enhance the ability for trips to be made by active and public transport
- Reduce the dominance of cars on streetscapes in key activity centre areas

Council is conscious of the need to champion the existing character and heritage of Batemans Bay.

It is important to protect sites of cultural value, such as Cullendulla Creek and Bhundoo (Clyde River) and heal Country. There is also a need to preserve heritage listed buildings, including the Former Courthouse, Police Station and Residence. View lines are particularly important to the foreshore to maintain connection to the area's marine heritage.

The State Government is currently developing a Heritage Strategy that will aim to recognise, protect and celebrate the places, objects and cultural practices that give communities meaning.

It is in NSW's interest to preserve important heritage features within Batemans Bay. Areas of alignment with character and form aspirations include:

- Protect heritage buildings and locations from development
- Support outcomes that champion local values in Batemans Bay

Council aims to ensure that the built environment is planned in harmony with Eurobodalla's agricultural and natural environments. It acknowledges the significance of our natural environment assets in contributing to Batemans Bay's attractiveness.

The State Government aims to preserve and strengthen the quality of the natural environment. It also seeks to manage the environmental impacts of climate change promote more sustainable practices. Areas of alignment with green and blue aspirations include:

- Creation of green spines to link key public open spaces (such as between the Water Gardens and the foreshore)
- Enhance walkability along sites of environmental importance (including foreshore areas and surrounding forests and reserves)

Council aims to create public spaces and streets that are safe, comfortable and inviting all year-round.

Street lighting initiatives and seeking built form that encourage passive surveillance (particularly at night) are methods Council has implemented in the past.

Council also promotes road safety, especially for vulnerable road users such as pedestrians and bicycle riders.

The State Government aims to reduce the number of deaths and serious injuries on NSW roads. There is a focus on safety of vulnerable and other at-risk road users.

It is also implementing initiatives and programs that aim to improve perceptions of safety in our cities and towns, particularly for women, girls and gender diverse people. Areas of alignment with comfort and safety aspirations include:

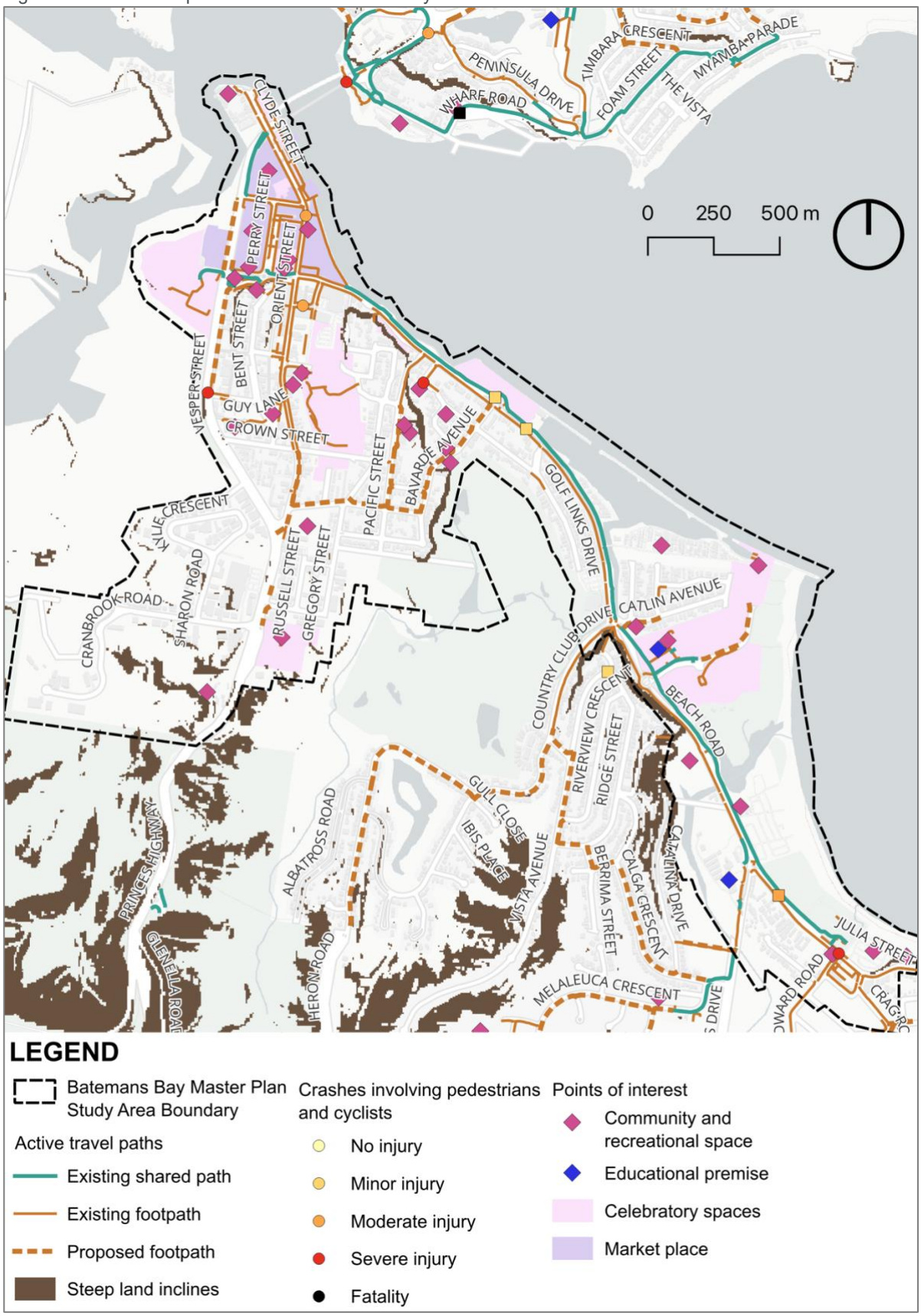
- Create roads and streets that are safe for all road users
- Support initiatives that activate public spaces and improve perceptions of safety

[1] 5-Year Housing Completion Targets

Step 3 Understand movement

Active transport analysis

Figure 14: Active transport network of Batemans Bay



The town lacks footpaths along most streets. Some streets have footpaths and there are wider footpaths in the town centre. It is common for people to walk along the roadway in quiet residential streets due to the lack of footpaths.

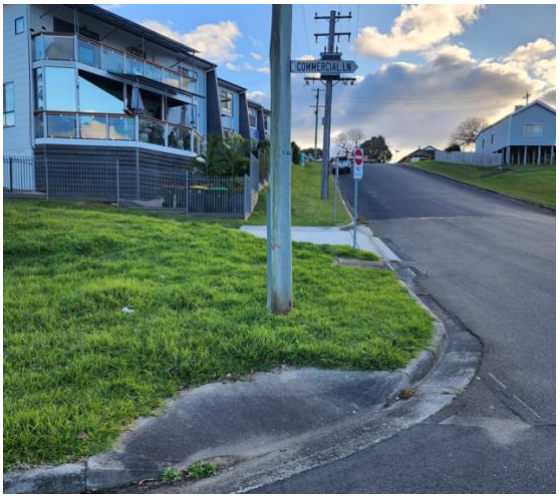
Pedestrian permeability in the town centre is hampered by buildings around parking facilities and along the Foreshore Walkway.

There are some pedestrian links that initially seem like they come to a dead-end despite continuing through (see Figure 15).

Figure 15: Pedestrian link between foreshore and Orient Street

The steep terrain into surrounding residential areas can also pose permeability issues for those with a limited mobility (see Figure 16).

Figure 16: No footpaths and steep rise on Camp Street



Safe crossing opportunities are provided through a limited number of signalised and/or raised pedestrian crossings. However, the ability to cross roadways safely is absent elsewhere, particularly at roundabouts and along high-speed roads.

Infrastructure treatments such as canopy trees and shop-front awnings provide weather protection and amenity in some locations (see Figure 17), but generally the township lacks consistent street tree planting and awnings in commercial areas.

Public spaces are not well-lit at night, contributing to poor perceptions of safety, further compromised due to the lack of night-time activity.

Figure 17: Tree cover and shelter on Clyde Street

Car parking facilities and laneways are locations with poor perceptions of safety and amenity at night.

The bicycle network largely consists of shared paths. The Beach Road shared path is a good example of a dedicated high-amenity pathway.

However, these pathways are often disconnected, requiring bicycle riders to ride on-road in locations with high vehicle speeds and complex movements (see Figure 18).

Safe road crossing opportunities are also sparse outside the town centre. Bicycle parking facilities and end-of-trip facilities are provided in limited locations.

Figure 18: Bicycle rider riding on-road at roundabout

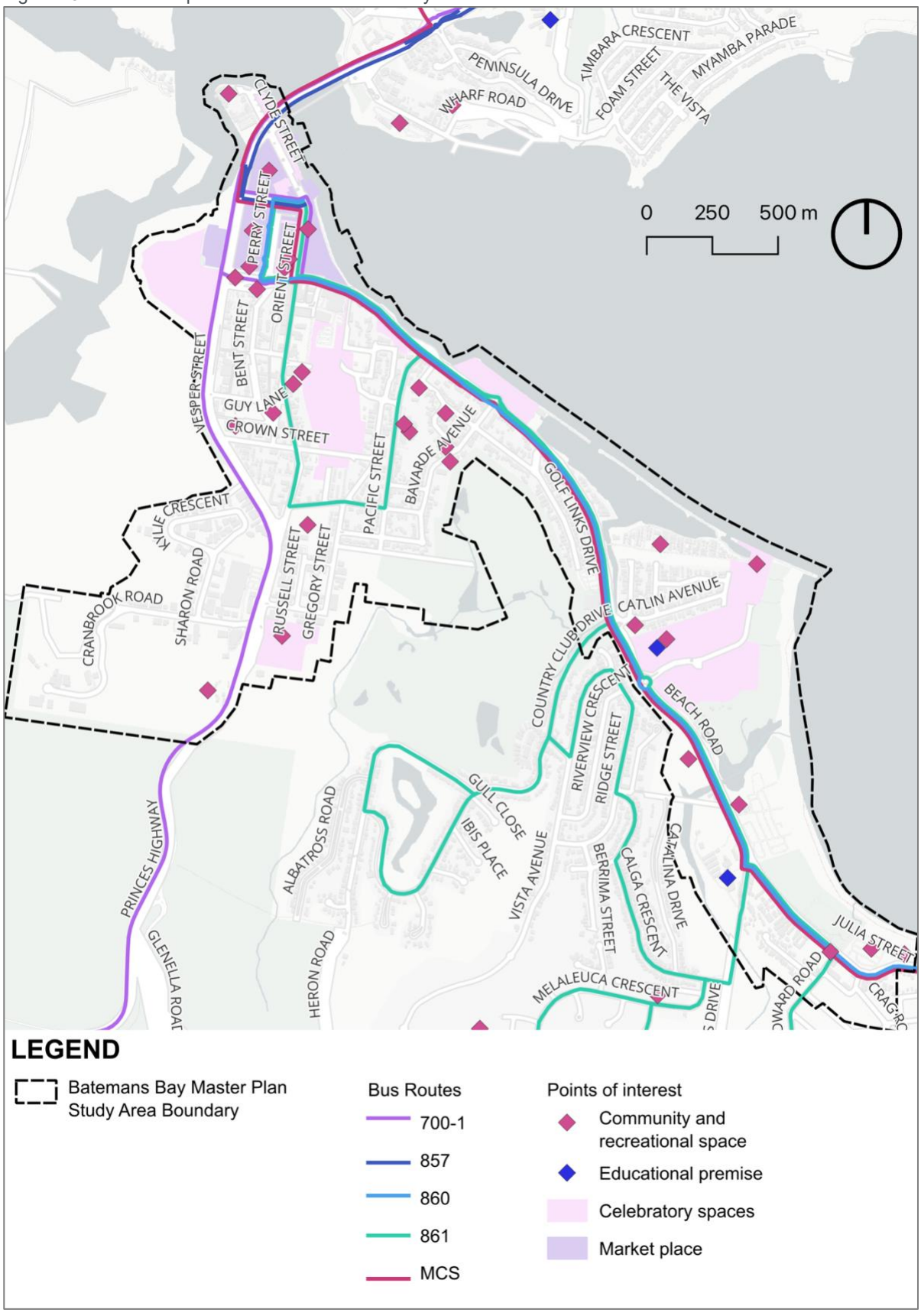
Eurobodalla Pathway Strategy (2017) identifies walkability, amenity, and bicycle rideability improvements. These include. This includes new standard widths (1.5m for footpaths and 2.5m for shared paths) and street lighting initiatives.

Batemans Bay Pedestrian Access and Mobility Plan (2016) identifies actions required to facilitate pedestrian and cyclist movement along Beach Road. Some of these actions include path widening and extensions, along with providing more signage and safe crossing opportunities.

Intensification around the activity centre will increase the number of residents walking to goods and services and increase public realm activation.

Public transport analysis

Figure 19: Public transport network of Batemans Bay



Route 857 (loop service) Batemans Bay to Long Beach via Surfside and Maloneys Beach	**Weekday** Approx. hourly (07:00 – 17:00)	**Weekend** Two daily services in each direction
Route 860 Moruya to Batemans Bay via Broulee and Surf Beach	**Weekday** Approx. hourly (07:00 – 18:00)	**Weekend** Three daily services in each direction
Route 861 (loop service) Batemans Bay to Sunshine Bay via Catalina and Batehaven	**Weekday** Approx. hourly (08:00 – 18:00)	**Weekend** Three daily services in each direction
Route 700-1 (private coach) Eden to Bomaderry	**Everyday** One daily service in each direction	
Route MCS (private coach) South Coast to Canberra	**Monday, Friday, Saturday, and Sunday** One daily service in each direction	
V/Line (Victorian Government coach) Sapphire Coast Link Bairnsdale to Batemans Bay (with connections from Southern Cross)	**Monday, Thursday, and Saturday** One daily service in each direction – return service operates the following day	

Public transport access to and from Batemans Bay is provided by coach services. Regional access from major cities (Canberra, Sydney and Melbourne) and regional towns are facilitated by coach services that operate on some days of the week. Local bus routes typically operate hourly every day.

The interstate coach services often arrive after other services have ceased. The V/Line service from Victoria arrives around 7pm three nights each week and even in winter has around 15-20 passengers (see Figure 20).

Figure 20: V/Line Coach from Bairnsdale at the Orient bus stop

Many of these bus routes operate along indirect route alignments which increases journey time for passengers. Buses can also become caught in traffic congestion particularly during the busy summer season.

Bus transfer opportunities between services are provided at the Promenade Plaza/Orient St bus stop.

Some bus stops are accessible for people with a disability, compliant with the Disability Discrimination Act (DDA), although many are inaccessible due to a lack of Tactile Ground Surface Indicators (TGSIs), uncompliant seating, and missing hard standing area, footpath access or safe opportunity supported with compliant ramps to cross nearby roads.

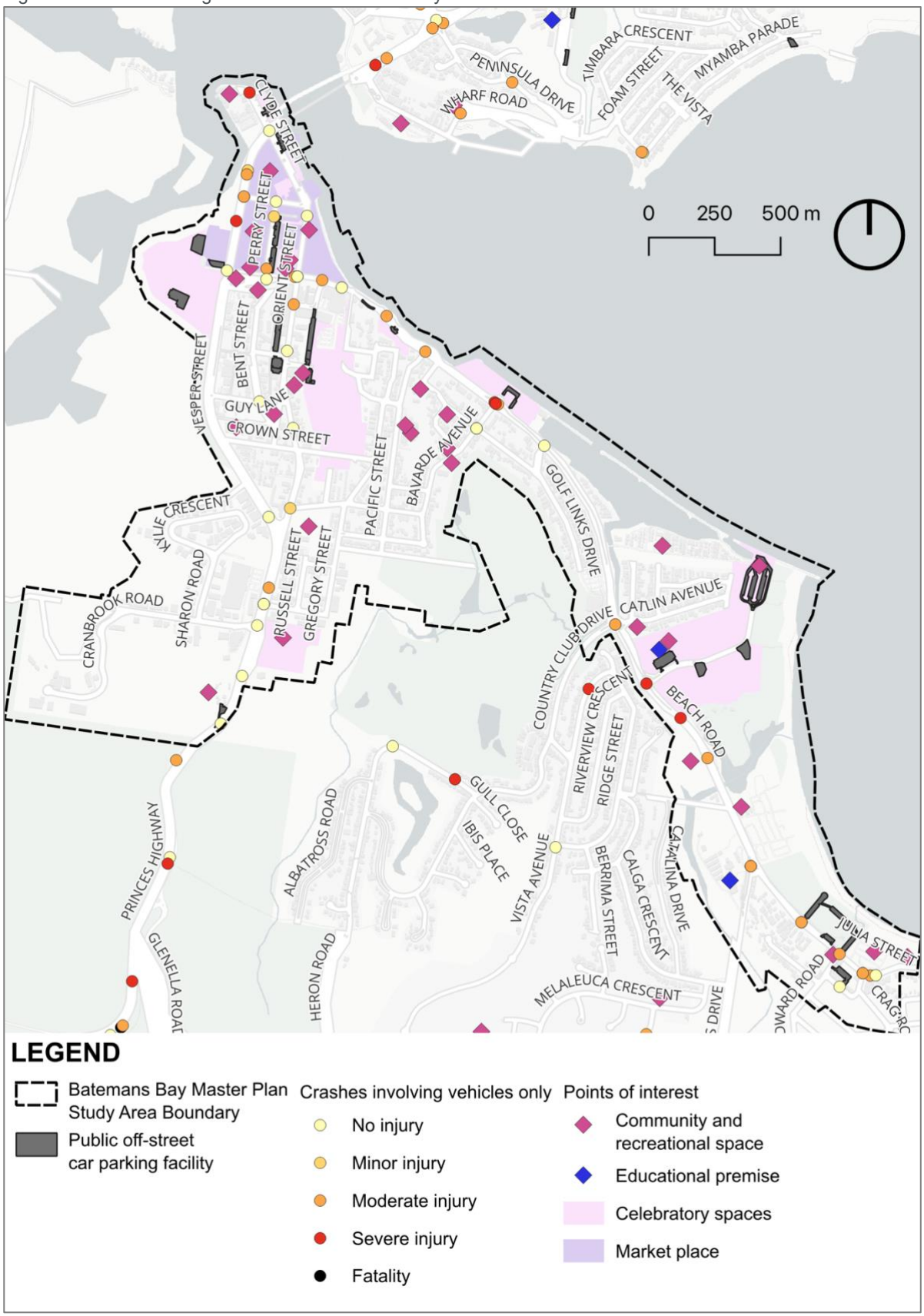
This can pose issues given that elderly adults and people with a disability are more likely to be reliant on public transport to meet their travel needs. Batemans Bay is a popular retirement area and as the community ages, most people get to a stage where they no longer want (or are unable) to drive.

The Promenade Plaza/Orient bus stop (where transfers can occur) is not fully DDA compliant, as the seating does not provide arm and back rests, or TGSIs and the vehicle entrance locations (see Figure 21).

Figure 21: Promenade Plaza/Orient bus stop

Road network analysis

Figure 22: Road and freight network of Batemans Bay



The road network is extensive. Access by car is easy and is encouraged by wide roads and priority given to vehicles at almost every opportunity.

Freight vehicles are supported along Princes Highway and Vesper Street. These roads are wide enough to accommodate freight vehicles and minimise amenity impacts within residential neighbourhoods.

Speed limits are relatively high – 60km/h on Princes Highway and sections of Beach Road, and 50km/h on most other local streets. A 40km/h speed limit is applied on select streets within the town centre.

Intersection treatments improve safety and traffic flow at key locations along Princes Highway and Beach Road.

Car parking spaces are widely provided across the town. On-street car parking spaces are provided along most local streets.

Orient Street was converted to one-way operation to provide a larger number of reverse angle parking bays within the shopping strip.

Larger at-grade car parking facilities and loading zones are provided in front or behind many commercial premises (see Figure 23). Locating parking at the rear of buildings, minimises barriers between the street and building entrances for pedestrians, and improves DDA compliance.

Figure 23: At-grade parking facilities at the rear of Orient Street shops

However, there is a lack of wayfinding signage to direct inbound drivers to these facilities and some businesses prefer providing parking at the front of buildings (which inhibits access from the footpath which is required for people with a disability).

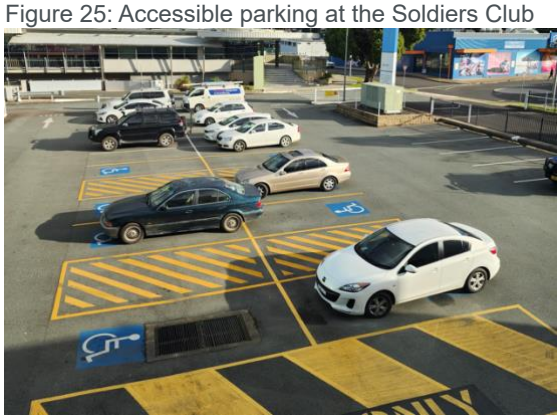
Beach Road is a relatively high-speed environment with excess capacity (which means that drivers tend to drive faster). Crossing Beach Road can be particularly difficult for pedestrians and bicycle riders due to the width of the road and lack of a median separator in which they can wait for a break in each direction of traffic (see Figure 24).

Figure 24: Beach Road four lanes without median breaks

Various parking restrictions are applied to manage parking availability for different users. This includes short-term parking spaces for shoppers and permit bays for people with a disability.

Some bays for people with a disability apply a highly visible paint treatment as well clear side space for people entering and leaving their vehicle (see Figure 25).

Figure 25: Accessible parking at the Soldiers Club



A bypass road has been constructed 3km to the south of the site. This has been constructed to reduce the number of vehicles travelling along Beach Road through the town centre and minimise travel time between southern suburbs and Moruya.

Further intersection upgrades and pavement strengthening projects are proposed along Beach Road in the Transport Network Plan for the Northern Area of Eurobodalla (2021).

Safe by design analysis

Road safety

There were 64 crashes recorded within the study area between 2018 and 2022.

Nine of these crashes resulted in a serious injury. The Beach Road/Bavarde Avenue roundabout and Princes Highway had the highest clusters of crashes.

There were five crashes that involved pedestrians, three of which resulted in serious injuries. Pedestrian incidents are most likely to occur at mid-block locations without a pedestrian crossing.

There were three crashes involving bicycle riders. These were clustered along Beach Road, one of which occurred at the Beach Road/Bavarde Avenue roundabout. This indicates that there is a safety issue along this key road that should be the key route for bicycle riders.

A lack of safe and prioritised crossing opportunities is a key factor creating road safety issues for the most vulnerable road users. The Beach Road/Perry Street roundabout is one such site that is difficult for pedestrians and bicycle riders to cross safely (see Figure 26).

Figure 26: Beach Road/Perry Street roundabout

The road space and priority for pedestrians and bicycle riders is also reduced due to road designs and high speed limits. Kerb outstands can be constructed to decrease pedestrian walking distances and discourage vehicles from making fast turning movements. A potential location to implement this is shown in Figure 27.

Figure 27: Orient Street/Museum Place intersection

There is a need to investigate road safety treatments that consider safety of all road users. These include considerations on:

- Intersection treatments (such as signalisation and right-turn bans)
- Pedestrian crossing facilities such as signalised or unsignalised raised crossings (see Figure 28)
- Lighting and visibility (such as increasing the provision of streetlights and removing visibility inhibiting features at key conflict sites)
- Path provision and maintenance to ensure pedestrians have safe and appropriate pathways along all streets
- Speed limit reductions and road redesign to reduce pedestrian crossing distances and actual vehicle speeds particularly at intersections

Figure 28: Raised crossing on Clyde Street

Personal security

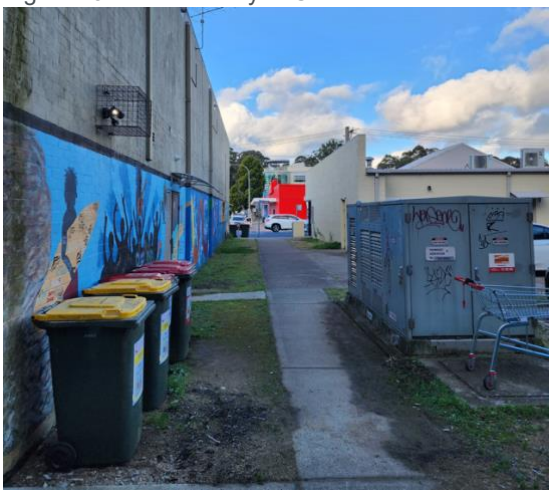
The crime rate of Eurobodalla (across the whole municipality) is higher than the State average particularly in relation to assault, theft, and property damage. Violent crime is most likely to occur in private residences between people who know each other.

Perceptions of security within the public realm are generally poorer amongst demographic groups that feel more vulnerable against potential offenders. This includes women and gender-diverse individuals, people with a disability, and elderly aged adults.

These groups are more likely to alter or limit their daily movements to avoid situations where they are more vulnerable against potential criminal incidents.

Perceptions of safety are likely to be poorer in locations with less activity. This includes within car parking facilities and laneways. Deteriorating and vandalised buildings and signage can further increase feelings of unsafety for the public (see Figure 29).

Figure 29: Poor amenity in Commercial Lane



Perceptions of safety are poorer at night time. The inhibited visibility due to a lack of street lighting and overgrown vegetation can worsen feelings of security. The lack of night-time activity can also make people feel more vulnerable to crime.

There is a need to investigate amenity enhancing and security improving treatments within the town centre. These include considerations on:

- Visibility of surrounds (through street lighting and vegetation clearing initiatives)
- Nighttime activation (by supporting late-night business operations and fostering mixed-use development)
- Public space and property maintenance including removal of graffiti and trolleys, rapid repair and maintenance of public facilities, and private property owner partnerships
- Urban design treatments such as art walls (see Figure 30), sculptures, and attractive public spaces (see Figure 31)

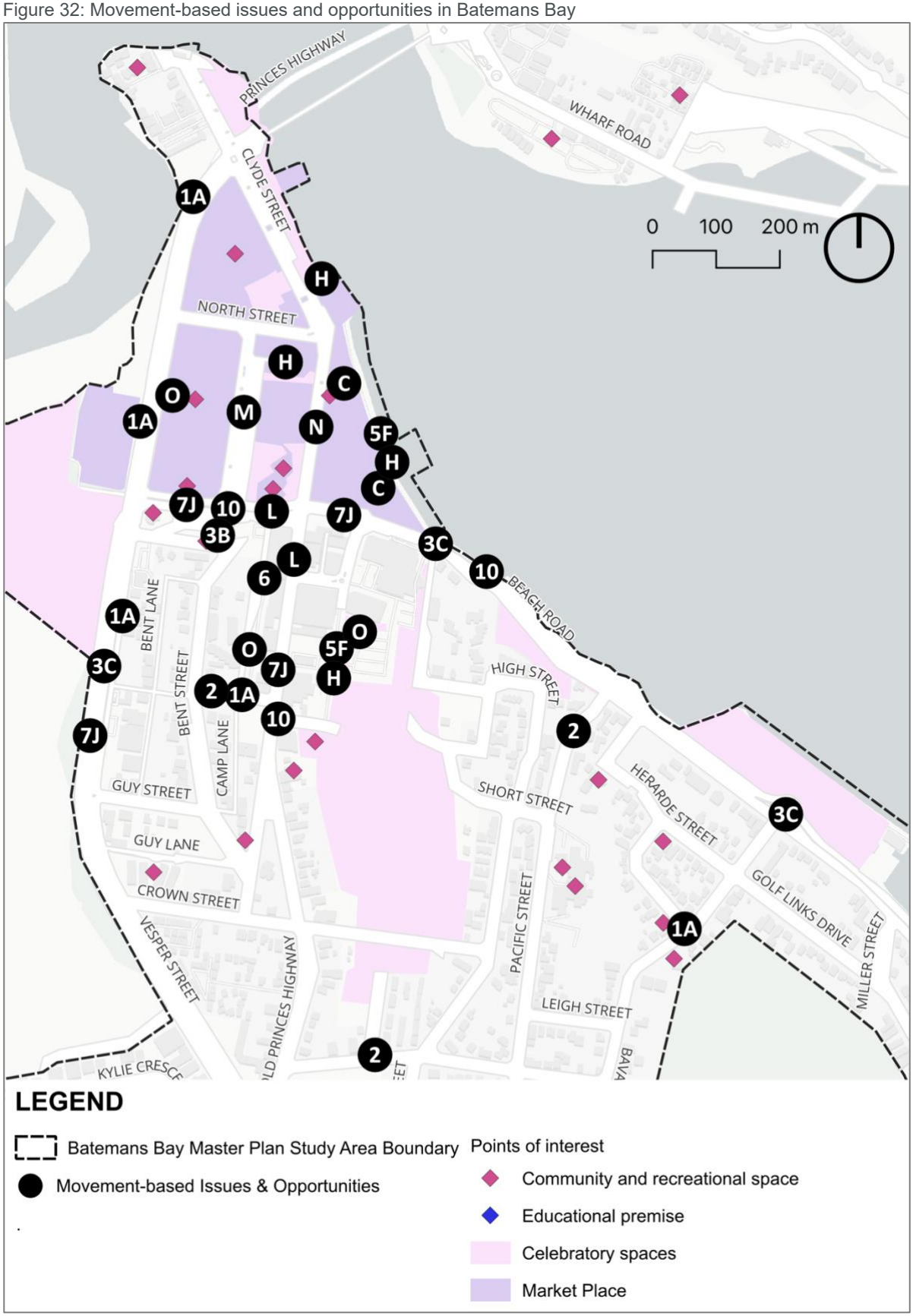
Figure 30: Artworks in Bridge Plaza car park

Figure 31: Attractive public space on Perry Lane

Broader crime prevention initiatives related to improving social and economic outcomes for disenfranchised youth, and local residents, should be further explored by Council.

Movement-based issues and opportunities

Figure 32: Movement-based issues and opportunities in Batemans Bay



Issues

1. Absent footpaths on streets
2. Steep terrain
3. Impermeable blocks that hinder pedestrian movement between key sites
4. Lack of crossing opportunities along higher-speed roadways
5. Poor activation (particularly at night-time)
6. Poorly maintained and vandalised laneways
7. Lack of continuous bicycle paths that are separated from vehicles
8. Lack of visible bicycle parking facilities
9. Indirect and infrequent bus services to outlying residential areas
10. Road designs and speed limits that prioritises vehicle movements in key activity locations
11. Increasing uptake of micro-mobility (including mobility scooters) is taking up more space and creating safety issues

Opportunities

A. Provide footpaths on streets that lack pedestrian access

B. Consider strategic property purchases to create direct pedestrian desire lines across the town centre

C. Explore the provision of safe road crossing facilities along pedestrian and cyclist desire lines

D. Encourage intensified mixed land use developments within the town centre to enhance walkability and support the economic growth of the town centre

E. Undertake public realm improvements in key locations (such as activity centres and public open spaces)

F. Encourage new developments to provide activated interfaces with the public realm

G. Expand the provision of shop-front easements to protect pedestrians from the weather

H. Increase street lighting

I. Increase canopy coverage and vegetation to enhance amenity and reduce the urban heat island effect

J. Extend the provision of shared-paths and segregated bicycle lanes along key streets

K. Explore alternative bus network alignments that are more direct and efficient

L. Reduce speed limits along local streets that travel through residential and activity centre locations

M. Consider closing key streets within the town to establish a town square

N. Realign vehicle access arrangement in accordance with nearby street closures

O. Establish publicly accessible consolidated parking facilities that support parking demand in mixed land use precincts

P. Explore streetscape designs that support safe usage of micromobility vehicles

Movement-based comparative and contextual analysis

There are several case studies that can provide inspiration on what Batemans Bay could trial or implement to meet their movement-based objectives and aspirations. The case studies listed below were chosen due to similarities in context at a small and large scale.

Crown Street, Wollongong (pedestrianisation of roadways)

Wollongong is a regional city located in the Illawarra region (150km north of Batemans Bay).

It is similarly nestled along a coastline and has developed in a long linear manner. Wollongong is however a much larger city.

We see some similarity in the pedestrian realm treatments gradually applied along Crown Street, which is Wollongong CBD's main street of activity.

A 400m stretch of Crown Street was fully pedestrianised in the 1980s. The space is highly activated and pedestrian friendly, with day and night-time markets held weekly.

A 200m segment of Crown Street (east of the mall) has been made more pedestrian friendly. Currently, only one-lane of vehicle traffic is provided and parklets have been set-up to support outdoor dining initiatives.

A staggered approach to pedestrianise Perry Street should be considered.

Eurobodalla Shire can first investigate simple one-way traffic designs with unutilised road space used for bicycle riders or buses.

If this trial is deemed successful, Eurobodalla Shire can then investigate complete road closure options.

These future improvements would need to be planned in-line with the redevelopment of the Village Centre.

Bondi to Coogee Walk, Sydney (coastal active trail)

The Bondi to Coogee walk is a popular coastal trail that runs along Sydney's iconic eastern suburbs coastline.

The walk meanders past many iconic look-out points, public art installations, parkland/beaches, and café/restaurants. There are also numerous locations with public art, drinking fountains and toilet facilities located along the trail.

The walk attracts large volumes of tourists, which pumps millions of dollars into the local economy.

Whilst the context is metropolitan, there are opportunities to replicate this type of treatment along the Batemans Bay coastline to serve as an active travel pathway and tourist attraction.

Eurobodalla Shire can support the creation of a continuous pathway that incorporates high-quality amenities along a defined section of the coastline.

Additional attractions, such as dining and retail, with key transport nodes will ensure accessibility and encourage both local use and tourism.

Coffs Harbour, NSW (bus network upgrade)

The Coffs Harbour bus network provides efficient connections across the region, linking key areas like the CBD, Park Beach Plaza, and the Health Campus.

Recent changes to the Coffs Harbour bus network have streamlined services, creating more direct and frequent routes.

Service frequencies have been increased, with Route 365 now operating every 30mins, linking Park Beach Plaza and the CBD, while Route 390 connects Sawtell and the CBD more efficiently. These updates make the network easier to navigate and improve accessibility.

Best practice for regional bus networks involves simplifying routes to ensure more frequent, direct connections.

By consolidating multiple routes into a linear structure, Coffs Harbour's network reduces confusion and makes travel more straightforward.

This approach enhances overall connectivity, particularly in the town centre, where most activity occurs.

Batemans Bay could adopt a similar strategy by consolidating routes and increasing service frequencies (especially during peak weekends and holidays).

This would make the bus network more efficient and better support both residents and the growing number of tourists.

Movement-based Strategic Picture

Batemans Bay is the primary activity centre for Eurobodalla Shire. It is a key location of goods and services for the local community and broader region.

Local government policy is aimed to promote and reinforce the town centre as the main “street-based” activity centre for the Shire. This would be supported by the enhancement of services and activities within the town centre.

Eurobodalla Shire has indicated that active transport should have the highest priority in key precincts. A dense network of high-quality and activated pedestrian links will connect key sites within the town centre.

It is important that some walkways are wide enough to cater for pedestrians and bicycle riders. Previous Council policy documents have suggested speed limit reductions within areas that have higher pedestrian and bicycle riding volumes.

Council has considered closing some roads to establish pedestrian malls along with many other traffic calming measures.

These active transport aspirations tie in with the State Governments aim to establish 30-minute cities where more people can choose to walk or ride.

Notes on alignment/misalignment with active transport aspirations include:

- Some streets within the town centre (Orient Street) meet this aspiration due to the provision of wide walkways (including ones that support bicycle riders) and crossing opportunities
- Footpath gaps are apparent along streets outside this area and through car parking areas. There is a significant need to expand the footpath network to link with surrounding neighbourhoods
- There is a lack of safe and prioritised pedestrian crossings in and around the town centre. Future initiatives should explore sites along pedestrian desire lines to implement safe road crossing and pedestrian arcades
- Bicycle riding infrastructure is minimal through most of Batemans Bay. Future initiatives should expand the provision of bicycle appropriate paths along key road and path links
- Vehicles are given absolute priority along most town centre streets. Future initiatives that should be explored include lower speed limits and traffic calming measures

It is important that new developments contribute to the activation of their street, particularly Orient Street. A diverse provision of retail and tourism land uses should be provided at ground level, with open interfaces to key pedestrian environments.

Landscaping should be maintained to provide high amenity and meet safe design principles and offer passive surveillance.

Notes on alignment with amenity aspirations include:

- Recent urban design works have created higher amenity spaces along the foreshore and Orient Street
- The lack of activity can make places feel more isolated and unsafe, particularly at night. Initiatives to increase the number of permanent residents living nearby will increase activity and support businesses
- Laneways and car parking facilities can feel neglected due to vandalism
- High quality urban design treatments and lighting can improve perceptions of safety

An efficient and frequent network of public transport services should aim to transport visitors to the town centre from surrounding residential neighbourhoods. This is related to the State Governments aspiration to improving transport choices for regional residents.

Notes on alignment with public transport aspirations include:

- The local bus network lacks route directness, service frequency and span
- Future bus network revisions should make routes more direct and intuitive while increasing service frequency and span

The existing road network will cope with future increases in vehicle movements. This is a need to prioritise people over cars in key precincts.

The southern bypass (Glenella Road) is a newly opened road designed to minimise through traffic within the town centre.

Several State Government road projects have sought to create safer and less congested roads. This includes the Kings Highway safety upgrades, Batemans Bay Bridge replacement, and the South Batemans Bay Link Road (Glenella Road).

Future car parking facilities should be located on the town centre’s periphery, with enhanced signage to direct vehicles arriving from road entry points. Parking space availability can be monitored and managed through appropriate measures to ensure a fairer system of managing car parking space access.

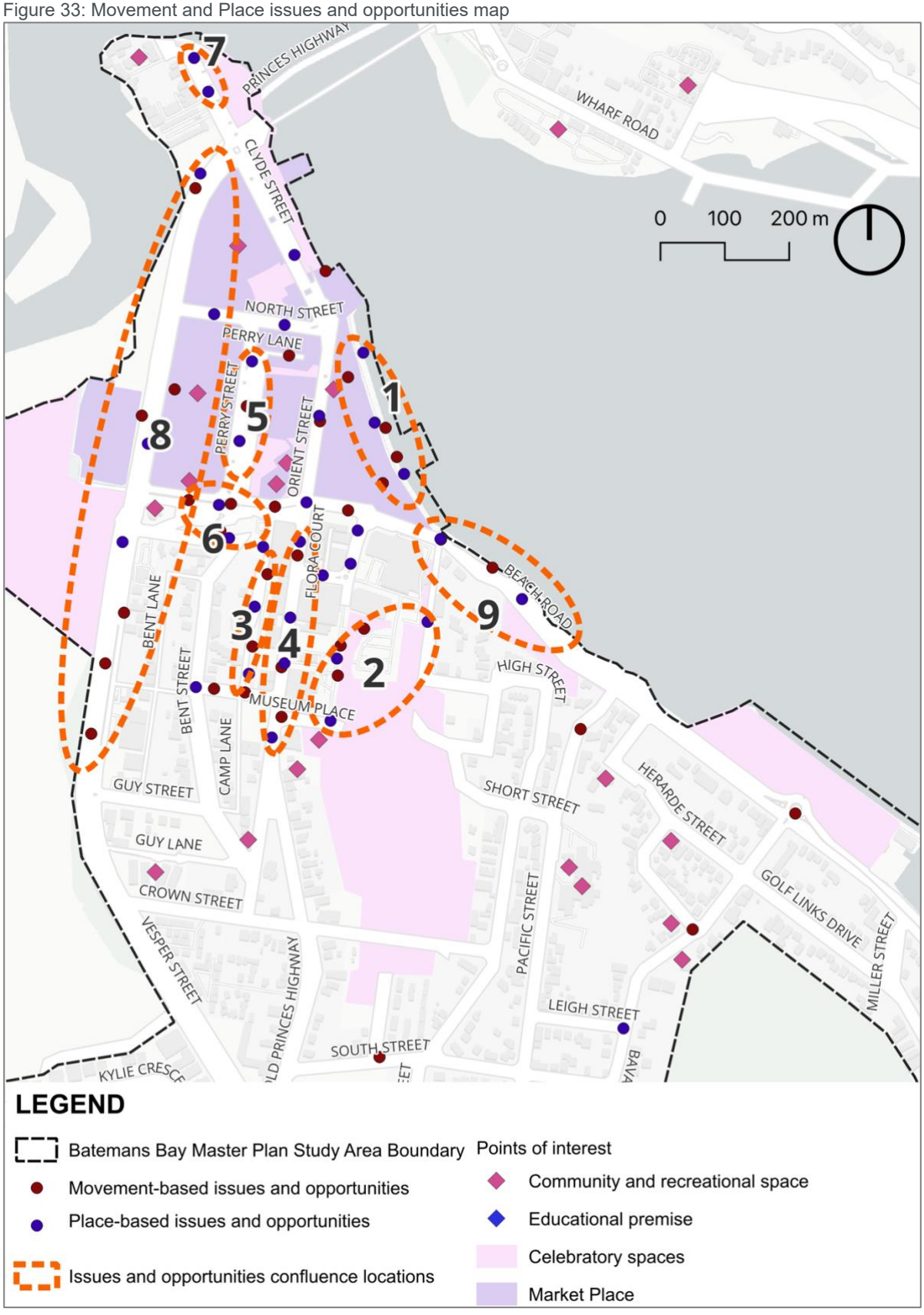
Notes on alignment/misalignment with road network and parking aspirations include:

- The newly opened bypass road facilitates vehicle movements away from streets that are set to be prioritised for pedestrians
- Broader state government road projects have improved safety and congestion levels
- Existing and future car parking facilities should enable parking to be shared by a range of users throughout the day
- Wayfinding is needed to support car parking access

Step 4A Overlay and discuss conflicts, issues, and opportunities

Movement and Place analysis

Figure 33: Movement and Place issues and opportunities map



The overlayed issues and opportunities map (see Figure 33) illustrates the distribution of previously mapped movement and place-based issues and opportunities. This section will discuss commonalities and conflicts at locations with a higher density of plots.

1. The Foreshore Walkway is a pleasant space. It is envisioned to be a key landmark within the Batemans Bay Town Centre. Council aims to develop the waterfront as a highly activated and attractive space for people to walk along and congregate within.

   The walkway currently suffers from a lack of activation. Many built-forms that adjoin the walkway are blank, and there is a lack of permeable connections towards Orient Street. Perceptions of safety are likely much lower at night as there is no business activity, passive surveillance or adequate street lighting.

   There are opportunities to encourage the construction of buildings that provide activated interfaces facing the walkway. Permeable pedestrian linkages can be provided to link the walkway with Orient Street. A greater provision of street lighting can further make the space feel safer at night.

2. The Water Gardens is an attractive green space that is located just outside the town centre. The space is envisioned to become an attractive and vibrant open space for future apartment dwellers and employees of proposed nearby civic and government offices.

   The space is currently in-activated as it is surrounded by the rear of Orient Street shops.

   There are opportunities to activate the space by encouraging surrounding development to provide active frontages to the park. There is also a need to consider how this activation can be maintained if a consolidated parking facility is also constructed nearby.

3. Commercial Lane is currently comprised of at-grade parking facilities that are provided at the rear of Orient Street businesses. This space currently suffers from inactivation.

   There are opportunities to explore the implementation of urban design treatments to beautify this space. There is also a need to ensure the future parking facility constructed here does not detract from the amenity that is sought at this location.

4. The southern segment of Orient Street was the original main street of town. As the centre of activity was pulled towards the coastline, this section of town has become neglected.

   The corridor is currently car dominated and offers limited crossing opportunities or bicycle riding infrastructure.

   Given the corridors important role as a “Main Street", it is important to re-distribute the allocation of road space towards pedestrians and bicycle riders. Crossing opportunities should be considered in locations that align to pedestrian desire lines.

5. Perry Street is currently surrounded by at-grade car parking and closed-off interfaces. There are aspirations to redevelop the shopping centre to have a higher level of activation onto the street.

   There are opportunities to reclaim Perry Street roadway space to create a highly activated and pleasant pedestrian plaza. Parking spaces can be off-set into off-street parking facilities built into the new shopping centre development.

6. The Perry Street roundabout is a busy intersection that preferences vehicle movements. The ability for pedestrians and bicycle riders to navigate their way through this intersection safely is hindered.

   Beach Road is intended to become a significant transport corridor for all travel modes. To reach this aim, there is a need to provide dedicated spaces for bicycle riders and safe crossing facilities for pedestrians.

   This will support movement from the Perry Street Plaza and the Mackay Park sporting complex. There are also opportunities to provide better pedestrian linkages with Bent Street into this space.

7. This section of the town centre is made up of low intensity residential land uses. There were considerations to explore the development of accommodation for downsizers who are keen to live close to the amenities afforded in the town centre. However, it is also important to consider the climate change risks at this location (flooding and sea level rise).

8. Vesper Street is a wide car dominated arterial road that runs on the town centre’s outskirts. It is a movement barrier for pedestrians accessing recreation/sporting facilities at Mackay Park.

   There are opportunities to provide more crossings and dedicated active travel paths. These paths can also provide connections to Smoke Point. As it is a main road, there will be a continued need to support vehicle movements as well.

   There could be benefits in an enclosed pedestrian walkway directly connecting future buildings on either side of Vesper Street.

9. Beach Road is a corridor that aligns the picturesque coastline of Batemans Bay. It also presents as a movement barrier for people looking to access the shore.

   There are opportunities to provide more crossing opportunities to enable people to access the high-quality shared pathway that is provided on the shore-side of the roadway. The diversion of through-moving traffic onto Glenella Road (to the south of the study area) will enable road space to be provide to make it safer for all people to cross the road.

Future change scenarios

Future change scenarios are circumstances external to the plan or project (such as a change in technology or economic conditions) that have the potential to impact the plan or project. These scenarios should be utilised to inform the development of options, based on trends, drivers, and opportunities.

The aspirational classifications of the built environment indicators have also been revised to consider various future change scenarios. These scenarios were developed during a workshop between the council planning team and Movement & Place Consulting. These scenarios are outlined in the sections below.

Changes in mobility preferences and behaviour

Future change scenarios related to this topic are outlined below:

- Infill development in the town centre will increase the number of people that will prefer to walk or catch public transport for access needs
- E-vehicle modes will see an increase into the future
- An increase in population and business growth in Eurobodalla's existing built-up areas will decrease mode shares by private vehicles (across the LGA)
- The provision of safer active transport infrastructure will lead to an increase in active transport uptake

The future change scenarios listed above will lead to changes in some aspirational built environment indicator scores.

Indicators related to mode share will see large increases in aspirational scores due to the delivery of active and public transport uptake supporting initiatives. The delivery of these initiatives will also result in increased aspirational scores for several active transport infrastructure related built-environment indicators.

The increase in built-environment indicator scores will also enable key streets and places within Batemans Bay to meet the higher levels of place that are aspired for. The aspired "Main Street" type corridors are better at facilitating active travel movements compared to vehicle dominated "Main Road" type environments.

Changes in housing preferences and development

Future change scenarios related to this topic are outlined below:

- A majority of municipal growth is set to be accommodated in established neighbourhoods, primarily within Batemans Bay town centre
- There is likely to be a higher interest in unit/apartment living, particularly amongst down-sizers and young adult residents without children
- Those who are drawn by apartment living will see increased value in having a high density of services nearby and high-quality public open spaces

The aspirational built environment indicator scores of residential population density and pedestrian activation will increase due to greater in-fill development initiatives, particularly within the tourism and commercial precincts.

Supportive public realm improving built environment indicator categories (such as canopy coverage and street lighting) are also likely to increase to ensure that amenity is still maintained within these new developmentally dense areas.

The place-value of areas with a higher density of residences and businesses will increase as these areas become more frequented. This will lead to an expansion of "Main Street" and "Civic Space" type street environments in the town centre.

Changes in environmental risks

Future change scenarios related to this topic are outlined below:

- Hotter climate will require significant canopy tree planting initiatives, particularly in built-up areas
- Rising sea-level risks will necessitate structural barriers, particularly along Beach Road
- Increasing temperatures will require housing to be built with consideration of natural cooling features
- There is an increased risk of stormwater and other flooding during periods of heavy rainfall
- Infrastructure and ground treatments need to support water flow in a more appropriate manner

The threat of climate change leads to initiatives that will improve built environment indicator scores for indicators like Canopy Coverage. This also reflects aspirations to enhance place in key activity centre locations.

Changes in demographics

Future change scenarios related to this topic are outlined below:

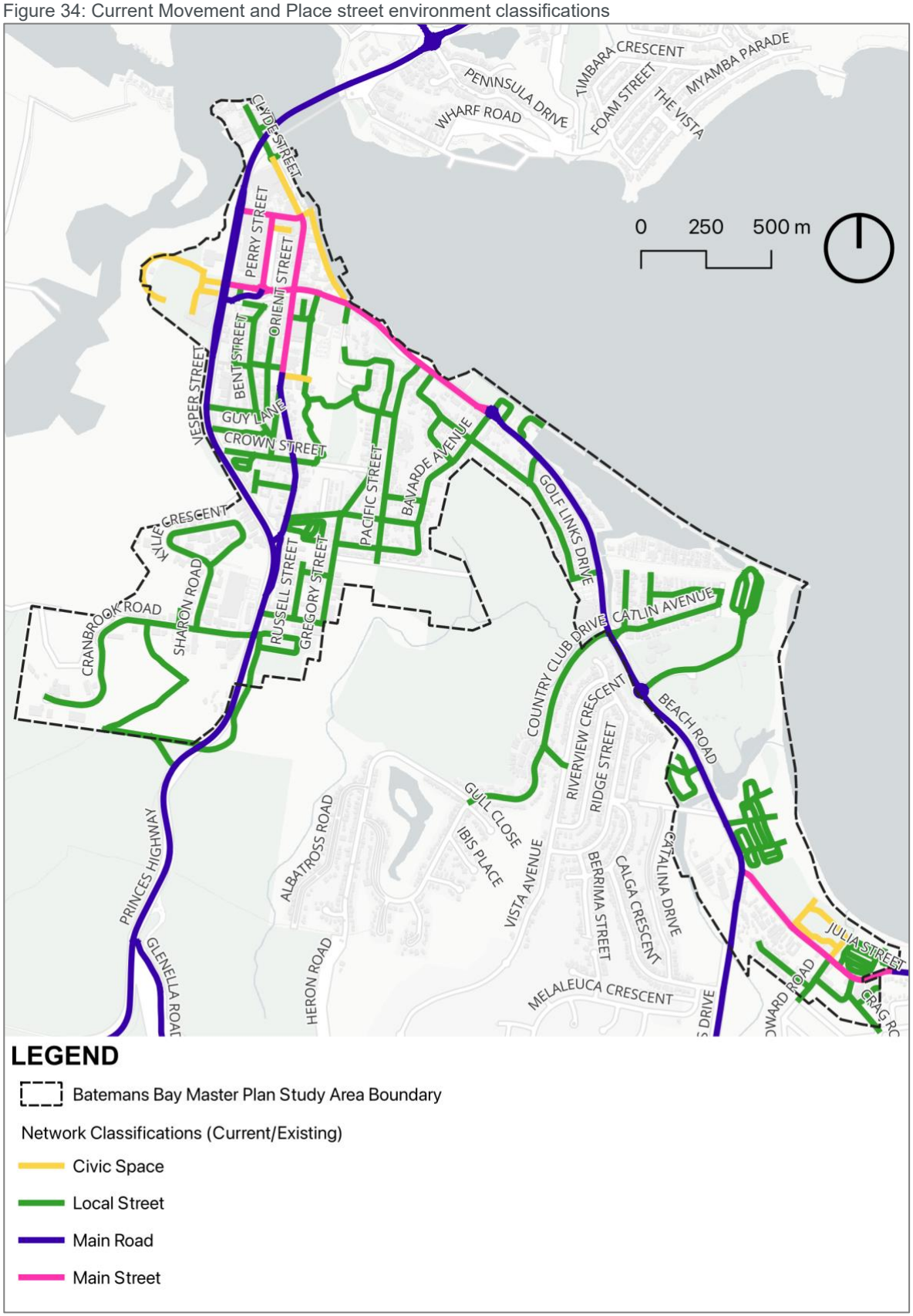
- There are plans to retain the young adult population by encouraging the establishment of more hospitality and tourism jobs
- A continuation of businesses enabling work-from-home options may retain families who work in white-collar jobs
- Elderly-aged residents may choose to move into units/apartments located in more central locations as it suits their access and maintenance needs

The increased establishment of businesses and hospitality venues within the town centre will result in increased built environment indicator scores for some indicators. This includes pedestrian activation and diversity of land zoning.

The increased level of activity will result in higher place-values afforded for town centre locations, such as the tourism and commercial precincts. A higher proportion of "Main Street" and "Civic Space" street typologies can be expected in these locations.

Current Movement and Place Classifications

Figure 34: Current Movement and Place street environment classifications



The street network within the study area of the Batemans Bay Master Plan project was assessed using TfNSW's Movement and Place Framework.

Street environments were identified using the four key street network types of Main Road, Main Streets, Local Roads, and Civic Spaces.

The reasoning behind these classifications is discussed in the following sections.

Main Roads

The "Main Road" classification has been assigned along the following streets:

- Vesper Street/Princes Highway
- Beach Road (between Bavarde Avenue and George Bass Drive)
- Old Princes Highway (between Orient Street and Princes Highway)

The current streetscape design and developmental intensity render these corridors as facilitators of higher volumes of vehicles whilst having an absence of people-attracting development.

This does note that each street has vastly different levels of traffic compared to each other, although higher than surrounding streets.

Main Streets

The "Main Street" classification has been assigned along the following streets:

- Beach Road (between Princes Highway and Bavarde Avenue, and between George Bass Drive and Corrigan Crescent)
- Orient Street
- North Street
- Perry Street

These corridors have higher movement values as they are often important facilitators of vehicle, bicycle, public transport, and pedestrian volumes.

These corridors also have higher place values due to the surrounding provision of commercial and recreational facilities and premises.

This means that road space allocation is often contested as multiple transport modes utilise these corridors for movement purposes.

Civic Spaces

The "Civic Space" classification has been assigned along the following streets:

- Clyde Street (and foreshore walkway)
- Museum Place
- Various streets surrounding Mackay Park
- Various streets surrounding Corrigans Beach Reserve

These corridors often run through important civic and activity spaces that are located within or adjacent to activity centre areas.

These corridors also have lower volumes of movement as they are often used as side streets or vehicle entrances into off-street car parking facilities.

Local Roads

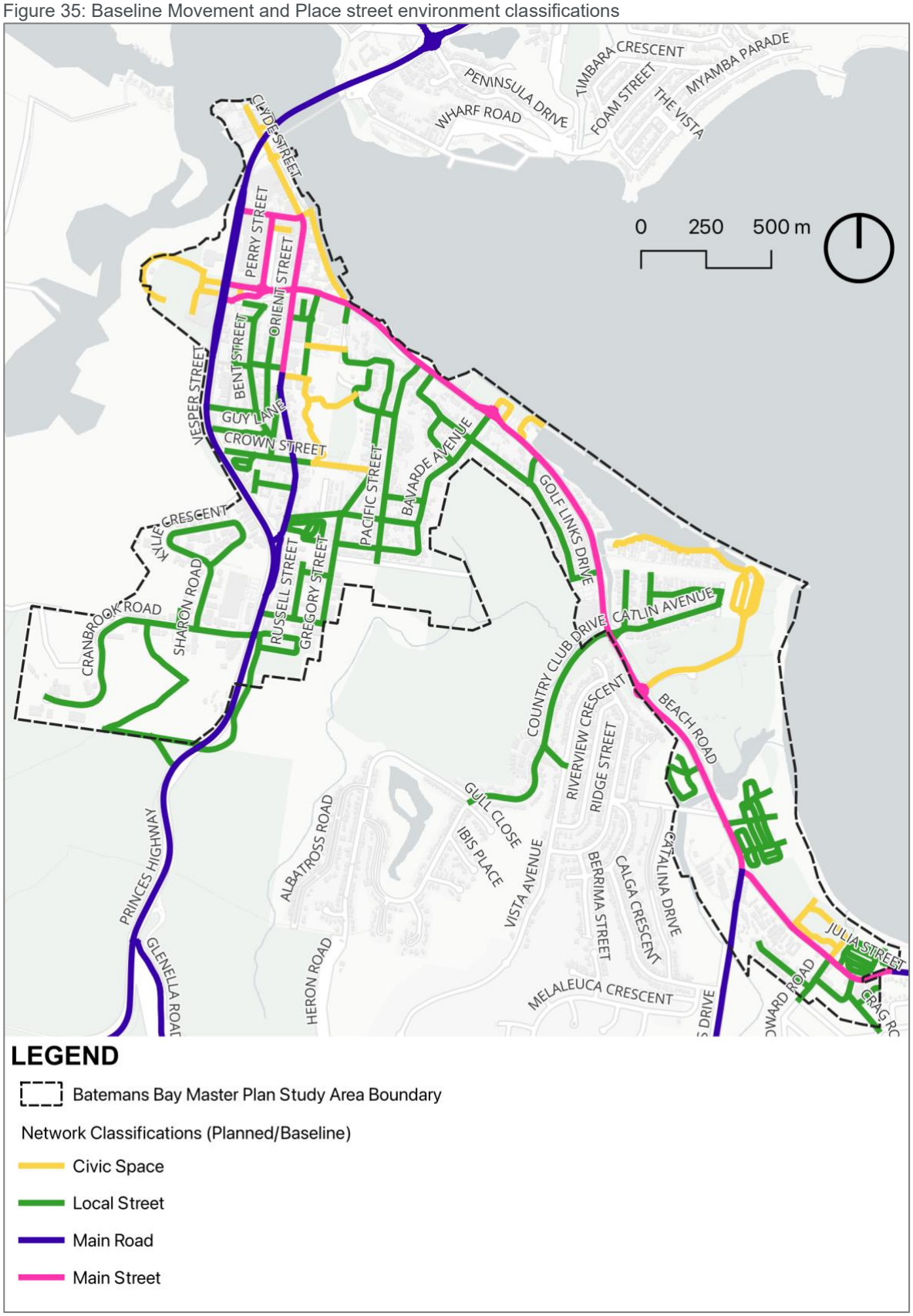
All other streets within the study area are classified as "Local Roads". These roads are commonly made up of three different street environment sub-types:

- Enterprise street (a street that serves industrial and commercial areas)
- Neighbourhood street (typical low vehicle volume residential streets)
- Service lane (although this is indicated as a civic space in TfNSW's framework, the current urban design is lacking the place-based qualities)

These roads, whilst all serving different purposes, have similarly lower volumes of transport movements and lower levels of people activity.

Baseline Movement and Place Classifications

Figure 35: Baseline Movement and Place street environment classifications



Planned classifications were assigned for the street network located within the study area of the Batemans Bay Master Plan project.

These classifications represent anticipated changes in movement and place due to existing Council policy documents. The reasoning behind these revised classifications is discussed in the following sections.

Beach Road

The entirety of Beach Road (from Vesper Street to Corrigan Crescent) has been revised to a "Main Street" classification. This represents an increase in the level of people activity, with a maintenance of transport volumes.

This is in accordance with plans by Council to support increased developmental intensity along the foreshore. The increase in development will also enable supporting public realm enhancing works to be established along the foreshore.

This is supported by the council planning team's intent for the foreshore to promote new community facilities and leisure opportunities to activate the precinct.

Although the intensity of movement classification of Beach Road is likely to remain static, this does not mean that the current modal split of transport movements will remain the same.

The recently opened Glenella Road bypass has enabled a significant volume of vehicles to bypass the town rather than travel through along Beach Road.

Proposed active and public transport improvements are also set to support a greater share of total transport movements.

Clyde Street

The far northern end of Clyde Street has been revised from a "Local Street" to a "Civic Space" classification. This represents an increase in the level of people activity, whilst lower volumes of transport movements are sustained.

The increased in place value aligns with proposed the council planning team plans to intensify land use development within the "Tourism Precinct".

The development will also be supported by urban design initiatives within the public realm, particularly along the foreshore.

Water Gardens

The movement links that lie within the Water Gardens have been revised from a "Local Street" classification to a "Civic Space" classification. This represents an increase in the level of people activity, with a sustained lower volume of transport movements.

The Water Gardens Precinct is set to host future government and higher order civic uses. This will lead to a significant increase in activity from its current use as a quiet park that is hidden behind rear shopping strip car parking facilities.

A new east west connection will be provided through the extension of Crown Street to High Street. This additional connection will address cross-town movement pressures expected due to population growth. This connection will require Eurobodalla Shire to construct a bridge which may pose significant costs, relative to the benefits attained. The "Civic Space" classification is applied due to the links proximity to the Water Gardens.

The Water Gardens will be connected to the foreshore via the Green Boulevard which will encourage people to walk between areas. This increase in active travel is unlikely to increase levels of overall movement enough to upgrade the classification to a "Main Street".

An additional link was provided directly south of the Soldiers Club to provide vehicle access to the rear loading and parking facility from High Street.

Hanging Rock Place

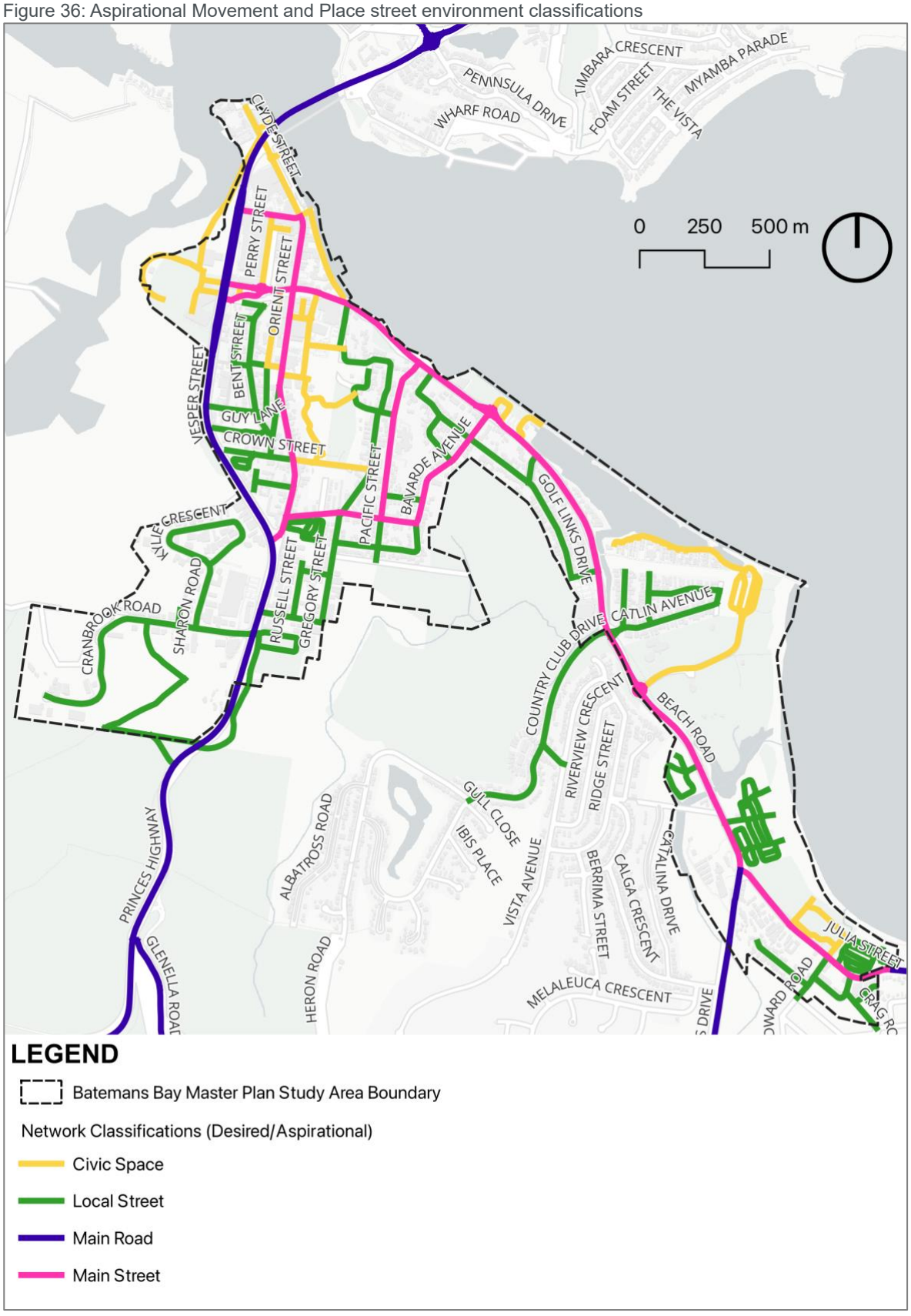
Hanging Rock Place (as well as the proposed extension behind the Marina Resort) has been revised from a "Local Street" to a "Civic Space" classification. This represents an anticipated increase in the level of people activity, with a maintained lower level of transport movements.

There are plans to redevelop the Hanging Rock Precinct with a higher intensity built-form. The site is well-suited for redevelopment due to the higher density of nearby civic, recreational and tertiary educational spaces.

The higher intensity of development will lead to a greater volume of pedestrian activity within the space, additionally attracted by existing facilities (university, library, sailing club, skatepark, rugby club, beach, and marine park).

Aspirational Movement and Place Classifications

Figure 36: Aspirational Movement and Place street environment classifications



New desired classifications were assigned for the street network located within the study area of the Batemans Bay Master Plan project.

These classifications were informed by recent discussions and Master Plan development work. The reasoning behind these revised classifications is discussed in the following sections.

Bavarde Avenue, Pacific Street and South Street

These streets have been revised from a "Local Street" to a "Main Street" classification. This represents an increase in the level of people activity and transport movements.

There is still a need to further discourage vehicles from travelling through the town centre to enable the western segment of Beach Road to be redesigned with a greater focus on pedestrian and bicycle rider safety.

A better connection between Beach Road and Princes Highway via Bavarde Avenue, Pacific Street, and South Street can offer a direct alternative travel route for residential areas south and east of the town centre. As such, these streets are likely to see higher volumes of vehicles.

The increase in place value of these streets represents aspirations to intensify the development of property parcels that surround these streets.

There are particular aspirations to facilitate development along Pacific Street which contains a large number of health service facilities.

Old Princes Highway

The Old Princes Highway (which leads into Orient Street) has been revised from a "Main Road" to a "Main Street" classification. This represents an increase in the level of people activity along the roadway, whilst higher level of transport movements are maintained.

This revision reflects the council planning team's aspirations to further developmental intensity southward from Orient Street. The land that surrounds this street segment benefits from a strong existing provision of service providers and community facilities, as well as reduced risks related to flooding and sea level rises.

This road segment will form a part of the commercial precinct, which will contain most of the towns civic and office-based land uses.

The higher relative levels of transport movements will be sustained, with a greater uptake of active and public transport movements. There are aspirations to provide a cycling path that will connect the town centre and foreshore, with residences and destinations in the southern area of Batemans Bay.

Mcleods path (new link)

A new pathway was proposed to connect Mackay Park with Smoke Point and the foreshore. This will run along the western side of Vesper Street, along McLeod's Creek. This pathway will bridge the last gap of a continuous shared path loop that will encircle the town. A "Civic Place" classification was assigned for this link. This represents a street that will have a higher level of people activity, whilst lower levels of overall transport movements.

The creation of a pathway will enable visitors to Mackay Park (as well as residents of proposed apartment developments) to travel to the foreshore without the need to cross at-grade with Princes Highway. It will also enable visitors to access the wetlands and green spaces around Mcleods Creek.

Commercial Lane and Museum Place

These streets have been revised from a "Local Street" to a "Civic Place" classification. This represents an increase in the level of people activity.

There are opportunities to engage in urban design initiatives that will enable these laneways to become more pleasant and comfortable to inhabit.

Development intensification in surrounding land parcels will likely lead to an increase in the number of people that will use these spaces. The ground-level interface of developments that front these laneways should be activated to maintain a higher quality sense of place.

Soldiers Club Link

An additional "Local Street" link has been provided along the eastern boundary of the Soldiers Club. This will provide an additional vehicle connection to car parking and loading facilities located on the southern side of the building.

There are opportunities to also investigate activation initiatives to support pedestrian movements from Beach Road into the Water Gardens.

Perry Street

Perry Street has been revised from a "Main Street" to a "Civic Place" classification. This represents a decrease in transport movements, whilst the level of people activity is maintained. This is the only location that will see a street segment decrease in a movement or place classification.

There are aspirations to close Perry Street to vehicles (including heavy goods vehicles through the proposed HGV decongestion area initiative across the tourism precinct) to create space for a pedestrianised public square.

This public square will be surrounded by activated interfaces through the redevelopment of surrounding land parcels. This will lead to an even higher sense of place and level of people activity.

The closure of part of the roadway to vehicles will ensure people park at their nearest space (not travel through the town centre just to park on the other side). The road closure should not impact buses, which could be permitted to use the Perry Street.

Vehicles movement will be diverted along Orient Street, which will see the reintroduction of dual direction traffic lanes.

Step 4B Conduct built environment indicator assessment

The NSW Movement and Place Framework outlines 36 Built Environment Indicators to evaluate Movement and Place projects. The indicators are based on qualities that contribute to a well-designed built environment and are grouped under five themes relating to ten user outcomes.

The built environment indicators can be used as a tool to determine the performance gap between the existing built environment and desired vision for the study area. For each tool, thresholds can be developed to determine whether an outcome is unsatisfactory, poor, good, or great.

The full list of built environment indicators listed on TfNSW's website were reviewed by the consultant team and the council planning team. A selection of relevant indicators were then chosen to evaluate the outcomes of this project. As per TfNSW's suggested guidelines, the performance scores of each indicator were tallied up to provide current and aspirational scores by each user outcome.

The final list of built environment indicators (as well as their corresponding theme and user outcome group) is outlined in Table 1 below.

Table 1: Built environment themes, user outcomes, and indicators

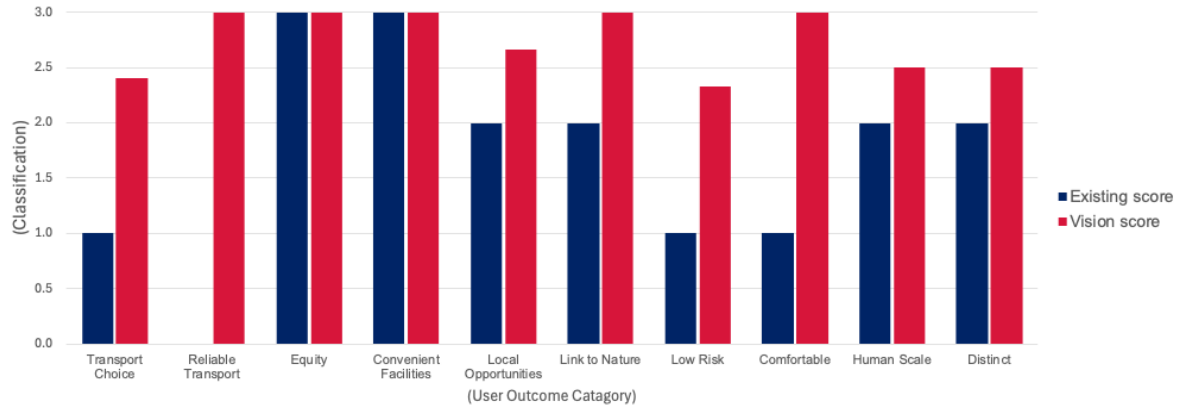
Theme	User Outcome	Built environment indicator
Access & Connection	Transport Choice	Sustainable mode share on existing area (residence)
		Sustainable mode share on existing area (workplace)
		Connected footpath network
		Connected cycling network
		Public Transport Accessibility Level (PTAL)
	Reliable Transport	Heavy goods vehicles target level of access
	Equity	Slope of road
Amenity & User	Convenient Facilities	Proportion of public space
		Walkable access to local living needs
	Local Opportunities	Mix of uses
		Population density in Travel Zone 2016
		Diversity of dwellings
Green & Blue	Link to Nature	Percentage of tree cover
		Land and wetland zoned for environmental protection
		Pedestrian access to waterbodies
Comfort & Safety	Low Risk	FSI and casualty crash rates
		Pedestrian activation
		Appropriate speed for the environment
		Street lighting
	Comfortable	Percentage of tree cover (duplicated)
Character & form	Human Scale	Intersection density
		Proportion of road space allocated for pedestrians
	Distinct	Diversity of land zoning
		Street legibility

The following sections of Step 4B will outline the built environment assessment outcomes in the following formats:

- Average current and aspirational score of each user outcome category across the study area and each of the three precincts (Tourism, Commercial, and Hanging Rock)
- Detailed breakdown of the method of aggregation, scoring threshold (for activity centre and non-activity centre areas), existing numerical scores, and existing and aspirational scores (on a 4-point scale) for each built environment indicator. Scores are provided for the study area, and each of the three precincts. This section has grouped the built environment indicators in accordance with the five themes

Built environment assessment outcomes (whole study area)

Figure 37: Built environment assessment outcomes for the whole study area



The outcomes of the assessment for the whole study area showed gaps between existing and aspirational classifications based on the indicators.

Areas that had the smallest gaps included:

- Equity (no gap)
- Convenient Facilities (no gap)
- Human Scale (0.5-point gap)
- Distinct (0.5-point gap)
- Local Opportunities (0.6-point gap)

The limited change in “Equity” is due to the limited ability for Eurobodalla Shire to alter the steepness of roadways. However, this should not be a material issue given the slope of key streets is minimal and the overall score is high. Ramps and footpaths with a steady incline are likely to be implemented at locations with a steep gradient.

The limited change in “Convenient Facilities” and “Local Opportunities” (both Amenity and Use related outcomes) are due to an already high existing score for both. The slight increase in scores can be attributed to existing low dwelling density and diversity, and inhibited walking access to local needs. Proposed in-fill development opportunities will enable the Batemans Bay study area to improve in these categories.

The limited change in “Human Scale” outcomes is due to existing high scores in the proportion of road space allocated to pedestrians. The gap is also due to differences in intersection density. However, the aspirational classification is only slightly higher than the existing score given Eurobodalla Shire’s inability (and also limited need) to purchase properties to establish additional pedestrian linkages across a wider scale.

Areas that had the largest gaps included:

- Reliable Transport (3-point gap)
- Comfortable (2-point gap)
- Transport Choice (1.4-point gap)
- Low Risk (1.33-point gap)

The large gap in the “Comfortable” user outcome category is related to the lack of canopy coverage across the study area. To address climate change challenges and enhance amenity, the aspirational score for canopy coverage was raised to meet the highest threshold.

The gap in the “Reliable Transport” user outcome category is due to the large gap between existing and aspirational scores relating to the target level of access for heavy goods vehicles.

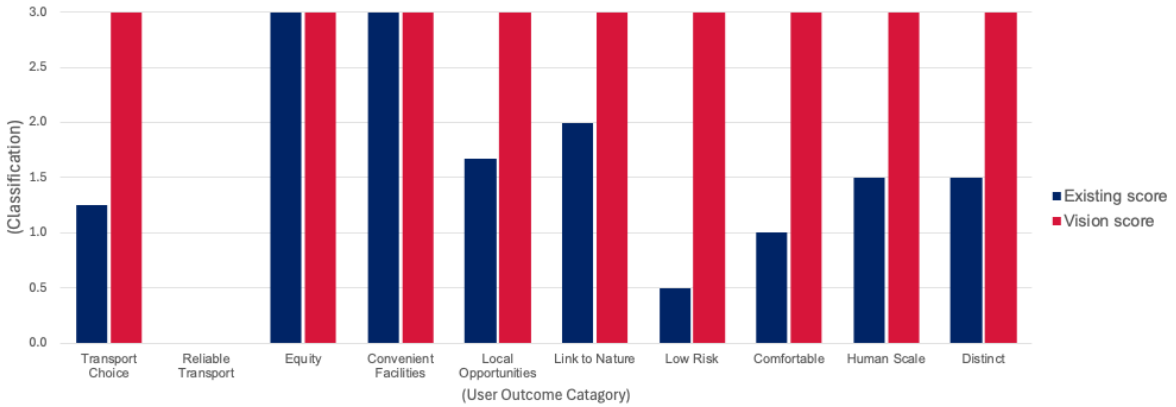
Princes Highway is the only road in Batemans Bay on which Freight Access for the State road network is measured. It does not currently meet the target level of service. Given the location of the road it is unclear how the target level of service can be met.

The gap in the “Low Risk” user outcome category is attributed to low existing scores across all indicators. The study area is deemed to have an unacceptable level of serious injury/fatal collision on the road network, a lack of street lighting, and a lack of footpaths provided along higher-speed roadways. Given the importance of safety, Eurobodalla Shire aims to enhance road and personal safety for future residents and visitors to Batemans Bay.

Detailed information on the threshold and classification scores is summarised in the discussion related to each.

Built environment assessment outcomes (Tourism Precinct)

Figure 38: Built environment assessment outcomes for the Tourism Precinct



The outcomes of the assessment for the Tourism Precinct showed large gaps between existing and aspirational classifications based on the indicators.

Areas that had the smallest gaps included:

- Equity (no gap)
- Convenient Facilities (no gap)

The lack of gap in the "Equity" user outcome category is attributed to the flat topography of the tourism precinct.

The lack of gap in the "Convenient Facilities" user outcomes category is attributed to the high existing density of local living needs within the precinct and the high proportion of land used for public space.

All other user outcomes categories had large gaps:

- Low Risk (2.5-point gap)
- Comfortable (2-point gap)
- Transport Choice (1.75-point gap)
- Human Scale (1.5-point gap)
- Distinct (1.5-point gap)
- Local Opportunities (1.3-point gap)

The largest gap was observed in the "Low Risk" user outcome category. This is related to the lack of footpaths along high-speed roads (Vesper Street), low residential density (related to pedestrian activation), and a high rate of crashes. Council acknowledges the importance of safety and security (particularly within activity centre areas) and will therefore investigate initiatives to improve this user outcome.

A large gap was also observed with the "Comfortable" user outcome category. This is attributed to the lack of canopy coverage in the precinct as of currently. Council aspires to achieve canopy coverage at levels that exceed to highest threshold to combat the urban heat island effect and soften the streetscape of the precinct amidst developmental intensification.

The gap in the "Transport Choice" category can be attributed to the lack of footpaths (on both sides of the street) along roadways such as Vesper Street. The low level of public transport accessibility can also explain the low existing user outcome score. Council aspires to improve transport choice through the delivery of active transport infrastructure along streets and by enhancing public transport service qualities.

The gap in the "Human Scale" user outcome category is attributed to the existing pedestrian impermeability of the town centre. Eurobodalla Shire has indicated interest in strategically purchasing properties to create a denser network of pedestrian linkages in the tourism precinct. This would support the anticipated higher volumes of pedestrian movements.

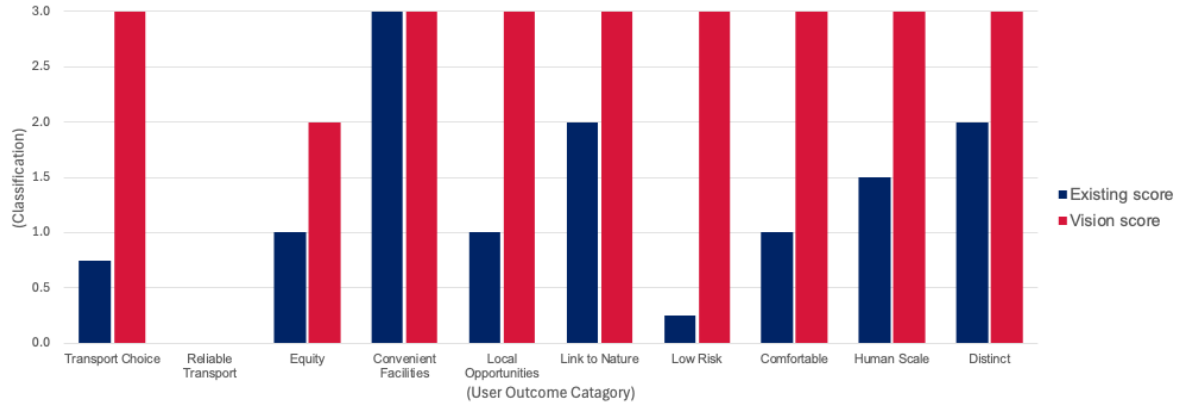
The gap in the "Distinct" user outcome category relates to the precinct's current low score in land zone diversity. Council has indicated opportunities to activate the precinct through intensified residential development, with an increased provision of new businesses and hospitality venues.

The gap in the "Local Opportunities" user outcome is related to the low density and diversity of existing housing stock in the tourism precinct. Given Council's aspiration to support in-fill development in locations with a high degree of services, the aspirational score for these particular indicators is high.

Detailed information on the threshold and classification scores can be found in the sections below.

Built environment assessment outcomes (Commercial Precinct)

Figure 39: Built environment assessment outcomes for the Commercial Precinct



The outcomes of the assessment for the Commercial Precinct showed large gaps between existing and aspirational classifications based on the indicators.

Areas that had the smallest gaps included:

- Convenient Facilities (no gap)

The lack of gap in the "Convenient Facilities" user outcome category is attributed to existing high scores relating to access to public space (Water Gardens) and the high density of local living needs along Orient Street.

Areas that had the largest gaps included:

- Low Risk (2.75-point gap)
- Transport Choice (2.25-point gap)
- Local Opportunities (2-point gap)
- Comfortable (2-point gap)
- Human Scale (1.5-point gap)

The largest gap was observed with regards to the "Low Risk" user outcome category. This is due to low scores across all relevant built environment indicators. This includes a low residential density (pedestrian activation), high rate of serious crashes, lack of street lighting, and lack of continuous footpaths along both sides of residential streets. Council is committed to ensure that inhabitants of the Commercial Precinct are afforded safe and secure environments. Council aims to achieve this by expanding the provision of footpaths and street lighting, supporting high rates of developmental intensity, and applying road treatments to reduce the likelihood and severity of road crashes.

A large gap was also observed in the "Transport Choice" user outcome category. This is related to the current lack of footpaths, safe bicycle-riding paths, and public transport services within the precinct. Council aspires to make it easier for residents and visitors the Batemans Bay to travel via sustainable transport modal choices. This will be addressed through the delivery of additional footpaths, dedicated bicycle pathways, and public transport services.

The large gap around the "Local Opportunities" user outcome category is related to an existing lack of housing density and diversity within the Commercial Precinct. Given Council's aspirations to support in-fill development in locations with a higher density of services, the aspirational score for the precinct will be high.

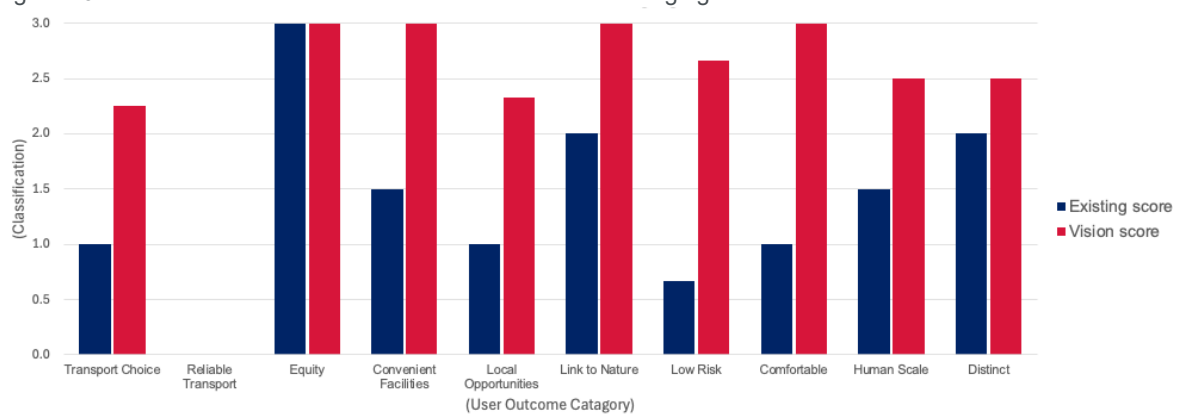
A gap was observed in relation to the "Comfortable" user outcome category. This is in relation to a low degree of canopy coverage in the precinct. Council aspires to increase canopy coverage to combat amenity and heat island challenges related to increased precinct urban densification.

A gap was observed in the "Human Scale" user outcome category. This was due to a large gap in pedestrian permeability (intersection density). Council understands the importance of facilitating fine-grain pedestrian movements within active centre locations and will investigate strategic property purchases to create these new linkages.

Detailed information on the threshold and classification scores can be found in the sections below.

Built environment assessment outcomes (Hanging Rock Precinct)

Figure 40: Built environment assessment outcomes for the Hanging Rock Precinct



The outcomes of the assessment for the Hanging Rock Precinct showed large gaps between existing and aspirational classifications based on the indicators.

Areas that had the smallest gaps included:

- Equity (no gap)
- Distinct (0.5-point gap)

The lack of gap in the "Equity" user outcome score is attributed to the flat topography of the Hanging Rock Precinct.

The minimal gap in the "Distinct" user outcome score is related to the already high diversity of land use zoning. However, there is still a small gap in the legibility of streets.

Areas that had the largest gaps included:

- Low Risk (2-point gap)
- Comfortable (2-point gap)
- Convenient Facilities (1.5-point gap)
- Local Opportunities (1.3-point gap)

A large gap was observed in the "Low Risk" user outcome category. This is due to existing unsatisfactory scores relating to the rate of road crashes (particularly along Beach Road) and the lack of footpaths along local streets.

Council has indicated opportunities to provide more footpaths (particularly through proposed large-scale future development sites) and investigate road safety treatments along Beach Road.

A large gap was also observed in the "Comfortable" user outcome category. This is related to the lack of canopy coverage along local streets. Council aims to support tree planting initiatives along local streets as development occurs in the area.

There was a large gap related to the "Convenient Facilities" user outcome category. This is purely the result of a lack of local living needs in the precinct. Council will encourage the development of more businesses and services to support future residential developments in the precinct.

A large gap exists relating to the "Local Opportunities" user outcomes category. This is attributed to the current lack of housing diversity and population density.

As Council seeks to support development in established areas closer to the Batemans Bay City Centre, there are aspirations to support small-scale residential in-fill development as well as large-scale development initiatives.

Detailed information on the threshold and classification scores can be found in the sections below.

Access and connection – built environment indicator insights

Indicator Description	Grading	Precinct	Current Score	Current Classification	Aspirational Classification	Gap
Sustainable mode share in existing area (residence): To measure the proportion of sustainable mode share at a geographic level	0= <5% 1= 5-9% 2= 10-19% 3= 20%+	Whole study area	16%	**2**	**3**	**1**
		Hanging Rock	9%	**1**	**2**	**1**
	0= <10% 1= 10-19% 2= 20-39% 3= 40%+	Tourism	26%	**2**	**3**	**1**
		Commercial	26%	**2**	**3**	**1**
Sustainable mode share in existing area (workplace): To measure the proportion of sustainable mode share at a geographic level	0= <2% 1= 2-4% 2= 5-9% 3= 10%+	Whole study area	4%	**1**	**2**	**1**
		Hanging Rock	N/A	**N/A**	**N/A**	**N/A**
	0= <5% 1= 5-9% 2= 10-19% 3= 20%+	Tourism	N/A	**N/A**	**N/A**	**N/A**
		Commercial	N/A	**N/A**	**N/A**	**N/A**
Connected footpath network: To measure % of roadway (excluding shared zones) with footpaths on both sides. Formula: Total footpath length divided by 2x total road network (excluding shared zones) length.	0= <50% 1= 50-74% 2= 75-89% 3= 90%+	Whole study area	32%	**0**	**2**	**2**
		Hanging Rock	44%	**0**	**2**	**2**
	0= <80% 1= 80-89% 2= 90-94% 3= 95%+	Tourism	74%	**0**	**3**	**3**
		Commercial	58%	**0**	**3**	**3**
Connected cycling network: To compare the road network (excluding shared zones and segments below 35km/h limit) with total length of physically segregated bicycle facility or shared user paths. Formula: Total bike & shared user path length divided by total road network length (excluding shared zones and segments with speed limit below 35km/h)	0= <5% 1= 5-9% 2= 10-19% 3= 20%+	Whole study area	18%	**2**	**3**	**1**
		Hanging Rock	42%	**3**	**3**	**0**
	0= <10% 1= 10-19% 2= 20-29% 3= 30%+	Tourism	24%	**2**	**3**	**1**
		Commercial	11%	**1**	**3**	**2**
Public Transport Accessibility Level (PTAL): To measure the distance from a point of interest to the nearest public transport stop and the number of service frequencies at that stop	0= 1-Low 1= 2-Low Medium 2= N/A 3= 3+	Whole study area	1 - Low	**0**	**2**	**2**
		Hanging Rock	1 - Low	**0**	**2**	**2**
	0= 1-Low 1= 2-Low Med 2= 3-Medium 3= 4+	Tourism	2 – Low Medium	**1**	**3**	**2**
		Commercial	1 - Low	**0**	**3**	**3**
Heavy goods vehicles target level of access: To measure the target level of freight access for the State road network	0= No 3= Yes (Only precincts with state road network links)	Whole study area	No	**0 (No)**	**3 (Yes)**	**3**
		Hanging Rock	N/A	**N/A**	**N/A**	**N/A**
		Tourism	N/A	**N/A**	**N/A**	**N/A**
		Commercial	N/A	**N/A**	**N/A**	**N/A**
Slope of road: To measure the slope of the road/street to assess its accessibility	0= 20< degrees 1= 10-20 degrees 2= 5-9 degrees 3= <5 degrees	Whole study area	3	**3**	**N/A**	**N/A**
		Hanging Rock	3	**3**	**N/A**	**N/A**
	0= 10< degrees 1= 5-10 degrees 2= 3-4 degrees 3= <3 degrees	Tourism	3	**3**	**N/A**	**N/A**
		Commercial	5	**1**	**N/A**	**N/A**

Amenity and use – built environment indicator insights

Indicator Description	Grading	Precinct	Current Score	Current Classification	Aspirational Classification	Gap
Public space: To measure the percentage of each precinct that is comprised by public space (not including road space)	0= 0-2% 1= 3-5% 2= 6-9% 3= 10%+	Whole study area	21%	**3**	**3**	**0**
		Hanging Rock	57%	**3**	**3**	**0**
	0= 0-4% 1= 5-9% 2= 10-19% 3= 20%+	Tourism	25%	**3**	**3**	**0**
		Commercial	30%	**3**	**3**	**0**
Local living: To measure the number of types of local living needs that can be accessed within an 800m walking distance (approximately 10 mins walk)	0= 0 1= N/A 2= 1 3= 2+	Whole study area	2	**3**	**3**	**0**
		Hanging Rock	0	**0**	**3**	**3**
	0= <1 1= 2 2= 3 3= 4	Tourism	4	**3**	**3**	**0**
		Commercial	4	**3**	**3**	**0**
Mix of uses: To measure the status of road segments adjacent to business zones	1= Not Within 3= Within	Whole study area	Within	**3**	**3**	**0**
		Hanging Rock	Within	**3**	**3**	**0**
	0= Not Within 3= Within	Tourism	Within	**3**	**3**	**0**
		Commercial	Within	**3**	**3**	**0**
Population density: To measure the estimated resident population (ERP) per hectare	0= <10 p/ha 1= 10-19 p/ha 2= 20-29 p/ha 3= 30+ p/ha	Whole study area	6.2	**0**	**2**	**2**
		Hanging Rock	4.2	**0**	**2**	**2**
	0= <20 p/ha 1= 20-29 p/ha 2= 30-59 p/ha 3= 60+ p/ha	Tourism	3.9	**0**	**3**	**3**
		Commercial	0.8	**0**	**3**	**3**
Housing diversity: To measure the diversity of dwellings within the six residential land zones of interest (using Simpsons Diversity Index)	0= <0.3 1= 0.3-0.4 2= 0.5-0.6 3= 0.7+	Whole study area	0.7	**3**	**3**	**0**
		Hanging Rock	0.2	**0**	**2**	**2**
	0= <0.5 1= 0.5-0.6 2= 0.7-0.8 3= 0.9+	Tourism	0.7	**2**	**3**	**1**
		Commercial	0.0	**0**	**3**	**3**

Green and blue – built environment indicator insights

Indicator Description	Grading	Precinct	Current Score	Current Classification	Aspirational Classification	Gap
Tree canopy: To measure the percentage of tree cover of urban areas at the modified mesh block level	0= <10% 1= 10-19% 2= 20-29% 3= 30%+	Whole study area	10%	**1**	**3**	**2**
		Hanging Rock	15%	**1**	**3**	**2**
		Tourism	10%	**1**	**3**	**2**
		Commercial	15%	**1**	**3**	**2**
Biodiversity: To measure the percentage of each precinct that is comprised of by public space (and areas with biodiversity significance)	N/A	Whole study area	19%	**N/A**	**N/A**	**N/A**
		Hanging Rock	57%	**N/A**	**N/A**	**N/A**
	N/A	Tourism	25%	**N/A**	**N/A**	**N/A**
		Commercial	29%	**N/A**	**N/A**	**N/A**
Waterways: To measure the local accessibility of waterways when accessed by foot (estimated distance to closest waterway)	0= 2,000m + 1= 1,000-1,999m 2= 400-999m 3= <400m	Whole study area	200	**3**	**3**	**0**
		Hanging Rock	200	**3**	**3**	**0**
	0= 2,000m + 1= 1,000-1,999m 2= 400-999m 3= <400m	Tourism	150	**3**	**3**	**0**
		Commercial	300	**3**	**3**	**0**

Comfort and safety indicator insights

Indicator Description	Grading	Precinct	Current Score	Current Classification	Aspirational Classification	Gap
Road safety: To measure the rate of FSI crashes occurring per kilometre per year on the road network.	0= 0.2+ 1= 0.1-0.19 2= 0-0.09 3= 0	Whole study area	0.19	**1**	**3**	**2**
		Hanging Rock	0.37	**0**	**3**	**3**
		Tourism	0.39	**0**	**3**	**3**
		Commercial	0.2	**0**	**3**	**2**
Pedestrian activation: To measure the population density of town centre precincts per hectare	N/A	Whole study area	6.2	**N/A**	**N/A**	**N/A**
		Hanging Rock	4.2	**N/A**	**N/A**	**N/A**
	0= <10 p/ha 1= 10-19 p/ha 2= 20-49 p/ha 3= 50+ p/ha	Tourism	3.9	**0**	**3**	**3**
		Commercial	0.8	**0**	**3**	**3**
Appropriate speed for the environment: To determine whether the posted speed limit is safe and appropriate for the road. Formula: Appropriateness was measured by evaluating the percentage of roads within a precinct, that have footpaths on both sides (if over 40km/h) or with footpaths on at-least one side (if 40km/h or under)	0= <50% 1= 50-74% 2= 75-89% 3= 90%+	Whole study area	19%	**0**	**2**	**2**
		Hanging Rock	16%	**0**	**3**	**3**
	0= <80% 1= 80-89% 2= 90-94% 3= 95%+	Tourism	41%	**0**	**3**	**3**
		Commercial	60%	**0**	**3**	**3**
Community safety (Street lighting): To measure the density of streetlights across the total road network	0= <5 (every 200m+) 1= 5-9 (every 100-200m) 2= 10-19 (every 50-100m) 3= 20+ (every 50m or less)	Whole study area	10.3	**2**	**2**	**0**
		Hanging Rock	15.5	**2**	**2**	**0**
	0= <10 (every 100m+) 1= 10-19 (every 50-100m) 2= 20-39 (every 25-50m) 3= 40+ (every 25m or less)	Tourism	23.2	**2**	**3**	**1**
		Commercial	16.3	**1**	**3**	**2**

Character and form – built environment indicator insight

Indicator Description	Grading	Precinct	Current Score	Current Classification	Aspirational Classification	Gap
Permeability (Intersection density): To measure the number of intersections per square km (including pedestrian path intersections)	0= <10 (less than 300x300m block) 1= 10-24 (300x300m block+) 2= 25-39 (200x200m block +) 3= 40+ (150x150m block +)	Whole study area	18.6	**1**	**2**	**1**
		Hanging Rock	6	**0**	**2**	**2**
	0= <25 (less than 200x200m block) 1= 25-39 (200x200m block +) 2= 40-99 (150x150m block +) 3= 100+ (100x100m block +)	Tourism	24	**0**	**3**	**3**
		Commercial	37	**1**	**3**	**2**
Street space for pedestrians: To measure the proportion of road space allocated for pedestrians along a road corridor segment	0= <10% 1= 10-19% 2= 20-29% 3= 30%+	Whole study area	60%	**3**	**3**	**0**
		Hanging Rock	40%	**3**	**3**	**0**
	0= <30% 1= 30-39% 2= 40-59% 3= 60%+	Tourism	60%	**3**	**3**	**0**
		Commercial	50%	**2**	**3**	**1**
Diversity of land zoning: To measure the diversity of permitted uses in planning zones along a road segment	0= <5% 1= 5-9% 2= 10-19% 3= 20%+	Whole study area	40%	**3**	**3**	**0**
		Hanging Rock	80%	**3**	**3**	**0**
	0= <25% 1= 25-49% 2= 50-79% 3= 80%+	Tourism	45%	**1**	**3**	**2**
		Commercial	50%	**2**	**3**	**1**
Street legibility: To measure street legibility level using weighted multicriteria overlaying analysis through the factors of length, connectivity and straightness.	0= 1 1= 2 2= 3 3= 4+	Whole study area	2.5	**1**	**2**	**1**
		Hanging Rock	2	**1**	**2**	**1**
	0= 1 1= 2 2= 3-4 3= 5+	Tourism	3	**2**	**3**	**1**
		Commercial	3	**2**	**3**	**1**

Stakeholder engagement outcomes

A series of stakeholder engagement workshops were conducted during the development of Step 1, 2, 3 and 4 outcomes. Given the more confined scope area of the project, we saw value in developing outcomes for various topics in a small number of consolidated workshop sessions.

The topics of focus for each of the workshops are outlined below:

- Workshop 1 (online):
    - Planning intent statements
    - Vision statement
- Workshop 2 (in-person) (*written responses were not noted down as the workshop was not run in accordance with the formalised Movement and Place Framework methodological guidelines*):
    - Finalisation of vision statement
    - Introduction of built environment indicators
- Workshop 3 (online):
    - Strategic objectives
    - Built environment indicators
    - Issues and opportunities
    - Street environment type network classifications
- Workshop 4 (online):
    - Future change scenarios
    - Confirming built environment indicator thresholds and aspirational scores

The stakeholders involved in the workshops above included the following:

- Vivian Straw (Acting Divisional Manager Strategic Planning – Eurobodalla Shire Council)
- Hamish Sinclair (Senior Strategic Planner – Eurobodalla Shire Council)
- Felicity Richards (Tourism and Planning Officer – Eurobodalla Shire Council)
- Knowles Tivendale (project director – Movement & Place Consulting)
- Steven Horvat (acting project manager – Movement & Place Consulting)
- Rick Williams (former project manager – Movement & Place Consulting) (*Note: Only involved in workshop 1*)
- Jerry de Gryse (project director – Inspiring Place) (*Note: Only involved in workshop 2*)
- Vanessa Mooney (project director – MGS) (*Note: Only involved in workshop 2*)
- Ella McDonald (project manager – MGS) (*Note: Only involved in workshop 2*)

The workshop insights and outcomes are outlined in the following sections.

Workshop 1: Planning intent and vision statement discussion

The first workshop was held using Google Meets on 18th June 2024. The Mural software package was utilised to gather real-time feedback from workshop attendees.

This workshop first sought to gather council planning team approval on Movement & Place Consulting's list of planning intent statements developed through a review of Council's existing policy documents. These planning intent statements were broken down into four key precincts:

- Tourism Precinct
- Commercial Precinct
- Foreshore Precinct
- Hanging Rock Precinct

The workshop commenced with a discussion to refine the vision statement. The original statement was developed as part of the consequently running Batemans Bay Living Place Masterplan project.

Workshop insights are discussed in Table 2 and Table 3 below.

Table 2: Workshop insights and outcomes regarding the planning intent statements

Current planning intent	Discussion notes	Revised planning intent
Tourism Precinct		
T1 - Encourage a greater density of retail, office, and entertainment, with the highest intensity around the Clyde, Orient and North Street intersection		T1 - Encourage a greater density of retail, office, and entertainment, with the highest intensity around the Clyde, Orient and North Street intersection
T2 - Support higher-density residential developments including dwellings for tourists and the elderly		T2 - Support higher-density residential developments including dwellings for tourists and the elderly
T3 - Situate higher-scale and attractive developments on landmark sites, such as town entry points	Hamish - Landmark sites should be beautiful and sculptural responses to specific context, vistas and variation in heights (wave forms and echo landforms)	**T3 (Revised) - Situate higher-scale and attractive developments on landmark sites, such as town entry points. These sites should be beautiful and sculptural in response to context**
T4- Encourage the joint development and partnerships to better use space and optimise development potential		T4- Encourage the joint development and partnerships to better use space and optimise development potential
T5 - Protect the values of the wider Batemans Bay residential areas by facilitating growth in this precinct with 'human-scale' podiums and active frontages.	Vivian - T5 the community expectation does not seem to match this four storey Knowles - Protect the values of residential areas further south by facilitating higher growth in the centre	**T5 (Revised) – Provide 10-storey (or taller) buildings that are made up of a mix of land use typologies. This will protect the character of low-density residential areas further south by consolidating development in the centre**
T6- Landscaping should incorporate CPTED principles and offer passive surveillance of public spaces particularly at night	Hamish - possible sculpture park place tied to Murra Murra Mia Walkway Vivian - Landscape should add to the aesthetic quality of the precinct	**T6 (Revised) - Landscape should add to the aesthetic quality and safety of the precinct, including at night-time**

Current planning intent	Discussion notes	Revised planning intent
	Knowles - Encourage aesthetic responses that add to the beauty of the location and quality of life Felicity - Vibrant Open space /public and private partnerships	
T7 - Increase canopy coverage and vegetation to improve the attractiveness of streetscapes	Knowles - Could also mention climate and biodiversity	**T7 (Revised) - Increase canopy coverage and vegetation to support biodiversity, mitigate climate change impacts, and improve the attractiveness of streetscapes**
T8- Establish the highest priority for active transport	Rick - Higher active transport priority needs supporting wayfinding, and land-use scale (accessible distances) and 'signalling' to new visitors.	**T8 (Revised) - Establish the highest priority for active transport. Support active travel through wayfinding and land use scale (accessible distances) initiatives**
T9 - Deliver efficient public transport services to connect residential areas with the town centre (consider the relocation of the current bus terminal)		**T9 (Revised) - Deliver efficient public transport services to connect residential areas with the town centre (consider the relocation of the current bus terminal)**
T10 - Consider road closures to create pedestrian malls and employ other traffic calming measures	Vivian - Opportunity to employ traffic calming measures along Orient Street Knowles - Could change 'malls' to 'spaces'	**T10 (Revised) - Consider road closures to create pedestrian spaces and employ other traffic calming measures, particularly along Orient Street)**
T11 - Discourage locating large at-grade car parking facilities, especially when fronting key corridors	Vivian - The at-grade parking issue may be contentious given the size of vehicles people expect to arrive in	**T11 (Revised) - Provide efficient and well-designed parking facilities especially when fronting key corridors**
T12 - Plan for changing tidal inundation and stormwater needs		T12 - Plan for changing tidal inundation and stormwater needs
Commercial Precinct		
C1 - Allow higher intensity development, with a greater focus on government and civic land uses	Hamish - Focus is on creating commercial services and office space Steven - Do we prefer high intensity development (particularly commercial dev) along certain streets with this precinct? Vivian - Maintain a ground plain that has an active frontage to Orient Street and develop a corridor retail feel	**C1 (Revised) - Allow higher intensity development, with a greater focus on providing commercial services and office space**

Current planning intent	Discussion notes	Revised planning intent
C2 - Height of buildings should retain open views to surrounding forested hill-lines and the foreshore		C2 - Height of buildings should retain open views to surrounding forested hill-lines and the foreshore
C3 - Encourage the joint development and amalgamation of adjacent lots, to better utilise space and optimise development potential	Vivian - Perhaps redevelop existing larger buildings to accommodate a wider range of residential and commercial or retail activities	C4 - Redevelop existing larger buildings to accommodate a wider range of residential and commercial or retail activities
C4 - Create high amenity spaces suited to the commercial centre needs	Vivian - Maintain a ground plain that has an active frontage to Orient Street and develop a corridor retail feel Hamish - HS C4 not about high quality. It's about creating beautiful spaces and urban forms that rare responding to aesthetic engagement with the community	**C4 (Revised) - Create high amenity spaces suited to the commercial centre needs**
C5 - Deliver a "Green Boulevard" to provide comfortable spaces for pedestrians and bicycle riders to travel between the Water Gardens Precinct and Foreshore		C5 - Deliver a "Green Boulevard" to provide comfortable spaces for pedestrians and bicycle riders to travel between the Water Gardens Precinct and Foreshore
C6 - Prioritise people over cars. This is made easier by the opening of the bypass road that has diverted traffic away from the town centre	Knowles - Child friendly streets Knowles - Could mention 'movements' while also prioritising the Commercial precinct for some parking that we don't want in the Tourism Precinct Hamish C - Priority connection along beach road transverse axial) connecting Tourism Precinct to Marina or Orient St commercial to smoke point	**C6 (Revised) - Prioritise people over cars by creating child friendly streets and diverting through traffic away from the town centre**
C7 - Deliver an efficient and frequent network of public transport services to transport people between the town centre and surrounding residential areas	Rick - Span of hours is also important to meet a wider number of uses	**C7 (Revised) - Deliver an efficient and frequent network of public transport services to transport people between the town centre and surrounding residential areas that operates over a wider time-span**
C8 - As the town centre functions migrate south of Beach St encourage parking facilities on the periphery	Vivian - This is a good locality for the development of long-term car parking facilities Rick - Particularly the south periphery. Also, phase out parking internal to the precinct Hamish - Two structured parking sites are identified	**C8 (Revised) - As the town centre functions migrate south of Beach St encourage parking facilities on the southern periphery**

Current planning intent	Discussion notes	Revised planning intent
C9 - Plan for changing tidal inundation and stormwater needs	Steven - There is no storm-water drainage in Orient St. Need to raise floor/entry heights by 700mm	**C9 (Revised) - Plan for changing tidal inundation and stormwater needs**
Foreshore Precinct		
F1 - Foreshore precinct should remain 'A distinctive waterfront' that makes you 'feel good and belong'		F1 - Foreshore precinct should remain 'A distinctive waterfront' that makes you 'feel good and belong'
F2 - Provide stretches of public open space along the coastline. The Foreshore Walkway sets a precedent on the quality of what is expected	Hamish - CMP sea wall proposed will create a 1.2m wind protection barrier along Mirra Murra	**F2 (Revised) - Provide stretches of public open space along the coastline recognising the Murra Murra Mia Walkway will create a new sea wall height standard**
F3 - Promote new community facilities and leisure opportunities along the Foreshore to activate the precinct	Rick- The 'volume' of activation may be limited by how much the population (+visitors) are able to support Hamish - The foreshore sits close to the hospital redevelopment opportunity and could have a shop top development on top of a supermarket like in other places e.g. Neutral Bay, Rose bay	**F3 (Revised) - Promote new community facilities and leisure opportunities along the Foreshore to activate the precinct. Explore shop-top living developments close to the hospital**
F4 - Encourage greater medium to higher density residential development, particularly with a focus on tourism accommodation. Ensure that private residential dwellings do not dominate the share of new dwellings		**F4 (Revised) - 6 to 10-storey developments with a mixed supply of permanent and short-stay residences**
F5 - Prioritise people over cars	Hamish - Landscape treatment for street trees Hamish - Could add 'movement' & through traffic calming and diversion routes Vivian - Create a pedestrian friendly boulevard that is a slow-moving landscape or scenically based corridor Vivian - Reduce traffic lanes and introduce stopping bays to encourage recreation and lingering	**F5 (Revised) - Create a pedestrian friendly boulevard that is slow-moving, leafy and scenic. Explore traffic calming and diversion treatments**
F6 - Establish a boardwalk which is continuous and wide enough to cater to pedestrian and bicycle riders. Deliver floating pontoons, upgraded lighting, bicycle hire facilities, and various other facilities		F6 - Establish a boardwalk which is continuous and wide enough to cater to pedestrian and bicycle riders. Deliver floating pontoons, upgraded lighting, bicycle hire facilities, and various other facilities

Current planning intent	Discussion notes	Revised planning intent
F7 - Construct raised pedestrian crossings at key movement barriers	Felicity - Vibrant Open space /public and private partnerships Hamish - Better airspace use for sun protection along with movement between the ground and second floor. We are seeking duplicating movements between sites at the 2nd level	F7 - Construct raised pedestrian priority crossings across key movement barriers to create vibrant streets and consider upper level connections across significant barriers such as Vesper Street
F8 - Broader public transport improvements will also benefit the precinct given its proximity to the town centre		F8 - Broader public transport improvements will also benefit the precinct given its proximity to the town centre
Hanging Rock Precinct		
H1 - Redevelopment of the Marina can create a secondary activity node within Batemans Bay	Hamish - Marina economic node, and harbourside housing and sporting economic node	**H1 (Revised) - Redevelopment of the Marina can create a secondary activity node within Batemans Bay. There are opportunities to increase housing diversity and support sporting opportunities**
H2 - Allow developments of up to five-storey along Beach Road, if they meet special design criteria	Hamish – No, the scale is likely to be 6 at the marina, stepping up to 8. boundary between Hanging Rock and the Marina sites blurs the intent	**H2 (Revised) - Allow developments of up to eight-storeys at Hanging Rock and six-storeys at the Marina**
H3 - Embrace opportunities for mixed land use developments, given to proximity to the town centre as well as the University	Hamish - Reimagine the Marina resort site as an integrated marina residential area with two critical height locations	**H3 (Revised) - Embrace opportunities for mixed land use developments of up to 5-storeys, given to proximity to the town centre as well as the University**
H4 - Incorporate CPTED principles and increase canopy coverage to improve the amenity of the public realm	Hamish - Lose the CPTED	**H4 (Revised) - Incorporate high-quality urban design and landscaping treatments to improve the amenity, aesthetic quality and safety of the public realm**
H5 - Connect the precinct to the town centre by a dedicated walking and bicycle riding corridor		H5 - Connect the precinct to the town centre by a dedicated walking and bicycle riding corridor
H6 - Broader town bus service improvements will provide benefits as the precinct lies between the town centre and residential areas to the south		H6 - Broader town bus service improvements will provide benefits as the precinct lies between the town centre and residential areas to the south

Table 3: Workshop insights and outcomes regarding the vision statement

Draft vision statement	Discussion notes	Revised vision statement
An active lived-in place, linked to the coast and waterways where people want to do business, shop, work, visit, and become immersed in the lifestyle of the community	Vivian – Include the words “wonderful, so beautiful” Hamish – Include “A beautiful town in an exceptional location” Knowles - Council to confirm final vision statement Hamish - Needs to be read in the context of an AFL stadium and facilities push	An active lived-in place, linked to the coast and waterways where people want to do business, shop, work, visit, and become immersed in the lifestyle of the community (*Note: The council planning team facilitated an internal workshop amongst Councillors. It was agreed that the finalised vision statement was to remain unchanged from original statement*)

Workshop 3: Strategic objectives, built environment indicators, issues and opportunities, street environment type network classifications discussion

The third workshop was held using Google Meets on 6th September 2024. The Mural software package was utilised to gather real-time feedback from workshop attendees.

This workshop sought to gather council planning team approval on various elements of the Movement and Place Framework that Movement & Place Consulting had developed. These included:

- Strategic objectives
- Built environment indicators
- Issues and opportunities
- Street environment type network classifications

The workshop begun with discussions around the finalisation of strategic objectives. These were developed in-line with the five Built Environment Indicator themes (Access and Connection, Amenity and Use, Character and Form, Green and Blue, and Comfort and Safety).

Discussion then moved onto finalising the list of built environment indicators that will be used later to assess the development of options. This list had initially been reviewed (and later revised) during the in-person workshop 2 session, but more in-depth discussions occurred during workshop 3. Most of the excluded indicators were discarded due to the lack of available data on TfNSW’s online Movement and Place Framework portal.

To maximise the use of the council planning team’s time, it was decided that the refinement of issues and opportunities, and finalisation of street environment type network classifications should occur during workshop 3. A preliminary series of issues and opportunities (divided by Place and Movement) and network of street environment types (divided by existing, planned, and desired) were developed to stimulate workshop dialogue.

Workshop insights are discussed in Table 4, Table 5, Table 6, and Table 7 below.

Table 4: Workshop insights and outcomes regarding the strategic objectives

Draft objective statement	Discussion notes	Revised objective statement
A wide variety of transport options will support access to key destinations with a focus on active and public transport	Vivian - Improved transport options will support access to ... Hamish - Delete the word precinct Felicity - Define "key destination" a bit more - pull the focus back into the town centre Knowles - Access to daily needs - alternative to key destination - change to "important daily needs"	Improved transport options will support access to important daily needs with a focus on active and public transport
Development will be concentrated in established centres to support existing local businesses and	Vivian - Important to ensure that the main idea is expressed in the first seven words of a sentence	Intensified activity in established centres supports business and maximises access

Draft objective statement	Discussion notes	Revised objective statement
maximise resident access to a wide range of goods and services		
Green spaces and waterfronts will be protected from encroaching development to ensure that residents continue to have close access to attractive natural environments	Felicity - Focus on pedestrian space Felicity - Can potentially use the word "compliment" Felicity - Do we have to use the word "protected from"? Knowles - Do we need to say access, or is it enough to say development compliments environment	Development will complement and formalise access to green spaces, active places and waterfronts
The public realm will be high in amenity to create streets that are safe and comfortable for people to inhabit	Hamish - The public realm is quite broad Hamish - Managing the transitionary space between public and private land Vivian - Remove the word "amenity" Knowles - Seamless interface between public and private realm Vivian - "Beautiful, safe, and comfortable" Hamish – Should discuss permeability Steven - Can fit the word "permeable" in here Knowles - Attractive, permeable and safe public realm Knowles - Safe, attractive, movement and lingering	Comfortable, permeable and safe public realm encourages exploration and lingering
New developments will be designed to a high degree of aesthetic integrity to ensure consideration of the place-based needs of surrounding streets	Vivian - Night safe movement corridors Vivian - Curated transition from interior private to exterior public realms	New development enhances the aesthetics of the places they address

Table 5: Workshop insights and outcomes regarding the built environment indicators

			Built environment indicator	Discussion notes	Final decision (keep/discard)
Access and Connection	Transport Choice	Mode Share	Sustainable mode share on existing links	Knowles - Data on existing links difficult to find	Discard
			Sustainable mode share on existing area (work and residence)		Keep
		Walking paths	Connected footpath network	Vivian - Yes	Keep
		Cycling accessibility	Connected cycling network	Felicity – Agreed Knowles - Connected cycling network is the most important metric	Keep
			Access to cycling network		Discard
			Cycling infrastructure type		Discard

			Built environment indicator	Discussion notes	Final decision (keep/discard)
			Length of cycling infrastructure		Discard
		Public transport accessibility	Public Transport Accessibility Level (PTAL)	Felicity – Supported Vivian - Agree to all	Keep
	Reliable Transport	Freight network accessibility	Heavy goods vehicles target level of access	Felicity - Yes	Keep
			Target level of high productivity vehicle access on roads connecting to industrial land	Vivian - Not an issue within the town relates to the adjacent highway	Discard
		Bus and strategic freight reliability	Planning time per kilometre	Vivian – Agreed (with deletion) Felicity – Agree (with deletion)	Discard
			Buffer time per kilometre		Discard
			Typical delay time per kilometre		Discard
	Equity	Equitable access	Suitable crossing facilities		Discard
			Level of accessibility at transit stops		Discard
		Steepness	Slope of road	Felicity - Yes	Keep
Amenity and Use	Convenient Facilities	Public space	Population accessing public space	Knowles - % of space within 400m doesn't capture the size / quality of space	Discard
			Proportion of public space	Felicity - Important	Keep
		Local Living	Walkable access to local living needs		Keep
		Primary schools	Walkable access to primary schools	Felicity - No schools located within subject site Knowles – 1,200m walking distance will highlight school on other side of the Bay	Discard
			Public transport access to primary schools	Knowles - Access to school PT is not measured in current data	Discard
		Transport node facilities	Commuter car parking	Vivian - No commuter facilities to	Discard
			Density of bicycle parking facilities		Discard

			Built environment indicator	Discussion notes	Final decision (keep/discard)
			Density of bus stops	provide car parks for. No on street Loading areas. Rest areas are everywhere. None of these criteria are relevant to country towns Knowles - Transport nodes are not relevant in the small area (there is a node, but measuring density of things is not a good metric for BB	Discard
			Density of on-street parking		Discard
			Density of on-street disabled parking		Discard
			Density of on-street loading zones		Discard
		Places to stop and rest	Distance between rest areas	Knowles - There are plenty of places to stop and rest but counting their density or distance between them is not meaningful	Discard
	Local Opportunities	Mix of uses	Mix of uses	Felicity - Yes	Keep
		Population density	Population density	Knowles – Agreed	Keep
		Housing diversity	Diversity of dwellings	Vivian – Agreed (to inclusion / deletion) Felicity – Agree (to inclusion / deletion)	Keep
			Diversity of dwelling structure		Discard
		Local jobs	Job density		Discard (due to difficultly in sourcing data)
		Economic development and regeneration	Employment growth		Discard (due to difficultly in sourcing data)
			Population growth		Discard (due to difficultly in sourcing data)
Green and	Link to Nature	Tree canopy	Percentage of tree cover		Keep
		Biodiversity	Land and wetland zoned for environmental protection	Vivian – Agreed. The pacific Ocean and Batemans Bay is within walking	Keep

			Built environment indicator	Discussion notes	Final decision (keep/discard)
				distance of a high proportion of residential and commercial property Vivian - Not just inland waterways, (should include) the coastal foreshore	
		Impervious surface	Percentage of impervious surface		Discard
		Waterways	Pedestrian access to waterbodies		Keep
			Driving access to waterbodies		Discard
Comfort and Safety	Low Risk	Road safety	AusRAP vehicular risk rating		Discard
			Crashes per 100 million vehicle kilometres travelled		Discard
			FSI and casualty crash rates	Vivian - Agreed, see decongestion zone in tourism quarter	Keep
		Pedestrian activation	Pedestrian activation (population density of each precinct)	Felicity - Yes	Keep
		Safe speed for environment	Appropriate speed for the environment (based on provision of footpaths on one/both sides of the street)		Keep
			85th percentile speed		Discard
		Community safety	Street lighting		Keep
			Crime density		Discard
	Comfortable	Air quality and noise	Risk of land-use conflicts	Vivian – Agreed (to deletion)	Discard
			Monetary environmental cost of traffic		Discard
			Noise impacts		Discard
		Urban heat	Urban heat island effect		Discard
Character and	Human Scale	Permeability	Intersection density		Keep
		Building height	Average building height	Vivian - Building height is set in a 20m band / range with incentives for	Discard

			Built environment indicator	Discussion notes	Final decision (keep/discard)
				transition through the range Hamish - Not meaningful measurement Knowles - Not relevant to the Batemans Bay area - not a meaningful metric to use	
		Street enclosure	Street Aspect Ratio (SAR)		Discard
		Street space for pedestrians	Proportion of road space allocated for pedestrians		Keep
	Distinct	Culture and heritage	Percentage of heritage area		Discard
			Density of cultural amenities		Discard
		Land division	Diversity of land zoning		Keep
		Legibility	Street legibility		Keep
		Building density	Average floor space ratio (FSR)	Vivian - Agreed	Discard (due to difficultly in sourcing data)

Table 6: Workshop insights and outcomes regarding the issue and opportunities

Initial issue/opportunity statements	Discussion notes	Revised issue/opportunity statements
Place-based issue		
1.Dispersed settlement patterns increase distances between residences and key destinations and reduce transport choices	Knowles - Key issue!	
2. Lack of diverse housing choices reduces housing affordability in well-located areas (particularly for those wanting to downsize)		
3. Lack of pedestrian permeability due to roadway and built-form barriers, and lack of footpaths	Felicity - Agreed	
4. Disconnected bicycle network forces bicycle riders to ride alongside cars and reduces transport options		
5. Lack of public transport legibility and service levels, particularly in the evenings		
6. Car parking dominates some streetscapes, reducing activity, amenity and appeal	Knowles - Key issue!	

Initial issue/opportunity statements	Discussion notes	Revised issue/opportunity statements
7. Some built form interfaces do not support public realm activation and attraction		
8. Lack of tree canopy coverage reduces amenity and activity in streets while also reducing transport options	Knowles - Key issue! Hamish - Lack of street trees and greening	8. Lack of tree canopy coverage and greenery reduces amenity and activity in streets and makes walking more difficult in hot weather
9. Pedestrian inaccessible green spaces and reserves		
10. Natural disaster risks (bush fires and flooding) due to climate change	Knowles - Key issue! Felicity - Sea level rise	10. Natural disaster risks (bush fires, flooding, and sea level rise) due to climate change
11. Isolated and low amenity spaces, particularly within laneways		
12. Lack of street lighting and activation at night		
13. Poor amenity public spaces and walkways due to vehicle dominated streetscape designs	Knowles - Particularly important Vivian - Heavy vehicle congestion	13. Poor amenity public spaces and walkways due to vehicle dominated streetscape designs and heavy vehicle congestion
Place-based opportunity		
A. Consolidate a greater share of new residential and commercial development within locations with excellent access to goods, services, and public transport	Knowles - Particularly important	
B. Facilitate the development of appropriately designed dwellings for elderly-aged downsizers within close access to plentiful goods and services	Vivian - Downsizers and first home or essential worker accommodation are the market focus Vivian - Migrant workers	B. Facilitate the development of appropriately designed dwellings for downsizers, first home buyers, and essential / migrant workers within close access to plentiful goods and services
C. Purchase strategically located property parcels along pedestrian desire lines		
D. Provide more footpaths along streets		
E. Provide more safe crossing opportunities at key pedestrian desire lines		
F. Extend the provision of bicycle rider accessible pathways within the town centre and across the wider region	Knowles - Extend bicycle network through physically segregated facilities that ensure rider safety Vivian - Provide for personal mobility devices other than and including bicycles	Extend bicycle network through physically segregated facilities that ensure rider safety

Initial issue/opportunity statements	Discussion notes	Revised issue/opportunity statements
G. Increase the service frequency and span of bus services		
H. Establish consolidated parking facilities that eliminate the requirement of future developments to provide parking on-site		
I. Enact built-form guidelines that prevent car parking facilities from being constructed along a property's frontage		
J. Enact built-form guidelines that require new developments to establish activated Interfaces (ideally commercial premises) at a ground-level in key central locations (including rear laneways)	Hamish - Character and identity	Enact built-form guidelines that require new developments to activate the surrounding public realm, and support the character and identity of the space
K. Increase canopy coverage and landscaping treatments within key public spaces		
L. Create better and safer pedestrian linkages into key public open spaces		
M. Construct a raised foreshore walkway to combat sea-level rises		
N. Support public art installations in isolated public spaces, such as laneways	Knowles - Make wayfinding intuitive through smart application of public art Hamish - Remove "isolated" Hamish - Remove example Vivian - Connect the 'isolated' art works	Deliver wayfinding and space activation initiatives through the installation of public art
O. Increase Street lighting in underlit locations	Vivian - Include tree lighting as a response	O. Increase street and bud lighting in tree canopies in underlit locations
P. Support developmental intensification (mixed uses) within the town to support a night-time economy and create activated spaces		
Q. Implement speed limit reductions along key town centre roadways	Vivian - Yes	
R. Consider road closures to create a high amenity public square within the town centre		
Movement-based issue		
1. Absent footpaths on local streets	Felicity – Agreed Hamish - These all look good (in reference to the list of all movement-based issues)	
2. Steep terrain		
3. Impermeable blocks that hinder pedestrian movement between key sites		

Initial issue/opportunity statements	Discussion notes	Revised issue/opportunity statements
4. Lack of crossing opportunities along higher-speed roadways		
5. Poor activation (particularly at night-time)		
6. Poorly maintained and vandalised laneways		
7. Lack of continuous bicycle paths that are separated from vehicles		
8. Lack of visible bicycle parking facilities		
9. Indirect and infrequent bus services to outlying residential areas		
10. Road designs and speed limits that prioritises vehicle movements in key activity locations		
	Knowles - Increasing micro-mobility (including mobility scooters) use is taking up more space and creating safety issues	Increasing uptake of micro-mobility (including mobility scooters) is taking up more space and creating safety issues
Movement-based opportunity		
A. Provide footpaths on streets that lack pedestrian access	Hamish - These all look good Hamish – Do not use anti human interventions	
B. Consider strategic property purchases to create direct pedestrian desire lines across the town centre		
C. Explore the provision of safe road crossing facilities along pedestrian and cyclist desire lines		
D. Encourage intensified mixed land use development within the town centre to enhance walkability and support the economic growth of the town centre		
E. Undertake public realm improvements in key locations (such as activity centres and public open spaces)		
F. Encourage new developments to provide activated interfaces with the public realm		
G. Expand the provision of shop-front easements to protect pedestrians from the weather		
H. Increase street lighting		
I. Increase canopy coverage and vegetation to enhance amenity and reduce the urban heat island effect		

Initial issue/opportunity statements	Discussion notes	Revised issue/opportunity statements
J. Extend the provision of shared-paths and segregated bicycle lanes along key streets		
K. Explore alternative bus network alignments that are more direct and efficient		
L. Reduce speed limits along local streets that travel through residential and activity centre locations		
M. Consider closing key streets within the town to establish a town square		
N. Realign vehicle access arrangement in accordance with nearby street closures		
O. Establish publicly accessible consolidated parking facilities that support parking demand in mixed lane use precincts		
	Vivian - Add something about micromobility	P. Explore streetscape designs that support safe usage of micromobility vehicles

Table 7: Workshop insights and outcomes regarding the street environment type network classifications

Revision request	Action
Vivian - Main Road at this section of Beach Road should be Main Street at least as far as Catlin Avenue	Changed classification of Beach Road (from Bavarde Avenue to George Bass Drive) from “Main Road” (initial M&PC chosen classification) to “Main Street” (matching the classification on either sides of the road segment) for planned and desired classifications
Vivian - A rat run bypass here will be encouraged to take traffic out of the town centre and to improve vehicle connectivity	Changed classification of Bavarde Avenue (up to South Street) and South Street from “Main Road” (initial M&PC chosen classification) to “Main Street” for desired classifications
Vivian - The plans to move the hospital out of this precinct seem to be less well defined and the locality will remain an important health precinct. These streets will remain high use streets	Changed classification of Pacific Street (up to South Street) from “Local Street” (initial M&PC chosen classification) to “Main Street” for desired classifications
Vivian - North Street should be downgraded to Local Street	Not supported given that place-based activity is sought to be high in this location linking the new Perry Street public square to Clyde Street while also facilitating private vehicle access to the consolidated parking areas on either side of North Street
Vivian – Include western edge shared path from bowling club to bridge underpass	Inserted a new shared path link along Mcleods Creek with a “Local Street” classification
Hamish – Exclude hanging rock marina 'resort' residential suburban area, and include foreshore road	Removed classifications of internal street network as these links are provided on private land. Inserted a new street that wraps around the northern boundary of Batemans Bay Marina Resort connecting to Hanging Rock Place. This new street was assigned a “Civic Place” classification for planned and desired classifications. This will reflect development initiatives in the surrounding area

Workshop 4: Built environment indicator and future change scenario discussion

The fourth and final workshop was held using Google Meets on 13th November 2024. The Mural software package was utilised to gather real-time feedback from workshop attendees.

This workshop sought to gather the council planning team approval on various elements of the Movement and Place Framework that Movement & Place Consulting had developed. These included:

- Challenges and opportunities evident on the consolidated map of movement and place issues and opportunities
- Thresholds, and current and aspirational scores on the built environment indicator assessment model
- Future change scenarios that are to be expected in the municipality

The workshop begun with the re-iteration of the study area vision and project objectives. This was to ensure that these overarching elements were considered by meeting attendees when making decisions around the revision of and addition of workshop outputs.

The consolidated issues and opportunities map was then presented to workshop attendees. This map displayed the spatial distribution of various movement and place elements. A brief discussion ensued to confirm or revise a list of statements made to summarise the key issues and opportunities across key cluster locations, as shown in Figure 33. A minor revision was made to extend the Vesper Street cluster northward to include the proposed shared path that will link Mackay Park and Smoke Point.

The discussion then moved on to revising the list of built environment indicator thresholds, and current and aspirational scores for the study area and each precinct. A few revisions were made regarding the aspirational classification of the “Pedestrian Permeability” and “Street Legibility” classifications of the study area and Hanging Rock precinct. It was of the belief that the low aspirational score allocated was not reflective of the proposed plans envisioned in the Master Plan, which included additional pedestrian connections. Whilst the number of new connections proposed within the Water Gardens would not lead to an increase in aspirational score numerically (in-line with the threshold), it was deemed that the overall benefits of these additional east-west connection would be significant enough to warrant a higher score.

The workshop ended with the presentation and discussion of the draft future change scenario statements. Whilst most statements were aligned with the council planning team’s aspirations, there was some disagreement, particularly around the Consultant’s presumption that growth would predominately be supported in fringe greenfield development sites. The council planning team were adamant that this growth would primarily be accommodated within in-fill development sites. As a result, presumptions around travel behaviours were revised to reflect this change in development pattern. Other topics that were revised regarded e-mobility modal types, age distribution of the population, and the retainment of youth (through initiatives to support more hospitality jobs in the region).

Workshop insights are discussed in Table 8 and Table 9 below.

Table 8: Workshop insights and outcomes regarding built environment indicator thresholds

Built environment indicator and threshold	Discussion notes	Revisions
Sustainable mode share on existing area (residence)	Knowles - Agreed	
Sustainable mode share on existing area (workplace)	Knowles - Agreed	
Connected footpath network	Knowles - Agreed: Footpaths will be a key improvement particularly in areas that are intensifying	
Connected cycling network	Knowles - Agreed: Key links such as Beach Road will need segregated shared paths	
Public Transport Accessibility Level (PTAL)	Knowles - Agreed: Transit services are going to be increasingly important for medium distance travel	
Heavy goods vehicles target level of access		

Built environment indicator and threshold	Discussion notes	Revisions
Slope of road		
Proportion of public space	Knowles - Agreed	
Walkable access to local living needs		
Mix of uses		
Population density in Travel Zone 2016	Knowles - Agreed: increasing population density in Tourism and Commercial precincts is essential to creating a vibrant place	
Diversity of dwellings		
Percentage of tree cover		
Land and wetland zoned for environmental protection		
Pedestrian access to waterbodies		
FSI and casualty crash rates	Hamish - New (third) road connection south through the Water Gardens is to facilitate residential to commercial connections east /west	Agreed that this will lead to changes on the permeability and street legibility indicator
Pedestrian activation		
Appropriate speed for the environment	Hamish - Assume this addresses the HGV decongestion area in the tourism quarter	The scores have reflected the implementation of an HGV decongestion areas in the tourism quarter
Street lighting		
Percentage of tree cover		
Permeability (Intersection density)	Hamish - Does this pick up the new road / reinstatement of the road adjacent to the Soldiers Club carpark and potential connection to High street Hamish - 2 (HR and Study Area)	Agreed that the new road will improve permeability within the Hanging Rock precinct. The consideration of new roads in the Water Gardens will also improve permeability in the study area Whilst numerically, the new number of intersections will not meet the thresholds previously established. There will be enhanced permeability, thereby resulting in the increase in aspirational scores to 2 for both the study area and Hanging Rock precinct
Proportion of road space allocated for pedestrians		

Built environment indicator and threshold	Discussion notes	Revisions
Diversity of land zoning	Hamish - We are rezoning the old princes highway area from R3 to MU1 and also the Marina Resort sp2 zone to R3	Agreed. The originally provided aspirational score of 3 will remain for all study areas
Street legibility	Hamish - The new Hanging Rock wrap-around road will likely increase the aspirational score of the Hanging Rock precinct Hamish - Crown Street connection will form an essential cross-town connection into the town centre from the residential area Hamish - 2 (HR and Study Area)	As stated in the 'Permeability" row above, the new roads will lead to an increase in street legibility by a reduction of dead-end streets We will increase in aspirational scores to 2 for both the study area and Hanging Rock precinct

Table 9: Workshop insights and outcomes regarding future change scenarios

Draft future change scenario topic and assumptions	Discussion notes
Draft mobility preferences and behaviour change assumptions: A majority of municipal growth is set to be accommodated in greenfield development sites along the coast There is likely to be a higher interest in unit/apartment living, particularly amongst down-sizers and young adult residents without children Those who are drawn by apartment living will see increased value in having a high density of services nearby and high-quality public open spaces	Felicity – Change to: Infill development will increase the number of people that will prefer to walk ... Felicity – Change to "E-vehicles" Hamish – 50% of development will be brownfield (in-fill). This will reduce the mode share by private vehicle Felicity – Disagree, current population ready is "aged". Exodus is due to lack of services (however BB will have more services in future) Felicity – Behaviour changes when you feel safer travelling by the different mode. Safer infrastructure in future will lead to an increase in active transport uptake Hamish – Increased development is planned for the town centre rather than sprawl
Draft developmental and housing preference change assumptions: A majority of municipal growth is set to be accommodated in greenfield development sites along the coast There is likely to be a higher interest in unit/apartment living, particularly amongst down-sizers and young adult residents without children Those who are drawn by apartment living will see increased value in having a high density of services nearby and high-quality public open spaces	Hamish – Disagree with the first concept 50% of development will be brownfield (in-fill) Hamish – Infill development is a priority
Draft environmental risk change assumptions: Hotter and longer summers will require significant canopy tree planting initiatives, particularly in built-up areas Rising sea-level risks will necessitate structural barriers (high-cost option) or bans on development close to coastlines Increasing temperatures will require housing to be built with consideration of natural cooling features. Households without these features will see increase AC use and resulting costs (which can further worsen CO2 emissions)	Hamish – Building a wave return wave to protect the commercial area. Use Beach Road as a sea water wall. Raising building heights. Benefits will offset any costs Hamish – Changing the presumption of solar access to buildings. The increase in shading from building heights will reduce the need for AC Hamish – Need to consider lifecycle costs rather than specific project cost Felicity – Extra dot point on stormwater and flooding risk
Draft demographic change assumptions: Young people are still likely to move away from Eurobodalla to access job, tertiary education, and lifestyle opportunities to are more easily provided in larger metropolitan areas A continuation of businesses enabling work-from-home options may retain families who work in white-collar jobs Elderly-aged residents may choose to move into units/apartments located in more central locations as it suits their access and maintenance needs	Hamish – An increase in hospitality/tourism jobs can retain youth in BB. Need to find a locally based curator to facilitate this

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