

No.	Issues	Response
1	The GP, pharmacist, lawyer and supermarket, as well as three schools, need ongoing growth in population to ensure their sustainability into the future. The Master Plan for Broulee will provide that growth.	Noted.
2	Retention of existing vegetation wherever possible, through development of a detailed vegetation plan overlaid on the master plans. The plan should extend into existing urban areas to identify potential linkages, including pedestrian pathways. Hollow-bearing trees could be retained, or stumps with hollows relocated into open space areas. Nest boxes could be provided in retained vegetation. Verge plantings should be specified in the DCP. The existing areas cleared for development have kangaroos grass and potentially other native grasses and plants. Seeds could be harvested for use in the area. The topsoil could also be stockpiled for re-use. The plan incorrectly shows the intersection of Clarke Street and Broulee Road.	It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, the retention of some habitat features, including hollow bearing trees. This is consistent with the Broulee Biodiversity Certification Order. Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced. The plan shows the existing cadastre accurately. The subject area is unformed road reserve.
	The extension of Captain Oldrey Park provides an opportunity for plantings along the extension of Heath Street and the southern side of the park. The proposed development provides an opportunity for green living and it is pleasing that the original proposal was modified with more opportunities for environmental improvements.	Master planning of Captain Oldrey Park is required, with community consultation. This process will resolve the most appropriate landscaping for the park and for the verge of the proposed adjoining roads. Noted.
	The method of clear felling vegetation for development is appalling. The character of Broulee is a village by the sea with a treed backdrop is fast being destroyed. Existing development in Broulee demonstrates that trees can be retained in the streets and in front and rear yards.	As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road).
	Prior to development, Council should condition which trees are to be retained and ensure a similar tree density to that in the older areas of Broulee.	Council is proposing to include a provision in the DCP to encourage the retention of existing vegetation where possible. In addition, Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.
3	The master plan shows that Captain Oldrey Park is providing half the land for the road access along its southern boundary. The road should be fully contained within the developer's land. Council appear to be providing existing public reserve as access to develop this land, particularly with the "rat run" through the park to Elizabeth Drive, which was originally planned to be via May Parade.	Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended.

<p>The proposed detention area on a future recreation reserve will service development beyond the park. For the use of the park for detention, the developer should provide additional land for retention of established indigenous vegetation.</p>	<p>Issues with stormwater management in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The Broulee Concept Plan and the more detailed master plans for the development area identify the strategic approach to managing stormwater from the development. More detailed stormwater planning will be undertaken as part of future development application processes. Should this more detailed planning result in any changes to the approach to stormwater management, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to stormwater management is recommended. It is not uncommon for parks and playing fields to be co-located with stormwater detention areas. This does not however prevent the safe use of the land for recreation. The design of the stormwater system will consider the use of the area and the best approach to facilitate that use. Detention areas could be above or below ground, they could be small or large areas depending on the size of the catchment, and if above ground they could be located on grassed or treed areas or within sealed car parking areas.</p>
<p>There is still a large area of medium density zoned land adjacent to the commercial area. This land has remained dormant for many years and with the new supermarket at The Moorings and the growth in online shopping, the commercial centre will never have sufficient scale and diversity to cater for the walk up trade from the area of medium density proposed. The planning guidelines which have determined this large area of medium density are fast becoming outdated and the area of medium density should be reduced.</p>	<p>The area currently zoned for medium density is 2ha in size. The lack of development on the commercially zoned land is a reflection of market conditions that may change in the future as a result of additional residential development and increasing population in close proximity. The provision of additional medium density housing opportunities serves to increase housing choice as well as improving the viability of potential future commercial developments. It is considered that these objectives remain relevant.</p>
<p>4 The subject land and Council's planning strategies have identified the long-term development of the area, and this is the principal reason businesses have made investments in the area. Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. Stable long-term development is needed for investment and growth to occur and in the process desperately needed housing and employment will be created. Local businesses will then benefit from the extra families and income drawn to the area.</p>	<p>Noted.</p>
<p>5 Concerned about placing a key intersection at the entrance to Captain Oldrey Park on Elizabeth Drive will have impacts on the freedom and safety of increasing numbers of children walking and cycling to schools and the park on a daily basis. A significant amount of traffic uses this intersection before and after school and on weekends. The parking spaces are inadequate and many cars resort to parking on the verge up and down Elizabeth Drive. With increased population, this problem will escalate, along with the danger to children and other pedestrians. Traffic should be diverted away from school zones and places with heavy pedestrian usage.</p>	<p>Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.</p>
<p>6 As a Canberra resident who would like to purchase land in this area it would offer us the opportunity and choices which is somewhat lacking at the moment. Broulee is well known as a beautiful place to be on the South Coast, with much to offer. Please give others the possibility of enjoying and contributing to this community too.</p>	<p>Noted.</p>

7	<p>The proposal will provide vital growth and development opportunities to the local area. Other infrastructure such as schools are already there - now it is time to encourage and support new families to buy property and move to our community. This will help with our long term sustainability of this area, such a beautiful part of the South Coast.</p>	<p>Noted.</p>
	<p>The redevelopment of larger blocks in existing Broulee into 2 or 3 units combined with smaller blocks and larger homes now being built has all but destroyed the coastal village atmosphere of Broulee. Other characteristics of Broulee that are changing include wider roads and nature strips with retained vegetation. Development areas are now totally clear felled.</p> <p>The association welcomes the reduction in medium density, but the reduction makes the overall development no better.</p>	<p>The concern regarding the redevelopment of existing larger lots in Broulee is noted, but is not relevant to this planning proposal. The concern regarding newer development areas having narrower roads than older areas which have some retained vegetation is noted. The planning proposal includes a proposed DCP provision that existing vegetation be retained where possible. This is consistent with the Broulee Biocertification Order. In addition, Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.</p> <p>Noted.</p>
	<p>There should be no medium density in this development as it does nothing to enhance the streetscape or the ambience of the area. It will increase traffic congestion to unacceptable levels and decrease pedestrian and bicycle access. There is already sufficient medium density in Broulee. If there is to be any more it should be confined to the area directly west of Captain Oldrey Park extending north to Train Street and not intrude into the greater residential area.</p>	<p>With regards to the proposed R3 medium density zoning, it is noted that the subject area already contains 2ha of land zoned medium density on land adjacent to the commercial zoning. Across Broulee, there is currently 7.4ha of land zoned medium density, plus an additional 9.7ha of land zoned R2 Low Density Residential on which medium density development has been developed (including Banksia Village). The planning proposal seeks to increase the area of medium density zoning within the subject area from 2ha to 9ha. The area proposed to be zoned R3 adjoins the commercially zoned area, an extension of Captain Oldrey Park and is to the west of Banksia Village. It is also located adjacent to the future extension of Heath Street, providing good access to George Bass Drive via Train Street.</p>
8	<p>There has been clear felling of vegetation.</p> <p>Block sizes are already small, roads and verges are small, leaving little space to plant trees and shrubs, store cars, boats, trailers or caravans.</p> <p>There is already congestion on streets when cars pass due to parking on streets. The development is geared to cars, not bikes or pedestrians.</p> <p>Where are the pedestrian links to the beach?</p> <p>The association supports the retention of the minimum lot size at 550m<sup>2</sup>.</p>	<p>As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road).</p>
		<p>Council is proposing to include a provision in the DCP to encourage the retention of existing vegetation where possible. In addition, Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.</p> <p>The proposed medium density area will have direct road access to Train Street via an extension of Heath Street. The impact of the proposal is estimated to be an additional 75 dwellings and an additional 96 people when compared to development of the site under the existing zoning. This is considered to be a relatively small increase in population as a result of the proposed additional medium density zoning. It is not considered that this will have a significant impact on traffic congestion or negatively affect pedestrian or bicycle access.</p> <p>The proposed pedestrian/cycle path is only shown within the development area. It will connect to existing or future planned pathways in Broulee.</p> <p>Noted.</p>

<p>The proposed road intrusion into Captain Oldrey Park to Elizabeth Drive should not be permitted. Access to Elizabeth Drive should be via May Parade.</p>	<p>Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended.</p>
<p>Council should purchase the land earmarked for an expansion to Captain Oldrey Park. The open space in the southern part of the development area is too small and should be at least 4 blocks on either side of the drainage reserve. It must be planted and maintained by Council in perpetuity. Otherwise it will be a barren eyesore and a complete waste of effort.</p>	<p>The proposed expansion of Captain Oldrey Park will most likely be dedicated to Council as part of the developer's contributions to open space. The size and design of the pocket park will be considered as part of a future development application.</p>
<p>9 Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment and education, through apprenticeships in the construction industries, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.</p>	<p>Noted.</p>
<p>10 Concerned how the road into Captain Oldrey Park will change the atmosphere of the park and the safety of children who use the park. A through road will increase traffic and speed of cars travelling past the park.</p>	<p>Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.</p>
<p>11 Broulee should be limited to low density housing, otherwise it will lose its amenity and change the relaxed lifestyle character of the village. Higher density living should be retained only for the towns of Moruya, Batemans Bay and Narooma.</p>	<p>Broulee already has two areas of land zoned R3 Medium Density residential, both located in close proximity to the commercial areas. In addition, there are a number of medium density scale developments in other parts of Broulee zoned R2 Low Density Residential, including Banksia Village and unit developments on Clarke Street and Zanthus Parade. Given this, the development of some additional medium density housing is unlikely to change the existing character of Broulee.</p>
<p>Thanks to Council for amending the original plan which had too much density for a coastal village.</p>	<p>Noted.</p>
<p>12 Apart from the general lack of tree retention, the green strip along George Bass Drive is too narrow to be viable. The natural strip further north adjacent to St Peters and towards Candaglan Creek appears to be wider. The green buffer in this area should be wider. The limited green space has limited connectivity with other green space throughout the current Broulee village.</p>	<p>The width of the vegetation corridor along George Bass Drive is consistent with the Broulee Biocertification Order. The vegetation along George Bass Drive on the site of St Peter's School is approximately 40m wide, narrowing to 10m at Martin Place. Captain Oldrey Park and a drainage reserve provide opportunities for connecting green space into existing areas of Broulee.</p>

<p>Loss of remnant vegetation and an inadequate offset resulting in the loss of critical biodiversity populations and an endangered ecological community.</p>	<p>As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road).</p>
<p>13  Why the push to turn Broulee into another sprawling housing estate. Council should purchase the land and create a nature reserve.</p>	<p>The land proposed to be developed has been zoned for residential development since the 1980's. The planning proposal does not rezone any land from non-residential to residential and in fact proposes to reduce the area of land zoned for residential purposes, by the rezoning of land along George Bass Drive and Broulee Road from R2 Low Density Residential to E2 Environmental Conservation. The planning proposal seeks to increase the area of medium density zoning within the subject area from 2ha to 9ha. The area proposed to be zoned R3 adjoins the commercially zoned area, an extension of Captain Oldrey Park and is to the west of Banksia Village. It is also located adjacent to the future extension of Heath Street, providing good access to George Bass Drive via Train Street. As the subject land has been zoned for residential development since the 1980's, is within the urban boundary as defined in the Eurobodalla Settlement Strategy and immediately adjoins existing residential areas of Broulee, it is not considered to be urban sprawl.</p>
<p>The small additional open space and the extension of Captain Oldrey Park are token gestures that will only benefit the human inhabitants.</p>	<p>The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.</p>
<p>14  Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment, help with housing affordability, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.</p>	<p>Noted.</p>
<p>15  The proposal should be completed and endorsed so that investment in the Broulee urban area can be encouraged and our basic property rights as landowners recognised and respected. Without development in areas such as Broulee employment and investment in the Shire will continue to stagnate, infrastructure will deteriorate and employment opportunities will be greatly reduced.</p>	<p>Noted.</p>
<p>16  Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment, help with housing affordability, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.</p>	<p>Noted.</p>
<p>17  Without development in areas such as Broulee, employment and investment in the shire will continue to stagnate and the youth of the area will be forced to leave.</p>	<p>Noted.</p>
<p>18  The proposal is good for growth and for the future, and tastefully done.</p>	<p>Noted.</p>

19	Such developments offer employment opportunities to locals and apprenticeships for young local adults who otherwise may leave the region.	Noted.
20	The Broulee development will be vital for the Eurobodalla area and will provide a significant amount of employment through both the construction of subdivision and in the building of dwellings. Not to mention the ability for Broulee to handle the increasing population and demand for housing in the area. The development will also be vital in sustaining the viability for businesses and schools to operate in the area. This development must go ahead to help the Eurobodalla move forward and help maintain a healthy and vibrant economy.	Noted.
	I have seen many developments around Victoria and NSW and this one is a real disappointment. It does not acknowledge the local community, the environment or the village lifestyle.	Noted.
	I implore reconsideration of the token green space allocated, please give us some more.	The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.
21	In Victoria it is a requirement to plant out verges and provide green spaces planted with local natives.	Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.
	Please consider requiring the developer to do a more environmentally sensitive development, not just 100% clearance of the land, but leaving some trees and pockets of native bushland for the future owners to retain.	As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road). The process of tree removal and wildlife relocation will be considered as part of the assessment of future development applications. It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, the retention of some habitat features, including hollow bearing trees.
	There should be no medium density zoning - this is not in keeping with the Broulee village.	Broulee already has two areas of land zoned R3 Medium Density residential, both located in close proximity to the commercial areas. In addition, there are a number of medium density scale developments in other parts of Broulee zoned R2 Low Density Residential, including Banksia Village and unit developments on Clarke Street and Zanthus Parade.
22	The subject land and Council's planning strategies have identified the long-term development of the area, and this is the principal reason businesses have made investments in the area. Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. Stable long-term development is needed for investment and growth to occur and in the process desperately needed housing and employment will be created. Local businesses will then benefit from the extra families and income drawn to the area.	Noted.

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Issues with open space and stormwater management in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. The Broulee Concept Plan and the more detailed master plans for the development area identify the strategic approach to managing stormwater from the development. More detailed stormwater planning will be undertaken as part of future development application processes. Should this more detailed planning result in any changes to the approach to stormwater management or open space, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to stormwater management or open space is recommended. It is not uncommon for parks and playing fields to be co-located with stormwater detention areas. This does not however prevent the safe use of the land for recreation. The design of the stormwater system will consider the use of the area and the best approach to facilitate that use. Detention areas could be above or below ground, they could be small or large areas depending on the size of the catchment, and if above ground they could be located on grassed or treed areas or within sealed car parking areas.

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Where do the children play? Surely not the public space stormwater detention areas? Given the reduction in lot size, green spaces are really important for children's well-being.

Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.\

Captain Oldrey Park is often unavailable due to organised sport and can be dangerous due to player and spectator traffic and the proposed new road access around the park should be removed from the plans.

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<p>24</p> <p>Creating a key intersection at the corner of Elizabeth Drive and Francis Street, which is in a school zone, constitutes an increased hazard to young cyclists and pedestrians. Broulee Public School uses this park as part of its playground. The intersection should be moved to May Parade. The proposed bicycle path ends at the commercial zone and should be extended to the school.</p>	<p>Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc. The proposed pedestrian/cycle path is only shown within the development area. It will connect to existing or future planned pathways in Broulee.</p>
<p>25</p> <p>Object to the rezoning of part of the land to medium density.</p> <p>The proposal uses incorrect/unrealistic population projections to support the proposed development and therefore underestimates the impact on the local social and physical environment.</p> <p>There is still no plan for resourcing the maintenance of the nature strip area.</p>	<p>Medium density development of different kinds, are able to be developed in both the R2 Low Density Residential Zone and the R3 Medium Density Residential zone. For example, the R2 zone permits integrated housing, where the minimum lot size could be reduced to 300m<sup>2</sup> and multi-dwelling housing. The R3 zone also permits these kinds of medium density housing plus residential flat buildings. The use of the R3 zone encourages the appropriate location of medium density developments.</p> <p>The population projections are based on the 2011 census usual population and assume higher occupancy rates for new development areas compared to existing Broulee. Therefore, the population forecasts are considered a reasonable estimate of the likely future population of Broulee.</p> <p>The environmental corridor along George Bass Drive and Broulee Road is in private ownership and the responsibility for maintaining this land lies with the owner.</p>
<p>26</p> <p>The loss of the ecosystem contributes to the mundane planning within this region. The rezoning of 7ha to medium density is not a positive move. Community meetings have emphasised the importance of retaining wildlife corridors but clear felling of old forest has been approved. The entry to Broulee along Train Street is now a wasteland. Metal fences and high temperature hard surface construction contributes to rising atmospheric temperatures. Some forest should be retained, not just the ugly unmanageable strip along the busy highway.</p> <p>Create some sustainable landscaping using the resources we have in abundance and reduce the size of this development. Low cost housing should not condemn the inhabitants to hot slum conditions in the future.</p>	<p>As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road). It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, the retention of some habitat features, including hollow bearing trees.</p> <p>Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced. Having regard to the above, it is not considered that development of the subject area will result in "hot slum" housing conditions.</p>

The Broulee development will be vital for the Eurobodalla area and will provide a significant amount of employment through both the construction of subdivision and in the building of dwellings. Not to mention the ability for Broulee to handle the increasing population and demand for housing in the area. The development will also be vital in sustaining the viability for businesses and schools to operate in the area. This development must go ahead to help the Eurobodalla move forward and help maintain a healthy and vibrant economy.

Noted.

There should be no additional medium density. The reason given, of providing a range of housing options, neglects to take into account the existing 2ha of medium density already around the Train Street shops.

Medium density development of different kinds, are able to be developed in both the R2 Low Density Residential Zone and the R3 Medium Density Residential zone. For example, the R2 zone permits integrated housing, where the minimum lot size could be reduced to 300m<sup>2</sup> and multi-dwelling housing. The R3 zone also permits these kinds of medium density housing plus residential flat buildings. The use of the R3 zone encourages the appropriate location of medium density developments.

The proposed medium density is all in one location, rather than integrated within the community. Locating all the medium density near the commercial area is not appropriate in a small seasonally-driven coastal village. If the commercial area ends up being unviable for many businesses, Broulee will end up with the inevitable social problems when there are no services for all those people in the medium density. The justification that it is close to a commercial zone is an example of one bad planning decision being made off a previous poor decision - being the fragmenting of Broulee's commercial lands. As all of the medium density area is in one location, not spread out like existing medium density developments in Broulee, makes it less desirable for holiday homes and more likely to be affordable housing. The community will be dealing with associated social issues given the lack of public transport and services in this coastal village. This type of housing is better suited to the regional hubs where employment, transport and services are available.

The area proposed to be zoned R3 adjoins the commercially zoned area, an extension of Captain Oldrey Park and is to the west of Banksia Village. This area will have direct road access to Train Street via an extension of Heath Street. The impact of the proposal is estimated to be an additional 75 dwellings and an additional 96 people when compared to development of the site under the existing zoning. This is considered to be a relatively small increase in population as a result of the proposed additional medium density zoning. It is not agreed that there will be inevitable social problems in Broulee should businesses not prove viable in the commercial area. Affordable housing is a relative concept that is dependent on household income and capacity to pay mortgages or rents. While the development of medium density housing is likely to provide housing that is affordable to a wide range of households, this does not mean that all medium density housing will be purchased, rented or occupied by any one type of household. Therefore, there can be no assumptions about the type of household that may live in such housing in the future, and no assumptions in relation to any potential social issues that may or may not arise.

Removing the medium density would greatly reduce the population increase to our village. The current proposed population statistics are an improvement on the previous versions provided, but are still underestimated, being based on the winter time population figures. Presumably the summer peak figures are used to ensure sewer and water services work all year round, therefore it shows there is one figure used internally and another "friendly" one that is distributed to the community. It appears that the additional medium density is proposed to compensate the land owners for the loss of land through the 40m wide conservation corridor.

Under the previous LEP, Broulee had two commercially zoned areas. In the development of the Eurobodalla Local Environmental Plan in 2012, the decision to apply a commercial zone to some land on Train Street was associated with the removal of another commercial zoned area on Broulee Road, so that there remains two commercial areas in Broulee. The Train Street site was considered a better location for commercial development than the Broulee Road site.

The developer's approach to clear felling the land results in a barren landscape. Council should require at least 1 mature tree be retained in each subdivision, determined on a strategic basis.

It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, the retention of some habitat features, including hollow bearing trees. This is consistent with the Broulee Biocertification Order.

I recognise the improvements to the stormwater plan, but the development should strive not to put any additional stormwater onto our beaches, with retention on site or in the adjoining bushland area across Broulee Road that is subject to bushfire management.

Issues with stormwater management in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The Broulee Concept Plan and the more detailed master plans for the development area identify the strategic approach to managing stormwater from the development. More detailed stormwater planning will be undertaken as part of future development application processes. Should this more detailed planning result in any changes to the approach to stormwater management, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to stormwater management is recommended.

The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.

The token green space in the southern part of the development is an improvement but could be larger.

The master plan and a proposed DCP provision both identify the need for development adjoining the conservation corridor to ensure adequate separation for bushfire protection. Council does not currently have a policy on the banning of cats.

The vegetation in the E2 zone should be protected for clearing for bushfire protection. Council should also consider other measures such as the banning of cats.

The lack of transparency on the Captain Oldrey Park expansion is concerning. My understanding is that Council will clear all of the bush on the park for car parking, to increase the oval space and to relocate the tennis courts. The park should not be turned into another Hanging Rock, but should remain as a village sports complex in a natural setting, while still providing some additional services and car parking. The planner's justification for removal of trees and roads running alongside the park so that people in the new developments do not get up to nefarious activities presumably acknowledges the social issues we will need to expect with their master plan.

Master planning of Captain Oldrey Park is required, with community consultation. This process will address issues such as tree retention, location and design of various recreation facilities, car parking and access issues. The provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.

I find it disconcerting that the master plan is on exhibition at the same time as a DA for subdivision is also on exhibition. How can the public feel that you will listen to their concerns when you are already approving DAs in that plan. If the E2 zone needs to be in place before any clearing of vegetation can take place, this master plan should be finalised before any clearing can commence. Further, the public exhibition of the DA refers to the wrong lot and DP.

The subject land is currently zoned for residential development. There is no requirement for the planning proposal to be completed before the subject land can be developed in accordance with the existing zoning. The public exhibition of the DA refers to the correct lot description. The submitter has referenced a lot and DP that has been superseded by the subdivision of the pumping station from the residue lot.

Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.

29 The area around the oval needs to be revisited. As regional sporting grounds car parking is already an issue, the proposal ignores child safety and appropriate parking.

Why is there no minimum lot size? This needs to be changed back to 550m<sup>2</sup>.

The existing minimum lot size for the land is 550m<sup>2</sup> and this is proposed to be retained.

The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.

Good design would include far more green space than is evident.

As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road). The process of tree removal and wildlife relocation will be considered as part of the assessment of future development applications.

The clear felling of all the trees needs to be looked at.

The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.

30

Bigger green spaces, connected.

Issues with stormwater management in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The Broulee Concept Plan and the more detailed master plans for the development area identify the strategic approach to managing stormwater from the development. More detailed stormwater planning will be undertaken as part of future development application processes. Should this more detailed planning result in any changes to the approach to stormwater management, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to stormwater management is recommended.

Stormwater matters have not been addressed by Council, particularly the stormwater flow out at South Broulee Beach.

The master plan for the development area includes the connection of Heath Street to Train Street and a new road connection to Broulee Road, providing alternative access arrangements into the new development area. The staging of road construction will be determined as part of future development application processes.

Elizabeth Drive has had a traffic problem for many years - amount of trades, commercial trucks and use as a short cut. Roads should be put in first.

Noted.

31

Future land developments are required to maintain employment opportunities and adequate housing for families moving to the area. The building of new houses provides employment opportunities for local tradesmen and businesses.

32	A Canberra resident who visits Broulee regularly and would like to build a holiday house, but finds it impossible to buy land. As holiday makers, we support the surf school, the supermarkets and the cafes. Development in Broulee would support current businesses even more.	Noted.
	I acknowledge there have been improvements in the master plan, however I still have some significant concerns.	Noted.
	It is clear in NSW State Planning recommendations that medium density housing be reserved for communities that have populations greater than that of a town, not places like Broulee which have a smaller population.	There is no prohibition in State planning requirements or guidelines to the provision of medium density housing in villages. Broulee already has two areas of land zoned R3 Medium Density residential, both located in close proximity to the commercial areas. In addition, there are a number of medium density scale developments in other parts of Broulee zoned R2 Low Density Residential, including Banksia Village and unit developments on Clarke Street and Zanthus Parade.
33	The location of the proposed medium density is furthest away from the already established business centre and will create a disconnected and unhealthy population. There is no clear benefit to the community.	The location of the proposed additional medium density is adjoining existing medium density zoning and in close proximity to land zoned for commercial development. The additional medium density zoning in a location proximate to a commercial area provides a number of community benefits, including a greater mix of housing choice and increased viability of (future) businesses within the commercial area.
	The additional green space is small and token. Council have suggested the pumping station land is also a "green space" which it is not. There should be a greater number of green spaces that interconnect the community and give the opportunity for people living furthest from the beach a route that promotes active transport and mobility to the beach and foreshore business areas.	The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended. The Master Plan clearly identifies the pumping station as a pumping station, not as a park.
	Support the application of the E2 zone as this is a requirement of the Order of Biodiversity Certification.	Noted.
34	The western perimeter road against the E2 zone should continue further north to provide greater protection from adjoining residential development as well as potentially reducing the width of the asset protection zone needed.	Council is proposing to include a provision in the DCP that requires a perimeter road, shared cycle/pathway and/or open car parking areas for the full length of the conservation corridor to ensure adequate separation, including asset protection zones, between residential development and the conservation area for bushfire protection and to minimise environmental impacts. Extending the perimeter road to the northern property boundary is not required to achieve adequate separation for asset protection zones or to ensure protection of the conservation corridor.
	Object to the drainage concept plan which shows a high volume of drainage flow going into the E2 zone. There can be no stormwater flow into the E2 zone as this would transport pollutants and excessive nutrients into the Bangalay Sand Forest EEC, which would harm the community. No stormwater retention basins are permitted in the E2 zone.	The drainage concept plan shows stormwater flows towards, but not into the E2 zone. The plan does not show any stormwater retention basins within the E2 zone. Detailed drainage design, that will be undertaken at the development application stage, will clarify the direction, volume, capture and treatment of stormwater from the land to minimise impacts on the conservation corridor. The proposed DCP provision has been strengthened by the inclusion of an acceptable solution stating that "stormwater flows shall be managed to avoid detrimental impacts on the E2 zoned area and stormwater detention basins shall not be located within the E2 zoned area".
	While we agree that an Aboriginal Heritage Impact Permit will be required prior to development, we recommend that an Aboriginal cultural heritage assessment be completed prior to rezoning.	As all of the subject land is currently zoned residential, development applications for residential development can be submitted now and the required assessments for Aboriginal cultural heritage be undertaken as part of the development assessment process. In these circumstances, the recommendation for Aboriginal cultural heritage assessment prior to rezoning is considered onerous.

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The NSW Department of Planning classifies Broulee as a coastal village, being a small centre with a population up to 3000 people. In coastal villages the natural environment dominates in terms of views, environmental systems and vegetation types. Villages are differentiated by having a small vibrant centre set within a distinctive and intact natural environment. A natural environment is not the urban sprawl this design proposes.

The planning proposal will not change the classification of Broulee as a coastal village. The Broulee Village will retain a usual population of less than 3000 people. It will continue to be surrounded by the natural environment, including the 40m wide conservation corridor required to be retained as per the Broulee Biocertification Order. As the subject land has been zoned for residential development since the 1980's, is within the urban boundary defined by the Eurobodalla Settlement Strategy and immediately adjoins existing residential areas of Broulee, it is not considered to be urban sprawl.

35

The new areas already have small blocks with no room for shade trees. The houses are so close to the small roads there is also no room for verge planting. This is not following the definition of a village. The new plan proposes the same development style. A minimum of 700m<sup>2</sup> would still ensure profit for developers and rates for Council. Leaving green belts throughout would leave more habitat for wildlife. Larger blocks would leave more room for trees.

The size of lots in the development area is not a relevant matter for the planning proposal or DCP amendments as no change is proposed to the minimum lot size for the development area, which is 550m<sup>2</sup>. This is consistent with the minimum lot size for all residential land in Broulee, and is in fact larger than the actual lot size of some of the most recently subdivided lots in Broulee. The size of roads is also not a relevant matter for the planning proposal or DCP amendments. The size of roads is a matter for detailed assessment at the development application stage and is guided by Council's Infrastructure Design Standards. Further, Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced. No change to the proposed DCP amendments is recommended in response to this matter. Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.

The effect on wildlife is totally ignored. Trees with hollows that are to be removed should be checked for wildlife so carers can assist with possible rehousing.

As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road). The process of tree removal and wildlife relocation will be considered as part of the assessment of future development applications.

Concerned that the bushland behind my property and the access track to Captain Oldrey Park is now in private ownership and I do not recall any consultation about this.

The subject land is not in private ownership. It is part of Captain Oldrey Park and is in public ownership. There is no proposal to remove this land from public ownership. Master planning of Captain Oldrey Park is required, with community consultation. This process will address issues such as access, parking, landscaping and recreation facilities.

Concerned about the poor environmental outcome of this development due to the removal of the vegetation. The small corridor along George Bass Drive is not sufficient to sustain the flora and fauna of the area.

As the subject land is already zoned for residential development and the vegetation on the land has been approved for removal via a biodiversity certification process, the concerns regarding the loss of vegetation on the land are not directly relevant to the planning proposal. They are relevant to the proposed DCP amendment encouraging the retention of some habitat features where possible and feasible. As this is consistent with the Biodiversity Certification Order for the land, no change to the proposed DCP provision is recommended. It is important to note that the Biodiversity Certification order issued by the Minister for the Environment was given on the basis that a significant area (405ha) of the same vegetation community (Bangalay Sand Forest) was being protected on land to the south and west of Broulee (in addition to the 40m corridor along George Bass Drive and Broulee Road).

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36	Concerned about the creation of a new road beside Captain Oldrey Park which will increase traffic and reduce amenity and safety.	Issues with the proposed road network in the development area are not relevant matters for the planning proposal, but are relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. It is important to note that the Broulee Concept Plan and the more detailed master plans prepared to support the planning proposal, are not a proposed subdivision layout. The location and design of road connections will be subject to more detailed assessment at the development application stage. Master planning of Captain Oldrey Park is also required, with community consultation, to determine the most appropriate means of access into and around the park. Should this more detailed planning result in any changes to the road network, they can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the road network is recommended. In relation to the issues of safety, the provision of perimeter roads to open space areas is a key principle of safety by design. Perimeter roads provide passive surveillance of open space areas. Potential conflicts with vehicular traffic can be resolved through detailed design, such as traffic calming, speed limits, landscaping, fencing, etc.
	More information about the plans for Captain Oldrey Park should be provided.	When a draft master plan for Captain Oldrey Park has been prepared, it will be placed on public exhibition for community input.
	Unhappy with consultation process to date.	All property owners in Broulee were informed of the public exhibition of the planning proposal in writing and the exhibition period was extended to approximately two months given it ran over the Christmas/New Year period.
37	The current residential housing market is very strong and demand is outstripping supply, especially in Broulee. Flat land in Eurobodalla is almost non-existent and our aging population like level blocks. Strong demand for small low-maintenance blocks have seen duplex style properties be developed in our area. If flat land is not opened up soon, consumers will take their money elsewhere.	Noted.
38	As principal of the local school, I'm concerned about the increasing growth of the school. The school was originally built to have 10 classrooms and we are already up to 15, including 2 demountables. We have already outgrown the hall, library, canteen and playground. Drop off and pick up zones are overcrowded and dangerous.	All of the land included within the planning proposal is currently zoned for residential development and was so zoned at the time the school was first built. Planning for growth of the school is a matter for the Department of Education.
	How does this plan comply with the Community Strategic Plan objective 3.1.	Objective 3.1 of the Community Strategic Plan is to "encourage respectful planning, balanced growth and good design". The plan is consistent with this objective in that it complies with the Broulee Biocertification Order for the land, provides for a greater mix of housing choice in Broulee, provides additional open space for the community and the master plan shows a concept road and lot layout that is consistent with and connected to the adjoining developed areas in Broulee.
39	Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.	Noted.
40	Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this need. The development contributions and rates income the development will generate will help fund necessary infrastructure.	Noted.
	No objection to planning proposal subject to consideration of comments (see below).	Noted.
	Concern that the concept master plan does not adequately identify future land uses/development restrictions affecting the north western portion of R3 zoned lands as a result of future asset protection zones (APZ) requirements to the conservation corridor, despite the proposed DCP provision requiring adequate separation. The western perimeter road should be extended to the northern property boundary. The construction of future access roads will need to comply with Planning for Bushfire Protection.	In addition to the proposed DCP provision, which has been strengthened by including specific reference to asset protection zones, the master plan contains the following note: "Appropriate management of the residential interface, asset protection zones and stormwater drainage to be addressed in any future development adjacent to the Biodiversity Conservation Zone". Extending the perimeter road to the northern property boundary is not required to achieve adequate separation for asset protection zones. Noted.

	A preliminary assessment of lots adjoining the conservation area determines that future dwellings, dual occupancies and multi-dwelling housing will need a 25m APZ. Assuming a 20m wide road reserve, this still requires a minimum 5m setback within each lot. Lots that are oriented with the larger fronting running north-south are unlikely to be able to achieve this APZ.	Noted.
	If the perimeter road is not to be extended for the full length of the conservation strip, the land adjoining the conservation strip would need to be managed as an APZ.	Noted.
	No staging has been identified in the master plan. Each stage of residential development will be required to provide APZs and perimeter access at the urban/bushland interface for fire fighting vehicles.	Noted.
41	The master plan should be amended to demonstrate suitable building envelopes for each lot adjoining the perimeter road and/or conservation strip.	The master plan is not a proposed subdivision layout. A detailed subdivision plan will be required as part of a development application and this plan will need to demonstrate compliance with Planning for Bushfire Protection by identifying any required APZ and suitable building envelopes on affected lots.
	The master plan should be amended to clearly identify that any land that directly adjoins the conservation strip has restricted development potential due to the need for an APZ.	The master plan contains the following note: "Appropriate management of the residential interface, asset protection zones and stormwater drainage to be addressed in any future development adjacent to the Biodiversity Conservation Zone".
	The planning proposal should address the staging of the development to ensure land owners/developers are clearly aware of future access and APZ requirements applicable to each stage and encourage the orderly and efficient development of the site.	As the whole of the development area is not in single ownership, the overall staging of the development is not known. In any case, there is no statutory requirement for a staging plan to be prepared at the planning proposal stage and any such plan would not bind the developer. Compliance with the requirements of Planning for Bushfire Protection will be considered and assessed at each stage through the development application process.
	Any areas of retained open space should be managed as Inner Protection Areas to ensure these areas do not form a bush fire hazard for adjoining lots.	Noted.
	The RFS notes that the R3 zone permits tourist accommodation which is classified as a special fire protection purpose. Greater separation distances between such developments and unmanaged vegetation is required and this may not be achievable on some lots located at the urban/bushland interface.	Noted.
	Future connections to water gas and electricity should comply with Planning for Bushfire Protection.	Noted.
42	The concept plan is a very sad reflection on how planners see the future of our village. The plans shows a distressingly crowded nature of the blocks, which is anything but a restful, leafy, cool and shaded living area.	The size of lots in the development area is not a relevant matter for the planning proposal or DCP amendments as no change is proposed to the minimum lot size for the development area, which is 550m <sup>2</sup> . This is consistent with the minimum lot size for all residential land in Broulee, and is in fact larger than the actual lot size of some of the most recently subdivided lots in Broulee. No change to the proposed DCP amendments is recommended in response to this matter.
	The plan shows no tree or planting areas, no rest area for walkers, no seating areas, no paths, or even room for same.	The concept master plan does show potential pedestrian/cycleways through the development area. Additional open space is proposed where existing trees could be retained or new plantings undertaken. The detailed arrangements for these matters will be addressed at the development application stage.
43	This proposal will give others the same opportunity that I have had to purchase land to build a home in Broulee, a beautiful area to live.	Noted.
44	I find the entire development very amenable with well laid out infrastructure and street design. The area has attracted a wide variety of residents from retirees to young families which enhances the community as a whole.	Noted.
45	I grew up in Broulee and currently live in Canberra. I would like to purchase a property in the new area to re-settle back in Broulee in the future. A number of my school friends are looking to do the same.	Noted.
46	To have a sustainable, continuous and environmentally balanced approach adds enormous value to the community. To remain in the area, my son who has just completed his apprenticeship in carpentry will benefit from the likes of this development. The long term economic benefits of this type of development can be seen with sustainable work in housing construction and thus creating growth in other complimenting industries.	Noted.

47	Broulee needs development to improve and to give our children the opportunity to live and work in this area in the future.	Noted.
48	Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment and education, through apprenticeships in the construction industries, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.	Noted.
49	Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. The proposal will help address youth unemployment and education, through apprenticeships in the construction industries, and help to accommodate Eurobodalla's growing population. The development contributions and rates income the development will generate will help fund necessary services and infrastructure.	Noted.
50	The Eurobodalla Shire requires urban residential development to keep up with the expected population growth. Broulee has the perfect development opportunity to satisfy this expected growth. There are noticeable shortages of rental properties available for potential tenants and there noticeable demand for flat, levelled land for families to build on. The development will help alleviate the shortage. The development provides employment opportunities to local business, tradies and labourers for a number of years, keeping them employed in the local area. Keeping locals here will ensure that businesses are not so reliant on the tourist trade. Addition contributions to Council from the development will contribute resources to achieve their planning goals.	Noted.
51	The Broulee development will be vital for the Eurobodalla area and will provide a significant amount of employment through both the construction of subdivision and in the building of dwellings. Not to mention the ability for Broulee to handle the increasing population and demand for housing in the area. The development will also be vital in sustaining the viability for businesses and schools to operate in the area. This development must go ahead to help the Eurobodalla move forward and help maintain a healthy and vibrant economy.	Noted.
	The developers need to be responsible for landscaping the new development area, including maintenance and watering of street trees. The landscaping is part of the village's green infrastructure and an integral part of the whole design.	It is proposed to include a specific provision in the Residential Zones DCP to encourage, where possible, the retention of some habitat features, including hollow bearing trees. This is consistent with the Broulee Biocertification Order. Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.
52	The open space area in the plan, in the southern part of the development area, is inadequate. An area of existing bushland should be kept, in addition to the green corridor along George Bass Drive. It would also be ideal to provide green treed areas within the design of both R2 and R3 areas, and as the house blocks are small, green areas are necessary for residents' wellbeing, to reduce heat, add aesthetic value, improve the microclimate and encourage social cohesion.	The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.
	It is disappointing that Council negotiated a Biocertification Agreement for the development area, but haven't been able to negotiate a more environmentally sustainable concept plan.	Noted.
	The Biocertification Agreement isn't credible. Council should be requiring all new urban developments to be undertaken on land that is cleared and in poor ecological condition. Any clearing of vegetation should be of widely represented vegetation communities and only for rural dwellings on large lots. Endangered Ecological Communities should be completely conserved and managed for conservation.	The Biocertification process was endorsed by the NSW Government and a Biocertification Order has been signed by the Minister for the Environment. The planning proposal is consistent with the Broulee Biocertification Order.

53	<p>The 40m vegetation corridor along George Bass Drive is inadequate and should be increased to 80m. A wider corridor would allow low intensity recreational use, such as walking tracks. Native vegetation should be retained on and surrounding Captain Oldrey Park. There should be corridors connecting the areas of native vegetation. A riparian corridor should be formalised and connected with the vegetation corridor along George Bass Drive. Any planned open space should be located next to the riparian corridor. The corridor should be managed purely for biodiversity and for erosion control, with support from the local community.</p>	<p>The width of the vegetation corridor along George Bass Drive is consistent with the Broulee Biocertification Order. Master planning of Captain Oldrey Park, in consultation with the community, will address issues of vegetation retention on the park. There are no riparian corridors through the subject land. An existing drainage reserve is proposed to be extended to meet the conservation corridor along the western boundary of the land.</p>
	<p>The proposed open space in the southern part of the development area is inadequate. A well designed open space area would mean that families could use this space rather than walk to Captain Oldrey Park, thereby dispersing visitor pressure.</p>	<p>The provision of open space in the development area is not a relevant matter for the planning proposal, but is relevant to the proposed DCP amendment which incorporates the Broulee Concept Plan and requires development to be generally consistent with the plan. The additional green space proposed to be provided includes a 1ha expansion of Captain Oldrey Park, a pocket park and an extension of a drainage reserve. A 40m wide conservation corridor along George Bass Drive and Broulee Road is also proposed to be retained. Combined, it is considered that these represent an appropriate amount of green space for the development. However, should the more detailed assessment at the development application stage result in any changes to the open space provision, these can be considered on merit having regard to whether they are generally consistent with the Broulee Concept Plan. Therefore, no change to the Broulee Concept Plan with regard to the provision of open space is recommended.</p>
	<p>A group of residents have joined with the developer of the area to plant trees on several streets. However we seek Councils support to require a complete landscaping plan for the new development so that the planning for street trees is completed comprehensively. The developer should meet these costs, including ongoing maintenance.</p>	<p>Council's Landscaping Code, which is referred to in the existing Residential Zones DCP, includes guidelines for street tree planting. This Code will apply to development of the subject land. It is noted that tree planting in verges of recently developed areas has commenced.</p>
54	<p>Development of this area will allow vital services and infrastructure to remain in place with increased rates and developer contributions. Jobs created by residential development has allowed people born here to move back.</p>	Noted.
55	<p>Without development in areas such as Broulee, employment and investment in the shire will continue to stagnate and current and future employment opportunities will be greatly reduced.</p>	Noted.
56	<p>The subject land and Council's planning strategies have identified the long-term development of the area, and this is the principal reason businesses have made investments in the area. Eurobodalla desperately needs investment and employment opportunities and the release of urban land in Broulee will meet some of this demand. Stable long-term development is needed for investment and growth to occur and in the process desperately needed housing and employment will be created. Local businesses will then benefit from the extra families and income drawn to the area.</p>	Noted.