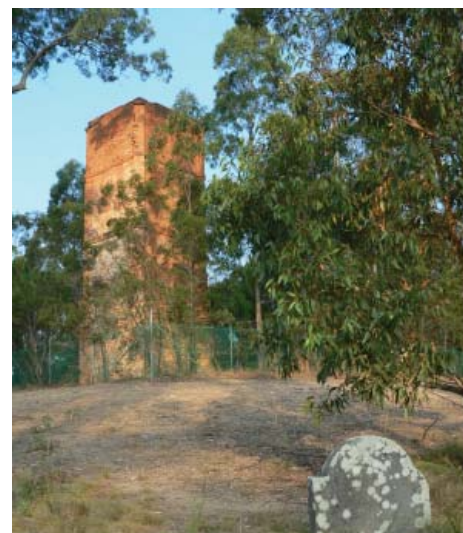


BOYD TOWN



CONCEPT MASTER PLAN

12 FEBRUARY 2007

BOYDTOWN CONCEPT MASTER PLAN

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12 FEBRUARY 2007

Note: All Site Analysis Commentary and Images have been summarised, and sourced from the technical reports and other previous consultant reports.

BOYDTOWN CONCEPT MASTER PLAN



> The Renovation of the Sea Horse Inn is the First Step in Realising the Vision for Boydtown

1. INTRODUCTION

In 1843 Benjamin Boyd, Australia's first entrepreneur and one of the most colourful and important characters in the Nation's early history, selected Twofold Bay as a port for his Sydney to Melbourne steamship service. Twofold Bay was already the centre of a flourishing whaling industry and Boyd established his own whaling industry in a collection of buildings christened 'Boydtown'.

His planned township included a hotel, a store, woolshed and a collection of buildings were begun, and a jetty was built where Boyd's vessels could be berthed. A whaling station commenced and the Seahorse Inn opened for business. A church, cottages on nearby Red Point and a lighthouse, which was never used, followed. From a prosperous commercial centre with 200 habitants in 1849, Boydtown subsequently became a "ghost town" with buildings abandoned and deteriorating, with part of the population moving to Eden.

Boydtown Pty Ltd acquired the Boydtown properties in 1973 with plans to develop a coastal tourist holiday resort and residential settlement, using the historical attractions of old Boydtown as a focal point. Today the site of Boydtown contains substantial remains of Boyd's vision. The Sea Horse Inn remains, as does the ruins of the Church and woolshed.

Recently, the Sea Horse Inn has undergone major refurbishment and extensions to provide new opportunities for accommodation and conference facilities for the tourist trade. The time is right to rediscover Boydtown.

The purpose of this Master Plan document is to support a Concept Development Application for the subject land known as "Boydtown" to permit a staged mixed residential/tourism/commercial development in accordance with the Master Plan. The proposal will provide a variety of public places, activities and accommodation opportunities.

The Boydtown Master Plan Area comprises that part of the land generally accommodating the existing caravan park (north of Boydtown Creek) and bounded by the Princes Highway to the west, the shores of Twofold Bay to the east and Twofold Bay Caravan Park to the north.

Numerous studies and workshops have been undertaken over recent years to investigate the suitability of the land for development. The technical studies have confirmed that the land has potential for urban development.

The Master Plan describes the vision and the framework for the site. It establishes the development principles that will be used to assess individual development applications and guide the realisation of the vision for the site.

BOYDTOWN CONCEPT MASTER PLAN



2. THE SITE AND ITS CONTEXT

2.1 Regional Context

Boydtown is located in the Lower South Coast Region in the Bega Valley LGA. Major surrounding settlements in the Bega Valley LGA comprise Merimbula 26 kilometres to the north, and Bega, 54 kilometres inland northwest, beyond Merimbula. Eden-Boydtown has been identified as a distinctive 'southern sub region' in the Shire, while Bega has been the traditional administrative and commercial centre of the sub region.

Eden is 266 kilometres east of Canberra, 476 kilometres south of Sydney and 599 kilometres north of Melbourne. The upgraded Monaro Highway has seen the region develop stronger links with Canberra and Queanbeyan than Sydney. The Canberra /Queanbeyan Centre serves as the regional centre for services such as health, education, retailing and community facilities.

Eden is currently experiencing declining employment in timber and fishing and in 1999 the Heinz Wattie Cannery in Eden closed. The economy and community of Eden require new initiatives in port related industries and tourism to return the area to modest growth and consolidate its District Centre role.

2.2 Site Description

Boydtown is some 8 kilometres south of Eden, on the southern shores of Twofold Bay. It enjoys frontage to the Princes Highway, just south of the Nullica River Bridge. The Princes Highway is the main coastal link between Sydney and Melbourne.

Boydtown is legally described as Lot 24, Part Lot 44 and Part 13 DP 716162, Lot 1 DP 704696, Lots 1, 2 & 3 DP 259742, Lots 3, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 & Reserve DP 239404, Lots 1, 2, 6 & 7 DP 239401, Lot 1 DP 40567 (formerly the roads Duke, George, Wales, York) and Lots 208 – 261 (inclusive) and Lots 263 – 336 (inclusive) DP 12883 Parish of Nullica, Boydtown Park Road, Boydtown.

The subject land is roughly triangular in shape and has an area of approximately 60 hectares.

> The Location of Boydtown: The Mid Point

BOYDTOWN CONCEPT MASTER PLAN



> Aerial Views Showing Existing Development

> The Original Master Plan

2.3 Current land use

Current land uses consist of the caravan park with three amenities blocks (with consent for 350 caravan sites and 180 camp sites), with permanent and casual accommodation; the Seahorse Inn, including accommodation, restaurant and conference facilities and public bar; a car park for 70 vehicles; a floodlit tennis court and a number of residential dwellings on the southern side of Boydton Creek. Approximately 43 lots have been developed on this part of the land.

2.4 Current Development Consents

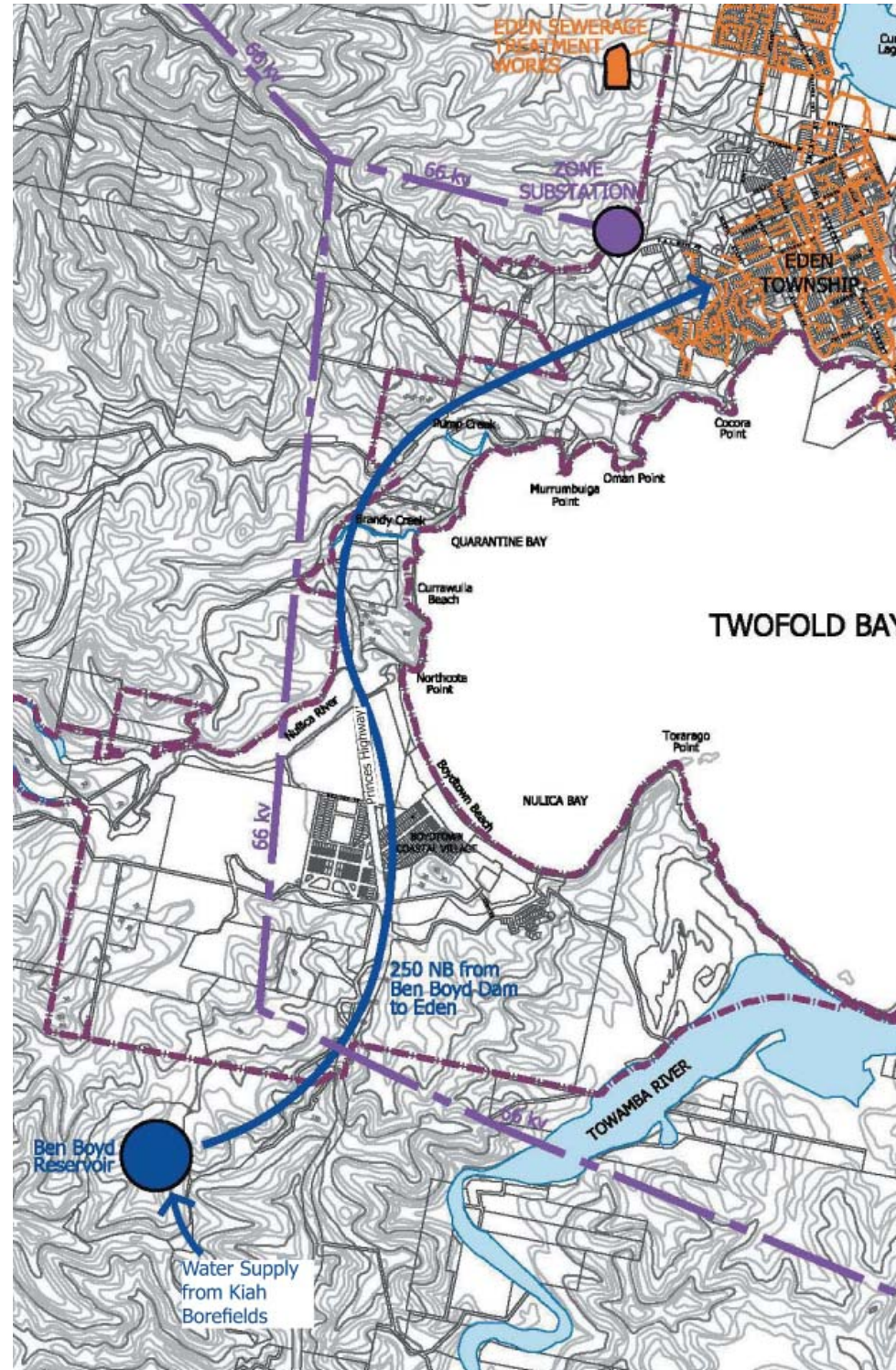
On 20 July 1978 Imlay Shire Council granted approval (DA 78/129) for 350 caravan sites and 180 campsites. This use currently operates on site.

In November 1990, the Minister for Planning granted development consent (DA 89/1440) to a boat harbor and marina, subject to conditions. The approval was issued following a Commission of Inquiry and provides for construction in three stages:

- Three separate breakwaters;
- A timber jetty to assist in embarkation, enhance water exchange;
- Excavation of 650,000m³ of material from the site. 70,000m³ for beach nourishment and local filling and the remainder was to be placed on land on the western side of the Princes Highway;
- A mooring area in the outer harbour for up to 40 craft;
- 250 wet berths;
- Two fuelling berths;
- Sewerage and oily bilge pump out facilities;
- Repair and maintenance facilities;
- Dry storage facilities for up to 70 power craft in a building, and 30 yachts;
- Fire fighting facilities;
- Marine village, including general store, shops (1250m²) and offices;
- Boat launching facilities and parking area;
- Upstream tidal lake; and
- Man-made island.

The Council has acknowledged that this consent has substantial commencement.

BOYDTOWN CONCEPT MASTER PLAN



> Infrastructure Services

2.5 Services

- Power:** There are two 11kV feeds from a zone substation located south of Eden, which service the Boydtown area. An overhead 11 kV power line serves the caravan park and an overhead 11 kV power line also runs down Boydtown Road going underground to serve the Sea Horse Inn and the residential area south of Boydtown Creek. There is also a 66kV line located west and south of Stage 1 which provides power to a local chip mill located to the south of Boydtown.
- Water:** Potable water is supplied to the existing development in Boydtown from Council's 250 main that transfers water from Ben Boyd Dam to Eden via the Princes Highway. From Eden this supply also links into the Merimbula system. The Ben Boyd Dam is fed from the Kiah borefields.
- Sewer:** The existing developments in Boydtown (caravan park, Sea Horse Inn and the small residential subdivision south of Boydtown Creek) are served by two submersible sewage pumping stations (one adjacent to the Sea Horse Inn and the other south of Boydtown Creek). These sewage pumping stations (SPSs) transfer sewage to an existing package sewage treatment plant (STP) located between the church and the highway.

Effluent from the package STP is irrigated on rural land west of the highway. The package STP is privately operated and licensed by the EPA. It has a nominal capacity of 800 EP, which is sufficient to meet the current loads from the Sea Horse Inn, caravan park and residential development south of Boydtown Creek, with approximately 150 EP spare capacity allocated for the Marina. Other services, such as gas, telephone, would be expanded as demand required.

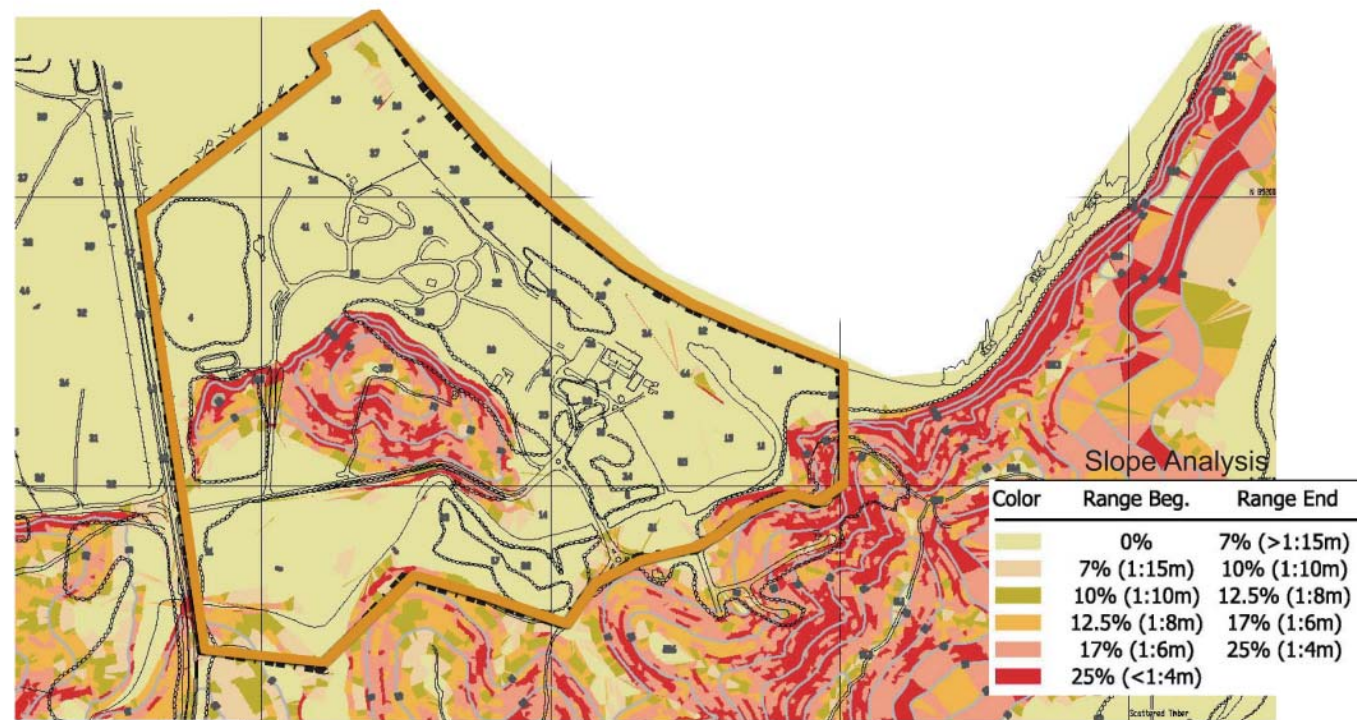
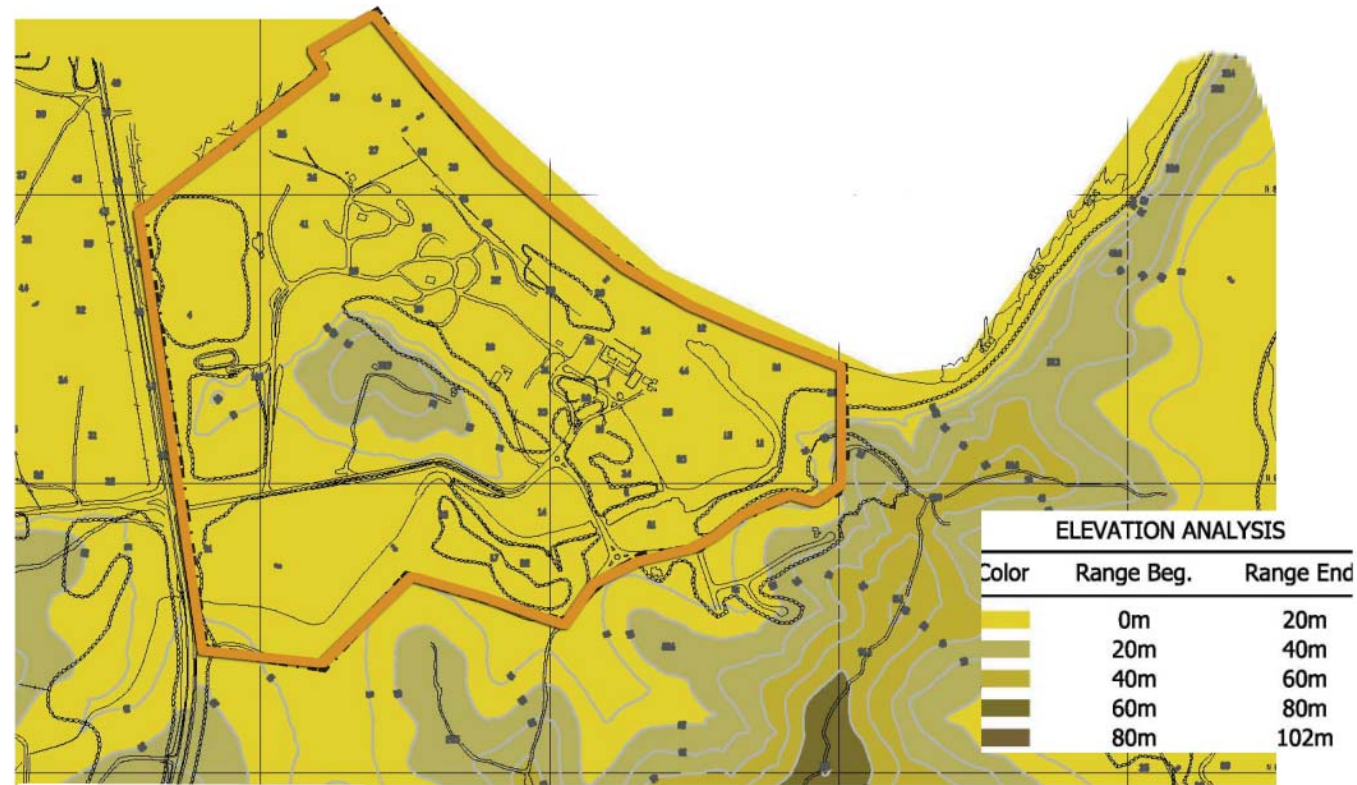
The provision of infrastructure to service new development is considered to be economically feasible.

2.6 Road Network

Princes Highway is a road of national significance. Within NSW it is managed by the RTA and it acts as a north-south link connecting Sydney to towns and communities along the eastern coast of NSW. The Princes Highway would serve to link the Boydtown development with all other towns and communities in the region and beyond.

Where it adjoins Boydtown it is a two lane rural road with a speed limit of 100kph and can offer a good level of service up to approximately 10,000 vehicles per day. Discussions with the RTA indicate that there are no current plans to upgrade or realign the Princes Highway in the area around Boydtown.

BOYDTOWN CONCEPT MASTER PLAN



> Landform: Elevation (top) & Slope Analysis (bottom)

2.7 Public Transport

Public Transport links in the vicinity of Boydtown are limited to Country bus or coach links that use the Princes Highway. Opportunities for direct links between Boydtown and its neighbouring urban areas would be assessed if adequate demand arises.

2.8 Soils, Landform and Slope

Soils on the site are varied and include dune formations along the beach frontage and silty wetland soils adjacent to Boydtown Creek. Over the rest of the site soils consists predominantly of sandy podzols which grade to become thin and gravelly on the top of the ridge that runs along the southern part of the site.

Sandy podzols are very vulnerable to sheet and splash erosion if vegetation cover is lost. The presence of moisture and organic matter improves soil coherence and stability. High intensity fires may also modify these soils so that they become water repellent.

The site is located at elevations varying between 4 and 40 metres ASL with the highest points being on the ridge around "Church Hill". Most of the site is on level ground (slopes of 0-7%) however the northern side of the ridge is a steep escarpment and its southern slopes are steep (10->25%). The ground becomes level towards Boydtown Creek.

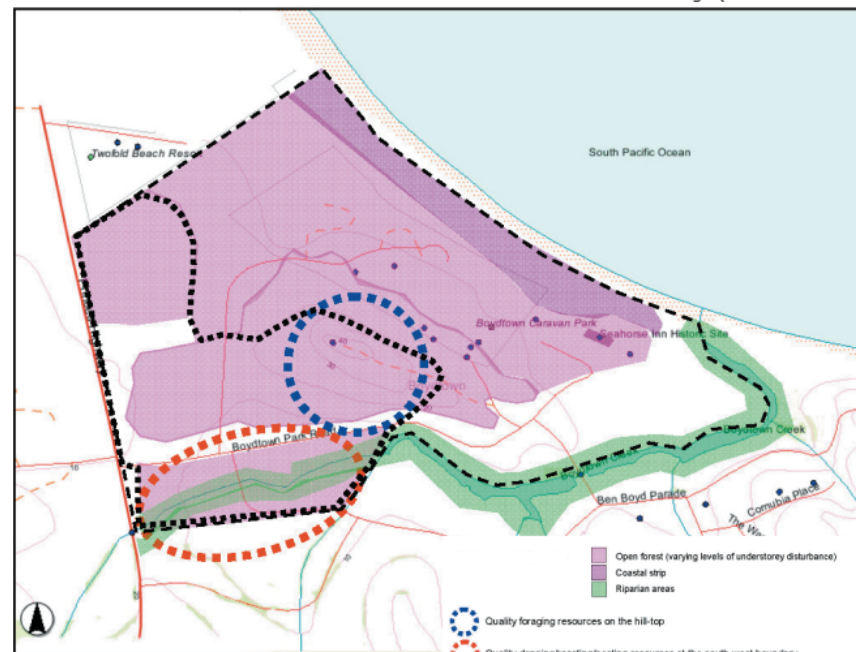
Across Boydtown Creek, to the south of the site, the topography becomes hilly. Most of this area has been cleared for residential development. To the west of the site, across the Princes Highway, and the north, the land is flat.

The sandy subsoils of the flatter areas grade to rock near the hill near the centre of the site. The back beach sands on the site have been identified as having acid sulphate potential. The presence of acid sulphate soils in Boydtown Creek was confirmed in the Boydtown Marina EIS (1989).

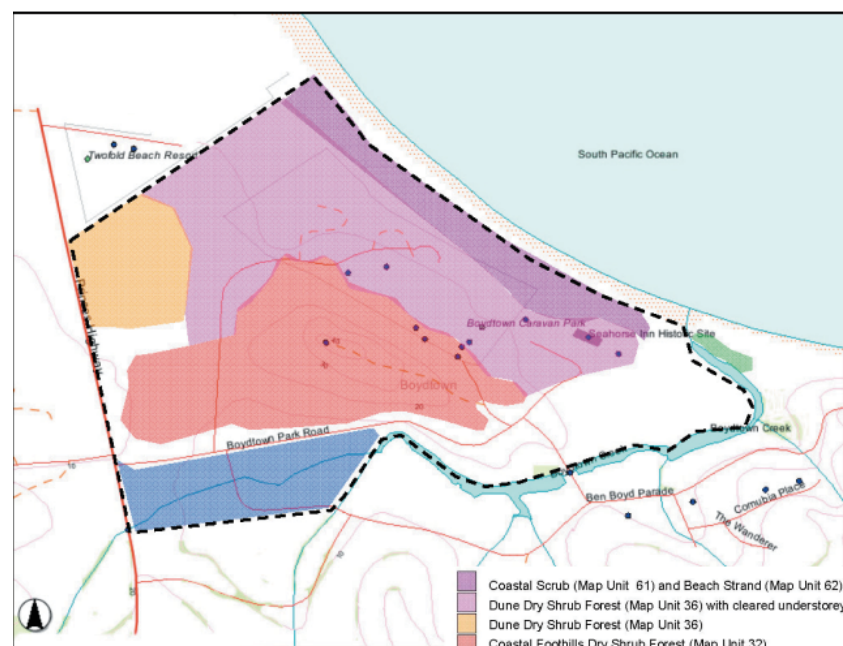
2.9 Flooding and Drainage

Boydtown is situated adjacent to Boydtown Creek. Boydtown Creek has a small, mainly forested catchment (3.9km²), which is quite steep with the highest point being at an elevation of about 200m AHD. It has been determined that flood levels in the lower region of the creek (i.e. adjacent to Boydtown) would be dominated by elevated ocean levels and not local runoff. Therefore, the design flood levels for development will be set by the extreme coastal water level.

BOYDTOWN CONCEPT MASTER PLAN



(Map source: Land and Property Information 2002, Vegetated linking areas to allow access to resources and dispersal to the north and south of the study area.



(Map source: Land and Property Information 2002)

> Vegetation Communities

2.10 Flora and Fauna

The vegetation in the site was surveyed on 23 June 2004. The site was found to carry six vegetation types, as defined in the vegetation typing of the Eden region for the Eden Regional Forest Agreement:

- Coastal Foothills Dry Shrub Forest (Map Unit 32)
- Hinterland Wet Shrub Forest (Map Unit 14)
- Dune Dry Shrub Forest (Map Unit 36)
- Coastal Scrub (Map Unit 61) and Beach Strand Grassland (Map Unit 62)
- Saltmarsh (Map Unit 64)
- Estuarine Wetland Scrub (Map Unit 63)

Most of the site has been modified to a woodland with non-overlapping tree crowns. The understorey has been removed and is kept suppressed by mowing, so that the understorey now consists of varying proportions of native and exotic grasses with a scatter of smaller trees and shrubs, numerous tree and shrub seedlings, and small islands of less modified vegetation around the bases of trees, where mowing is not possible. There are a few areas where the vegetation is less modified.

No noxious weeds were recorded during the survey, although the site was not intensively searched. There are a number of exotic grasses scattered throughout the mown areas and the dunes.

No plant species, which are listed on Schedules 1 or 2 of the Threatened Species Conservation Act, were found on the site. Five species of regional conservation significance were found on the site. Of these, two are of significance through being at their southern limit of distribution on the far south coast. However, neither of these species is regarded as being uncommon in the district, and neither is likely to be at its absolute limit of distribution on the site. Three species seen in saltmarsh at the mouth of Boydton Creek are regarded as regionally uncommon. They are *Typha domingensis*, *Mimulus repens* and *Sonchus hydrophilus*.

In terms of flora the site was assessed on June 22 and 23, 2004. In total, 61 species of vertebrate fauna, including 47 birds, 12 mammals, one reptile and one amphibian were observed. Three of the mammals were introduced; dog, fox and European rabbit. An evaluation of potential habitat within the study area yielded 24 threatened species that could potentially be present and impacted by the proposal. One species was considered likely to be highly impacted; the Yellow-bellied Glider. Five species were considered likely to be moderately impacted; the Eastern Freetail-bat, Large Bent-wing Bat, Greater Broad-nosed Bat, Eastern False Pipistrelle and Large-footed Myotis. These species are known to be present onsite and have potential to utilise both foraging and roosting site resources. However, these species are not likely to be dependent on onsite resources, given their large home ranges and the occurrence of alternative habitat nearby.

A moderate level of impact may potentially occur for three species; the Hooded Plover, Pied Oystercatcher and Glossy Black Cockatoo. These species have been sighted within close proximity of the site however, onsite habitat would not provide optimal foraging or nesting resources. Potential impacts may also result to threatened forest owls, the Long-nosed Potoroo, Swift Parrot, Greyheaded Flying Fox and Southern Brown Bandicoot. However, similarly, the habitat is not optimum for these species. For species considered likely to be impacted to a high or moderate degree, the impact was characterised via an Eight-part Test in accordance with Section 5A of the Environmental Planning and Assessment Act 1979. As the Hooded Plover is also listed as threatened at the Commonwealth level, an Assessment of Significance was completed for this species in accordance with the Environmental Protection and Biodiversity Conservation Act.

To reduce the level of impact to other threatened species with potential to be impacted by the proposal, it is recommended that:

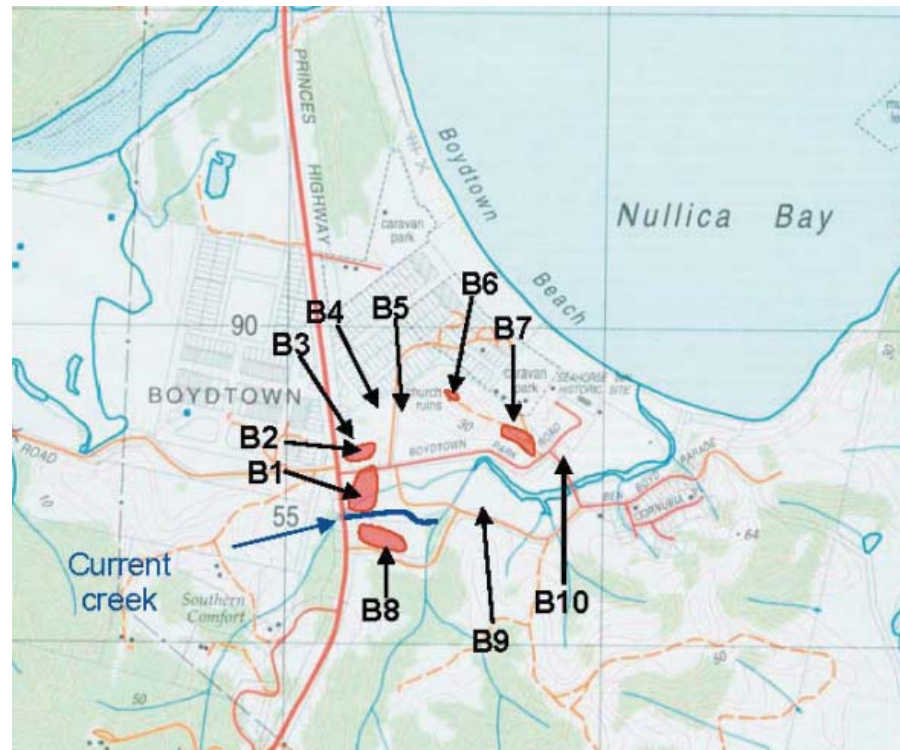
- Hollow bearing trees, *Eucalyptus viminalis* and winter flowering eucalypts occurring in the hilltop area and along the western edge of the site be retained as habitat for threatened species.
- Vegetated links between the hill-top area, the north-west and south west corner of the site be retained to allow fauna to access onsite resources and to disperse offsite.
- Riparian areas surrounding the proposed marina development be revegetated with Saltmarsh species. This would improve the faunal resources with resultant benefits to threatened fauna sighted in this area.
- The coastal vegetation strip on the site's eastern border should be maintained, which may include some weed control and revegetation. Restricting cats and dogs from this area would provide a large benefit to fauna that utilise this area.

2.11 Bushfire Protection Assessment

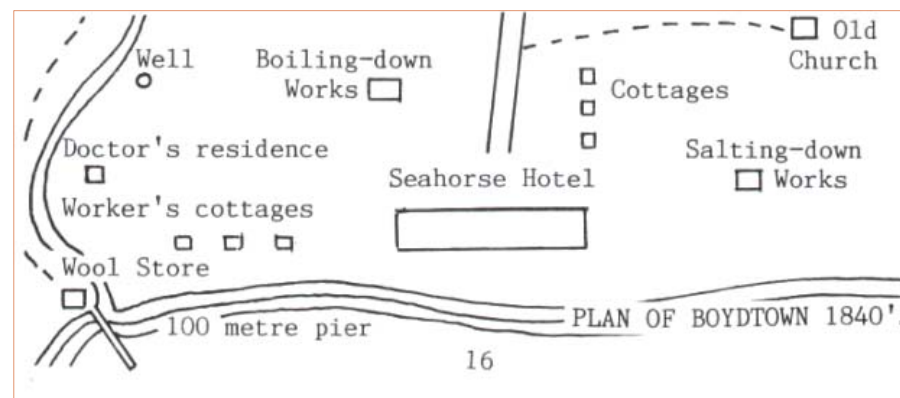
There are limited threats to Boydton caravan area from external areas. The site is separated from large areas of bushland to the west by the adjacent Twofold Bay Resort, which includes a caravan park and cabins, and by cleared lands west of the Princes Hwy. The main access road and cleared areas to the south of the site reduce threats from this area. Bushland situated on the southern headland of Twofold Bay is separated from the site by substantial areas of sparse vegetation on the southern and northern sides of the main creek and by sedgeland and grassland areas.

A large area of forest vegetation to the north of the site is separated from the site by Twofold Bay Resort and other allotments directly north of the Boydton Caravan Park. Although thin sections of woodland on the dune areas adjacent to the beach do connect the site to bush land to the northeast, this poses little threat to the site itself as the dune vegetation occurs in a very narrow band and tree cover is sparse across most of the area. With development of Boydton, bushland surrounding the site will be pushed back to the outer boundaries of the site. This will, in the long term, contribute to a further reduction of external threats, particularly in relation to the innermost zone, which comprises the 'study area' of this report.

BOYDTOWN CONCEPT MASTER PLAN



> The Location of Archeological Sites



> The Location of European Sites

2.12 Archaeological Heritage

NGH Environmental was engaged to undertake an Aboriginal archaeological assessment of the development site. Julie Dibden and Andrew Pearce, NSW Archaeology Pty Ltd, and Bobby Maher, Eden Local Aboriginal Land Council conducted an archaeological survey for Aboriginal archaeological sites within the study area. Fieldwork was undertaken on the 5th and 6th July 2004.

A search of the New South Wales DEC Aboriginal Heritage Information Management System (AHIMS) has been undertaken for the area in question. The search indicated that there is one previously recorded Aboriginal site located within the vicinity of the study area. The site in question is NPWS Site 63-3-0021 and was recorded in 1958 by a Dr E. Nixon. The site is poorly described; the site card states in full: "Shell midden on Southern side of beach, 300 yards from Sea Horse Inn." This site was not found (with any certainty) during the current study. Various natural deposits of shell were recorded during the current survey; however, it is unclear whether or not any of these encompassed the previously recorded midden. One occurrence of shell was recorded which was assessed to possibly be an Aboriginal shell midden. This recording may well be the same as the previous recording.

A total of ten sites were recorded during the field survey.

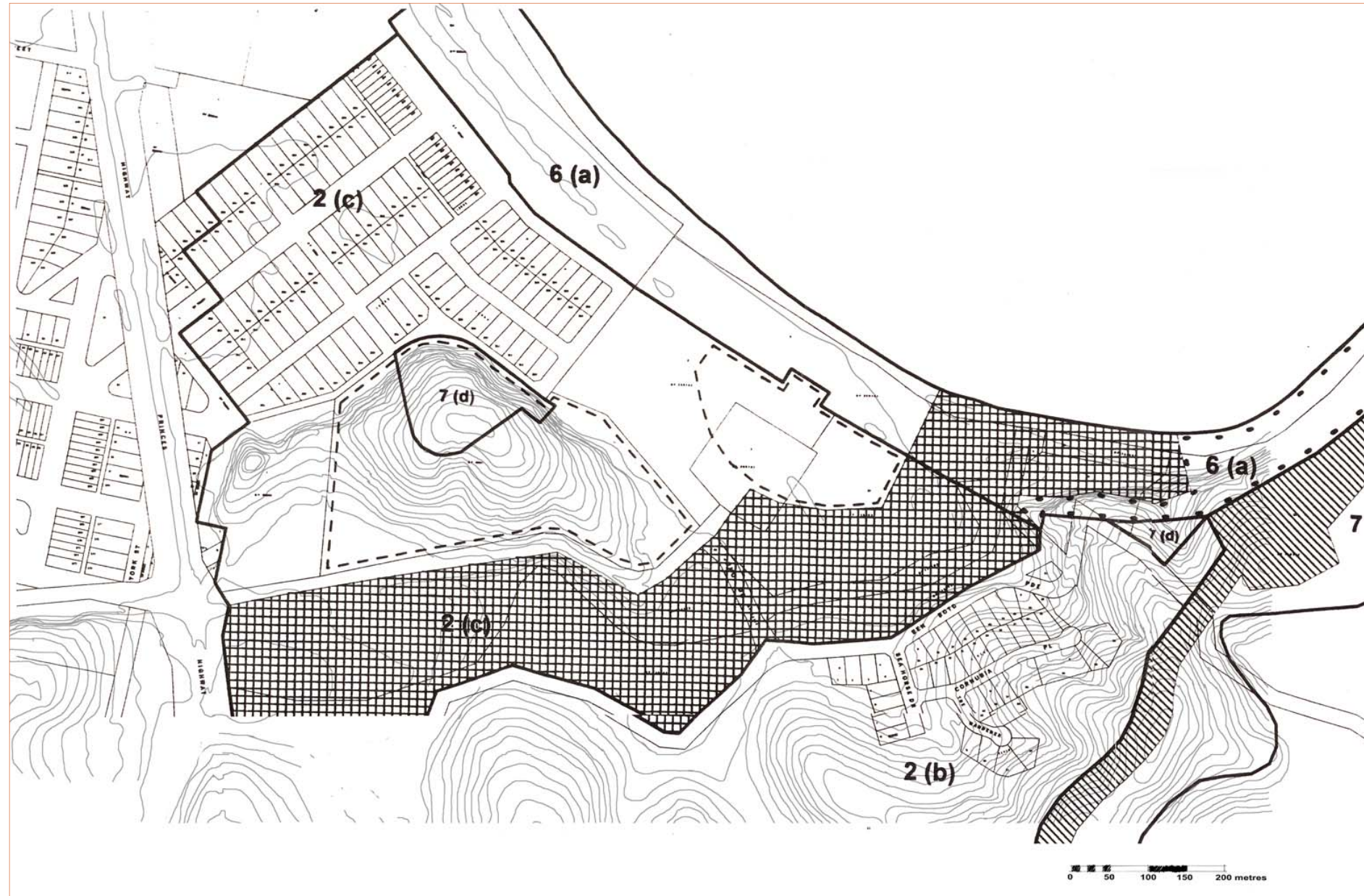
All Artifacts were recorded in a sparse but continuous distribution across the defined site area. The majority of the artifacts are representative of flaking debitage. Each site area is likely to contain more artefacts than recorded as a subsurface deposit. The site is predicted to extend further as a subsurface deposit along the same landform. However, generally it is expected that the subsurface deposits at the sites are likely to be disturbed due primarily to previous land clearance

2.13 European Sites

Development in Boydton will directly affect or comprise development in the vicinity of the sea Horse Inn, Boydton Church and graves, Salting down House, Boiling Down Works and Woolstore, as well as on a large number of known and potential archaeological sites and relics.

The existing heritage consents have expired [excavation permit with previous DA] or are out of date [1987 conservation plan]. The Local environmental plan and Heritage Act impose substantial obligations on proposed developments that would, if not properly considered, cause considerable development delays or result in restriction of the proposed development during construction. The LEP requires statements of heritage impact to be prepared for each potential development impact. It also provides Council with the option of requiring a conservation management plan [CMP] as a more considered basis on which to judge potential impacts.

BOYDTOWN CONCEPT MASTER PLAN



> Zoning Map

3. TOWN PLANNING

3.1 Bega Valley Local Environmental Plan 2002

The subject site is zoned Part Rural 1 (a) (Rural General Zone), Part Residential 2 (c) (Residential Tourist Zone), Part Existing Open Space 6 (a) and Part Environmental Protection 7 (d) (General Zone) under the provisions of Bega Valley Local Environmental Plan 2002 (BVLEP 2002).

There are a number of clauses in the BVLEP 2002 which are applicable to any future development of the land including *Clause 91: Development of Certain Land at Boydton*.

This clause applies to all of the land situated at Boydton shown on sheet 30 of the zoning map, which is referred to in this clause as the Boydton map.

The objectives of this clause are:

- To enable development of tourist establishments at Boydton for holiday purposes, and
- To ensure that development is consistent with the need to protect and conserve the environmental heritage of Boydton.

Notwithstanding any other provision of the plan, consent must not be granted for:

- A marina, boat landing facilities, a marine service centre, a boat shed, wharf or jetty, a building or place for dry storage of boats, or any other building or place used for, or in connection with, recreational boating activities unless it or they will be situated on that area of the land to which this clause applies shown cross hatched on the Boydton map, or
- A boarding house, a dwelling house (other than a dwelling house for a caretaker employed in connection with any development permissible within Zone 2 (c) or multi unit housing (other than multi unit housing used only for holiday accommodation on land to which this clause applies within Zone 2 (c).

Consent may be granted to carrying out of development on land relating to conservation of the church ruins. However

- For any development on land to which this clause applies relating to the conservation of church ruins, or
- For any development on land within the Seahorse Inn or Church Hill historic precincts marked by thin broken lines on the Boydton map, development cannot take place without the concurrence of the Director-General.

Consent may be granted to development for residential purposes on that part of the land to which this clause applies within Zone 7 (d) shown diagonally hatched on the Boydton map if the area of each allotment on which that development is to take place is not less than 550 square metres.

3.2 Draft Local Environmental Plan Amendment

In 1995 Council considered an application to rezone the subject land. The proposal was to rezone only that part of the land currently zoned rural and residential to Residential 2 (t) Flexible Tourist Zone. However, it should be noted that this request was made under the previous Local Environmental Plan No 1987, which has since been replaced by LEP 2002. DIPNR advised Council that this (1995) rezoning process would not proceed.

The proposed rezoning included a new clause to LEP 1987 to allow Boydtown to be developed as follows:

1) *This clause applies to all land within Zone No. 2 (t) (the Boydtown Tourist Development Zone).*

2) *The Council shall not consent to development that would result in more than 1000 dwellings used for permanent residential accommodation within the land to which this clause applies unless:*

a) *The Council has been furnished with a report that analyses the impact of that additional residential development on the town of Eden, including the impact on servicing infrastructure, community facilities and the character and function of that town.*

b) *The report referred to in paragraph (a) identifies that there is not more than 2 years supply of dwellings for permanent residents remaining at anticipated growth rates;*

c) *The Director has agreed to the increased number of dwellings and their location;*

3) *Despite subclause (2) the Council shall not grant consent to any development on land which this clause applies where, in its opinion, the development will result in the total number of dwellings for permanent residential occupancy on the land exceeding 2000.*

4) *The Council shall not grant consent to any development within the land to which this clause applies unless it is satisfied that:*

a) *The proposed development will not be the subject of unacceptable risk of life or property from bush fire, flooding, ocean inundation or coastal regression;*

b) *The appearance of this site after the development has been carried out, when viewed from the highway, coastline or Eden area, will remain one of natural scenery;*

c) *All identified Heritage items and their buffer areas as indicated on the map will be adequately conserved;*

d) *All important natural areas will be adequately protected; and*

e) *An adequate Aboriginal site survey has occurred.*

5) *The Council shall not grant consent to any residential development on land to which this clause applies unless it is satisfied that:*

a) *Arrangements have been made for the provision of adequate reticulated sewerage to the site of the development; and*

b) *Arrangements have been made for an adequate reticulated potable water supply for that site. The cost of provision and operation of these services is to be funded without cost to the Council.*

6) *Residential development must not be carried out west of the Princes Highway until the marina development proposed in DA 89.1440 has, in the opinion of the Council, been substantially completed.*

7) *With respect to Lots 1, 2 and 3 of DP 869093, development for the purposes of a caravan park or associated development may be carried out without reticulated sewer provided the Council is satisfied that adequate arrangements have been made for on-site waste disposal.*

As part of the rezoning process, Council prepared a draft Development Control Plan to guide the development of the land. The DCP was known as DCP 38 – Boydtown Flexible Tourism Zone. This Draft DCP has no status, and a new draft DCP will be prepared for Boydtown to guide future development of the land.

3.3 Lower South Coast Regional Settlement Strategy

• Lower South Coast Regional Settlement Strategy (LSCRSS) identifies Eden and Merimbula as 'district centres' in the regional hierarchy providing local community services (e.g. high school, medical and convenience facilities with some professional services).

• Boydtown is identified in the LSCRSS as a 'local centre/village'. 'Local Centres/villages' are lowest settlement in hierarchy and comprise villages with primary school, post office and limited convenience shopping.

BOYDTOWN CONCEPT MASTER PLAN



> Illustrated Concept Master Plan

THE MASTER PLAN CONCEPT

Approach

The master plan concept has evolved to display the following characteristics:

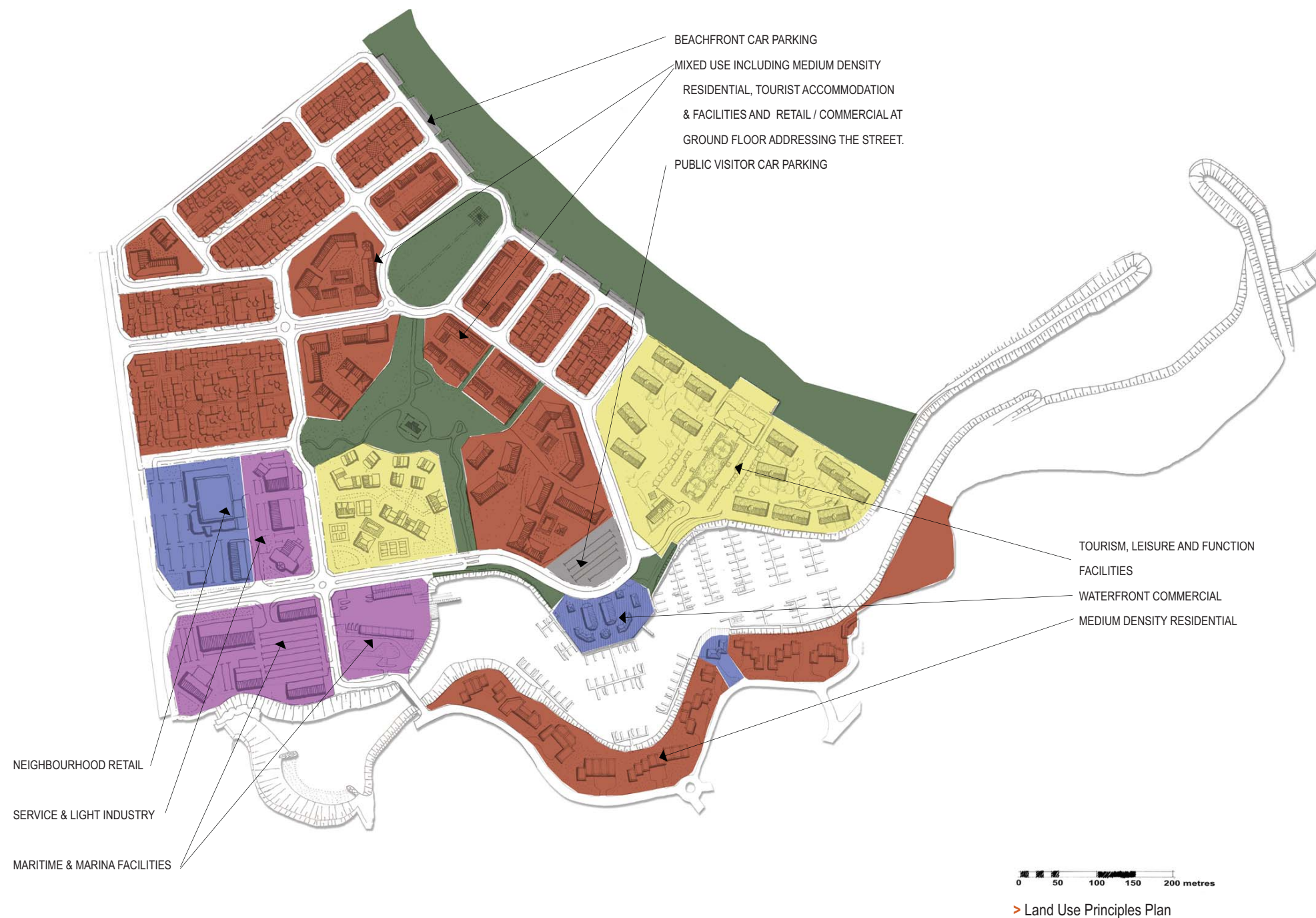
- It is intended to showcase the best of Australia's culture, landscape and heritage;
- It recognises the interesting transitions within the site comprising the Bay and Creek foreshores, existing development, surrounding activities and existing avenues and view axis which dissect the site.
- It proposes a distinctive, flexible framework for a high quality urban environment illustrating best practice ecologically sustainable development and the sensitive integration of the site's heritage and natural assets;
- It integrates development precincts with the marina edge to establish a partnership between built form and waterfront landscape to promote a desired future character and *genus loci*;
- It reinforces linkages with the Church Hill to promote contextual identity and the relationship with Boydton's history;
- It envisages living areas where people can choose to live, work, be entertained and engage in a range of recreational and leisure activities without traveling long distances.
- It intends an outcome which will be memorable, exciting but distinguished by friendly design of high amenity and with good prospects of being built.

Desired Future Character Statement

Boydton provides an opportunity to create a residential village providing a balanced mix of sustainable land uses and liveable neighbourhoods, within the coastal context of Twofold Bay. Boydton will act as a tourist destination and a dormitory town to complement the Eden township. Importantly, by providing a supporting role within the development of this new coastal community, it will reinforce the historic buildings established by Benjamin Boyd in 1843 and establish a satisfactory environment for their preservation. Boydton will complete the vision of Ben Boyd for a new township on the far south coast of New South Wales.

Boydton will consist of a variety of housing forms, in landscaped settings and natural settings and a small village green. It will accommodate a mix of land uses, including a strong focus on tourism, marine related activities, civic, residential and commercial services. As the place develops, it will increasingly become a focus for recreation and community events. The mix of design elements and amenities will contribute to a successful social environment.

BOYDTOWN CONCEPT MASTER PLAN



The character of the place will be derived from the integration of its high scenic values and public domain areas. The place will be highly accessible to pedestrians and will minimise conflicts between them and vehicles. New development will provide safe and convenient pedestrian and cycle linkages to other areas within the place and surrounding places. Internally, the subdivision pattern will promote accessibility by pedestrians and cyclists. The areas of higher residential densities will be located towards the seafront and at the base of the Hill.

Boydton will be a place where the community desires to live and visit. It will be a vibrant, diverse coastal town that is integrated into the natural and scenic setting and connects to the Eden Township. The visually and historically significant "Church Hill" shall remain as a visually prominent landscape. Housing shall not unduly encroach on to Church Hill. Housing may be sympathetically located along the spur of the hill to the south and west. Whilst higher densities can be located to the east in front of the cliff face. View corridors between historic items and culturally significant places shall be preserved.

Stormwater management shall be ecologically sustainable by using water quality control measures, which will relate strongly to the creek line corridor and the beachfront.

Boydton will be a place for people to live, work and play, providing a model for development of sustainable towns into the future.

4.3 Design Principles: Land Use

The Land Use Principles embodied in the Master Plan comprise:

- The introduction of a diversity of uses. Ideally uses should be mixed, both horizontally and vertically, but at a minimum connections between uses should be walkable, close, comfortable and direct (both physically and perceptually) to promote accessibility and convenience.
- The accommodation of a range of resident and visitor groups that accurately reflect the characteristics of the population, via the provision of a range of dwelling densities and typologies.
- There should be a centre for local residents and visitors to gravitate to which comprises an integration of commercial, recreation, civic and residential life. The Centre should be a focus for the community, which meets its day to day needs.
- Ideally at the "heart" of the Centre should be a main street which is the hub of the Centre's activities and identifiable principle public space, it should act as the pedestrian link between activities and characterised by offering tree lined footpaths, attractive streetscapes and active ground floor frontages. The street should accommodate traffic and ideally 24 hour activity to establish an interesting and vibrant centre core.

BOYDTOWN CONCEPT MASTER PLAN

4.4 Design Principles: Roads

The Road Network Principles embodied in the Master Plan comprise:

- The creation of walkable streets where the public realm is comfortable, safe and inviting for the pedestrian. Streets lead to close and useful destinations, rather than higher order arterial roads, the purpose of which is to carry traffic only.
- The pattern of streets establishes a dense fine grain network that distributes traffic evenly through the area reducing localized impacts of high traffic volumes and a good level of safety and amenity throughout the whole area rather than providing focuses areas of high and low safety and amenity as characterised by the road hierarchy approach.
- Equitable access for all groups within the community through attention to location and treatment of routes, design to assist movement by the disabled and which enable adequate access to the road network whilst not resulting in barriers or isolation for both vehicular and pedestrian traffic.
- The provision of reasonable and convenient access and car parking to activities within the site in a manner which does not dominate the built form through the establishment of car parking areas on the edge of, or contained in small parcels within, the site.



BOYDTOWN CONCEPT MASTER PLAN

4.5 Design Principles: Pedestrians

The Pedestrian Network Principles embodied in the Master Plan comprise:

- The unlocking of the waterfront and foreshore areas by improved vehicular, pedestrian and bicycle access contributing to the development of a comprehensive network of pedestrian and bicycle paths through the site.
- An internal footpath network along all roads. Paths should be a minimum of 1.8 metres wide to accommodate wheelchair users.
- The foreshore and marina will provide destinations. Other paths, such as combined pedestrian cycle paths, will be provided along the foreshore. These should have a minimum width of 2.5 metres in order to allow pedestrian and cyclists to pass safely. Provision for cyclists within the site will be on-road. Traffic levels will be low and there is expected to be minimal conflict between road users. It is also envisaged that there will be limited demand to provide links or routes along Princes Highway if alternative routes can be considered. In this regard it is considered that a shared pedestrian/cycle path along the foreshore to the north towards Eden should be established. It is hoped that such a path could connect with future paths from Eden.
- One of the important concepts for the development is to provide a good level of connectivity in the future for pedestrians and cyclists between the areas west and east of the highway. This can initially be achieved by providing median strips which act as pedestrian/cyclist refuges and creating a lower speed environment for vehicles on the highway. A signalised intersection would also be provided. This will provide for safe crossing points on the highway. At this stage overhead connections are considered expensive compared to benefits provided.



0 50 100 150 200 metres

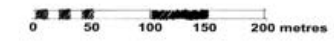
> Pedestrian Network Principles Plan

BOYDTOWN CONCEPT MASTER PLAN

4.6 Design Principles: Public Domain

The Public Domain principles to be exhibited within the site are intended to evoke the following:

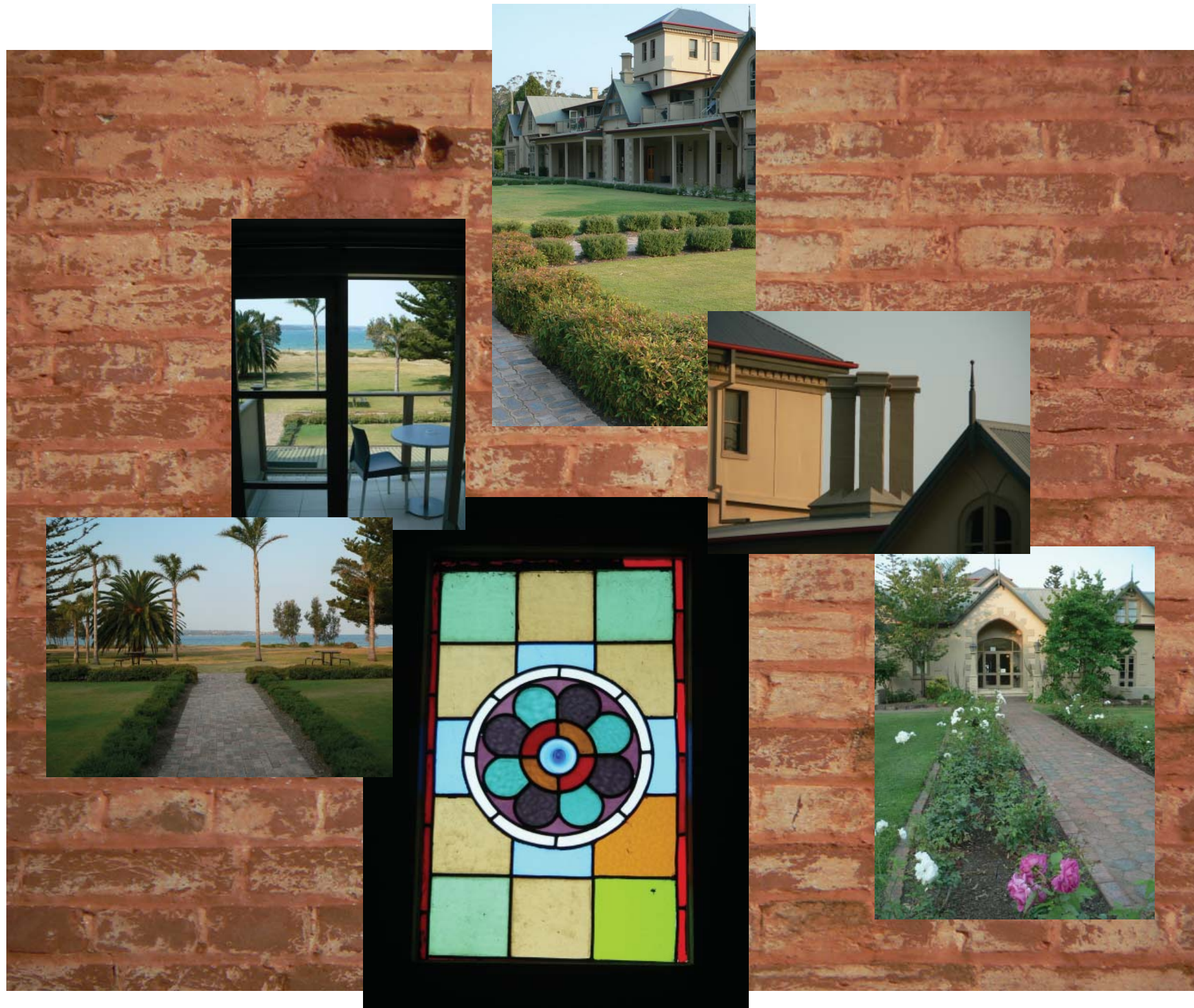
- A clear direction for contemporary landscape design which encourages sustainability, innovative and bold thinking and acts as a catalyst for cultural endeavour and inspiration.
- A landscape structure which links the marina waterfront, the beach foreshore and Church Hill with all parts of the site and surrounding, existing development.
- The creation of distinctive landscape elements comprising:
 1. A beach foreshore Sculpture Park incorporating the placement of works of art and sculptures to enrich the decorative themes of the site, strengthening the *genus loci* and developing legibility and imageability.
 2. New boulevards planted with a palette of trees and shrubs which will help to integrate and link the diverse components of, and uses within, the site, respecting and reinforcing the structure of the area.
 3. A marina basin edge boardwalk and parklands, which will comprise a series of sequential urban spaces creating new open spaces which unlocks the waterside.
- Streetscapes which provide measures to protect users from harsh climatic extremes, promote safety and security and provide places and facilities to sit, relax and 'just watch the world go by'.
- Civic and public spaces which are established from their interaction with axes to generate intrigue and excitement and conditions that differentiate them from the urban fabric.



> Public Domain Principles Plan



BOYDTOWN CONCEPT MASTER PLAN



4.7 Design Principles: Built Form

The Built Form Principles embodied in the Master Plan comprise:

- The successful integration of buildings and public and semi public places through the maintenance of a fine grain of development and attention to continuity, context, detail and activity at street and ground level.
- The development of human scale detail and character that communicates a sense of choice and diversity within a legible framework Building heights will be generally limited to 2 – 3 stories except around the base of Church Hill, the landform of which will provide opportunities for buildings up to five stories in height stepped up the hill and located to protect view corridors to the church.
- Buildings which address the public domain whilst creating private areas.
- Development which reduces opportunities for personal concealment and antisocial behaviour.
- The careful disposition and shaping of new buildings and landscape elements to assist visual cohesiveness, identity and constancy while allowing for variety and visual interest.
- The decoration of buildings and landscape elements and attention to unity, proportion, scale, harmony, rhythm and contrast to stimulate and facilitates cultural development and achievement.
- The amelioration of the impact of the domination of the car through:
 1. The scaling of streets and public spaces for people rather than cars.
 2. Built form which addresses, rather than turns its back on, the street.
 3. Comfortable, safe and inviting streets and spaces.

> Built Form Principles: Take Cues from, but don't mimic, the Past

BOYDTOWN CONCEPT MASTER PLAN

THIS MASTER PLAN IS THE NEXT STEP IN DELIVERING THE VISION FOR BOYDTOWN



5. CONCLUSION

A number of specialist studies have been undertaken to consider the potential impacts of this development on the Boydtown area. The studies have concluded that the lands, the subject of this master plan report, have the potential for urban development. The form of development that can take place should be characterised by a mix of various built forms and uses comprising residential and visitor accommodation, neighbourhood retail and commercial, service industry and maritime. Accommodation options should range from small lot housing to apartment style living, shop-top housing through to tourist accommodation. The densities in Boydtown will be higher than other parts of the Bega Valley Shire to capitalise on the opportunities and assets that the built and natural environment offers for new residents and visitors.

The subject land also has a number of constraints as discussed in this report. However, these constraints also provide opportunities where managed correctly.

The ultimate approach adopted by the Master Plan seeks the development of a coastal village, whereby a mix of uses, activities and public places are all within convenient walking distance to the place of residence, stay, leisure and employment.

In this manner, Boydtown presents best practice urban design.