

Shell Cove Boat Harbour Precinct

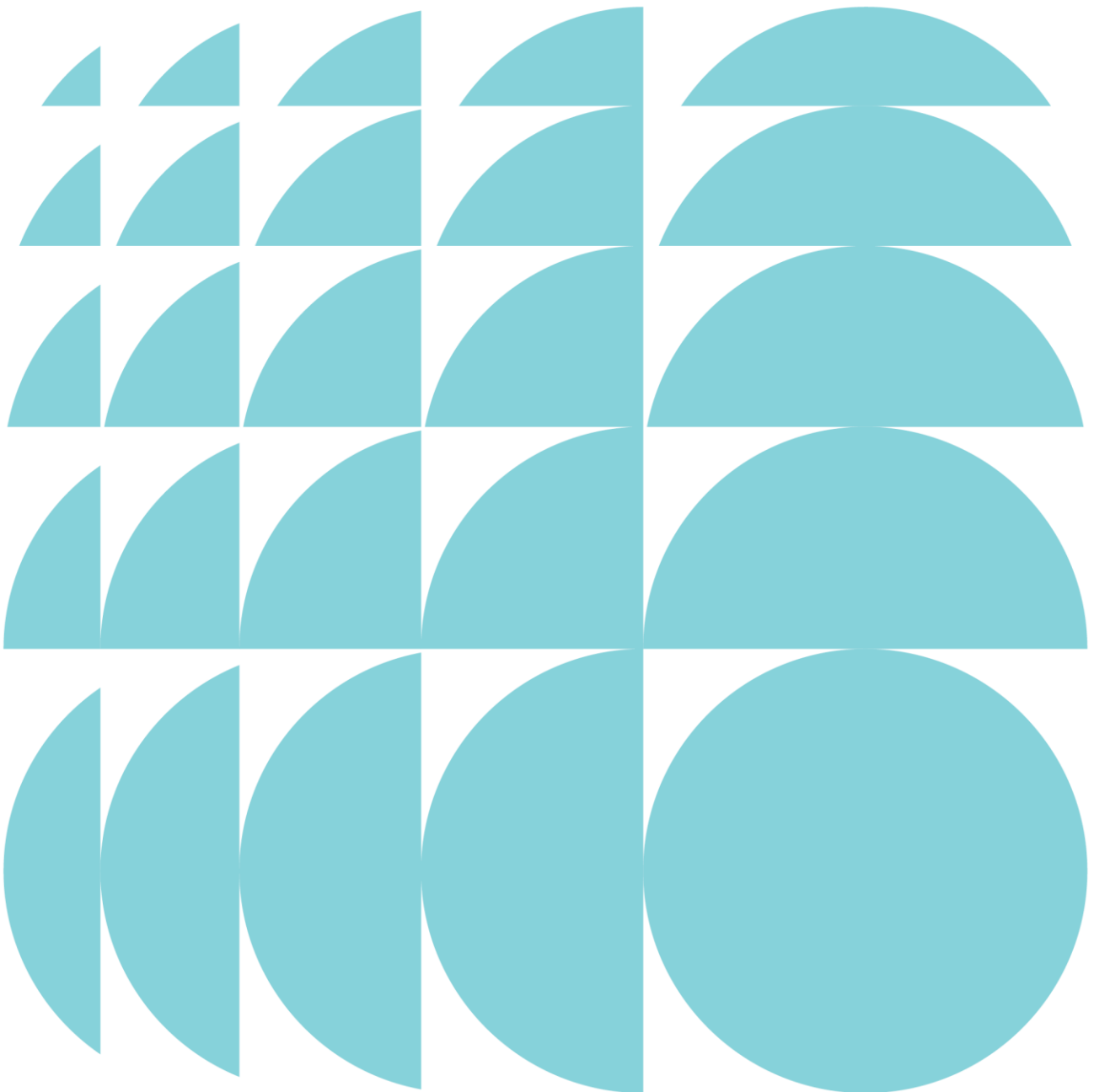
Section 75W Modification

Boollwarroo Parade, Shell Cove

Submitted to Department of Planning and
Environment

On behalf of Frasers Property Australia

08 August 2017 | 16075



CONTACT

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This document has been prepared by:



Jim Murray

8/08/2017

This document has been reviewed by:



Michael Rowe

8/08/2017

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VERSION NO.	DATE OF ISSUE	REVISION BY	APPROVED BY
1	8/08/2017	JM	MR

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- D Precinct D - Urban Design Guidelines
JBA (now known as Ethos Urban)
- E Social Infrastructure Assessment
MacroPlanDimasi
- F Traffic Review
CBRK
- G Economic Impact Assessment
MacroPlanDimasi
- H Coastal and Stormwater Quality Assessment
Advisian
- I Flood Assessment
Advisian

Statement of Validity

Environmental Assessment prepared by

Name	Jim Murray
Qualifications	BA; MURP, MPIA
Address	Ethos Urban 173 Sussex Street, Sydney, NSW
In respect of	Concept Plan Modification

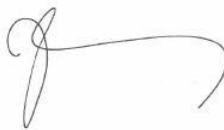
Concept Plan

Applicant name	Fraser's Property Australia
Applicant address	PO Box 4148, Shellharbour, NSW
Land to be developed	Shell Cove Boat Harbour Precinct – refer to Section 3.2
Proposed development	Mixed use master plan

Environmental Assessment

Certificate	<p>An Environmental Assessment (EA) is attached</p> <p>I certify that I have prepared the content of this Environmental Assessment and to the best of my knowledge:</p> <ul style="list-style-type: none">• It is in accordance with the Environmental Planning and Assessment Act and Regulation.• It is true in all material particulars and does not, by its presentation or omission of information, materially mislead.
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Signature



Name	Jim Murray
Date	8 August 2017

Executive Summary

This Environmental Assessment Report (EAR) has been prepared by Ethos Urban, for Frasers Property Australia (Frasers) to modify the approved Shell Cove Boat Harbour Precinct Concept Plan Approval (Concept Plan) MP 07_0027 for land at Boolwarroo Parade, Shell Cove.

The Concept Plan Approval was issued by the Department of Planning in February 2011. The amendments proposed in this modification generally reflect the concept plan's evolution over time as it has been developed in greater detail.

Proposed Modifications

The key modifications to the Concept Plan as it relates to the Shell Cove Boat Harbour Precinct are:

- removing the maximum 150,000m² residential gross floor area limit;
- increasing the maximum number of dwellings from 1,238 to 1,566;
- revising the housing densities and typologies across the site;
- reconfigurations to the town centre layout including relocating the landmark (hotel) building to the northern gateway;
- increasing the maximum building height in certain areas to permit:
 - a mixed use landmark (hotel) building up to 11 storeys in the town centre;
 - residential flat buildings up to six storeys in the town centre and on the promontory, and
 - residential flat buildings up to five storeys in other harbour waterfront locations;
- including 'serviced apartments' and 'residential accommodation' as permissible uses within the landmark (hotel) building;
- removing the community and hotel uses from the maximum 22,000m² gross floor area cap;
- introducing an additional 6000m² land within Precinct E (the 'northern lands'); and
- refinements to the road pattern and layout.

The changes described above necessitate modifications to the existing Concept Approval and Statement of Commitments.

Environmental Assessment

An environmental assessment of the Concept Plan proposed within this modification has been undertaken to address the relevant matters considered by the Department of Planning and Environment in their original assessment.

This Environmental Assessment Report has demonstrated that the Concept Plan, including the amendments proposed as part of this modification, will remain consistent with the relevant provisions of the Illawarra-Shoalhaven Regional Plan and the State Environmental Planning Policies applying to the land. The environmental impacts of the proposed modification will have minimal

impact beyond those considered as part of MP 07_0027. Considering the above, it is recommended that the project be approved in accordance with the submitted documents and revised Concept Approval and Statement of Commitments.

1.0 Introduction

This Environmental Assessment Report (EAR) has been prepared by Ethos Urban on behalf of the proponent, Fraser's Property Australia (Fraser's), formerly Australand Corporation (NSW) Pty Ltd, to support an application to modify the Concept Plan Approval (Concept Plan) MP 07_0027 relating to the Shell Cove Boat Harbour Precinct, Boolwarroo Parade, Shell Cove.

This EAR is submitted to the Minister for Planning and the Environment pursuant to Clause 3C(1) of Schedule 6A to the *Environmental Planning and Assessment Act 1979* (EP&A Act) that provides for the continued application of the provisions of the now repealed Section 75W of Part 3A of the EP&A Act for the purposes of a modification to the Concept Plan.

This EAR describes the site, its environs and the proposed Concept Plan modification and includes an assessment of the proposal in accordance with the relevant matters considered by the Department of Planning and Environment during their original assessment. It should be read in conjunction with the studies and other information appended to this report. The studies provide a technical assessment of the relevant environmental impacts of the proposed development, and where appropriate, propose mitigation measures to manage potential environmental impacts associated with the proposal.

The modification should be read in conjunction with the Concept Plan Instrument of Approval (MP 07_0027, **Appendix A**) and the Environmental Assessment Report and appendices prepared by LFA (26 February 2010, available at <http://majorprojects.planning.nsw.gov.au>)

1.1 Background

1.1.1 The Approved Concept Plan

In November 1996, the then Minister for Urban Affairs and Planning approved a development application (DA 95/133) for a boat harbour and marina to be located south-east of the Shellharbour city centre. This was then followed by a Concept Plan Application in February 2010 for the Shell Cove Boat Harbour Precinct (MP07_0027) under Part 3A of the EP&A Act. This application was approved in February 2011.

The Concept Plan Application sought consent for the development of a 100-hectare precinct surrounding the Shell Cove Boat Harbour and Marina. The 100-hectare precinct is identified in **Figure 1**. The CPA documents refer to the subject site as the Shell Cove Boat Harbour Precinct. The subject site is also known as and referred to as the Shell Cove Waterfront Precinct. The Shell Cove Boat Harbour Precinct is a master planned estate comprising the following land uses: residential, commercial, community, retail, hotel, business park, marine services, open space and wetlands.

Specifically, Concept Plan Approval 07_0027 was granted by a delegate of the (then) Minister for Planning on 15 February 2011 for the development of:

- up to 1,238 dwellings with a total gross floor area of approximately 150,000m² comprising single dwellings, medium density and apartments;
- a business park with a maximum gross floor area of 30,000m²;

- retail/commercial/hotel/community development with a maximum gross floor area of 22,000m²;
- public open space and wetlands; and
- associated drainage, stormwater infrastructure and roads.

The Concept Plan has not been modified previously.



Figure 1 – Approved Concept Plan
Source: LFA, Australand

1.1.2 Detailed Applications

A number of Development Applications (DAs) have been submitted to Shellharbour City Council (Council) for the detailed development of elements of the Concept Plan. These are:

- DA 411/2013 (approved by Council on 4 November 2013) for site preparation and servicing works for the Concept Plan site. The approval also included the creation of 88 residential lots, 14 superlots, parkland, open space links, local streets and laneways in Precincts B1 and C1.
- DA 651/2015 (approved by Council on 12 January 2016) for Stages 97 and 98 in Precinct B1 comprising of the subdivision of Lots 2039 and 2040 in Lot 206 in DP 857030 to create 23 Torrens Title allotments, and the construction of a mix of attached, detached, semi-detached, and studio dwellings on each allotment with associated landscaping works.
- DA 0032/2016 (approved by JRPP on 10 October 2016) for Stages 89-92 in Precinct C1 comprising of the subdivision of Lots 2046, 2047, 2044, and 2049 in DP 1203745 to create 40 Torrens Title allotments, and the construction of a mix of attached, semi-detached, and studio dwellings on each allotment with associated landscaping works.
- DA 0012/2016 (approved by JRPP on 10 July 2017) for the first stage of the retail component of the Shell Cove Harbour Precinct, including supermarket, liquor tenancy and approximately nine specialty tenancies; construction of retail plaza, carpark at ground and basement.
- DA0100/2016 (approved by JRPP on 10 October 2016) for Stages 99-100 in Precinct B1 comprising of the subdivision of Lot 1279 in DP1175512 to create 24 Torrens Title allotments, and the construction of 24 townhouses with garages and landscaping works.
- DA0494/2016 (awaiting determination) for subdivision to create the Stage 1 retail development lot.
- DA143/2016 (awaiting determination) for subdivision of the Shell Cove town centre to create the Stage 1 road network and sites for future development.
- DA444/2016 (awaiting determination) for bulk earthworks in residential Precinct E.
- DA0118/2017 (awaiting determination) for development of residential Precinct E, Wetland 6 and a superlot site outside the approved Concept Plan boundary (known as the 'Northern Lands'). The proposed subdivision includes 58 land lots, nine superlot sites, three residue lots.
- DA0097/2017 (approved by JRPP on 10 July 2017) for Stages 93 - 94 in Precinct B1 comprising of the subdivision of Lot 2043 DP1203745 and Lot 2116 DP1203746. To create 18 Torrens Title allotments and a mix of attached and semi-attached dwellings with garages and landscaping works.

1.2 Legislative Context

As outlined above, Concept Plan MP 07_0027 was approved by the (then) Minister for Planning under Part 3A of the Act. Part 3A of the Act was subsequently repealed in 2011; however, transitional arrangements were established for approved concept plans. In accordance with Clause 2 of Schedule 6A of the Act, the Concept Plan, is a 'transitional Part 3A project'. Clause 3 of Schedule 6A provides that Part 3A continues to apply to transitional Part 3A projects. Part 3A therefore continues to apply to the Concept Plan.

1.3 Project Team

An expert project team has been formed to support Concept Plan (Mod 1) comprising:

Proponent	Fraser's
Urban Planning	Ethos Urban
Town Core Centre Architect	HDR
Residential Precincts Architect	Cox
Landscape and Public Domain	Group GSA
Traffic and Transport	CBRK
Economic and Social Analysis	Macroplan Dimasi
Water Cycle and Coastal Hazards	Advisian

1.4 Consultation

Fraser's met with the Department of Planning and Environment on 6 April 2017 to discuss the proposed modification. **Table 1** outlines the matters the Department considered relevant to their assessment of the proposed modifications, and where each matter is addressed in this EAR.

Table 1- DPE – Key Assessment Considerations

Consideration	EAR Reference
Building Heights	Section 5.2
Traffic Impacts	Section 5.3
Flooding Impacts	Section 5.6
Public domain improvements and street activation	Section 5.2
Economic Impacts	Section 5.4

2.0 Site Analysis

2.1 The Concept Plan Site

The Shell Cove Boat Harbour Precinct comprises approximately 100 hectares located immediately south of the existing Shellharbour Village. The precinct is generally defined as the area to the east of the proposed Harbour Boulevard and extends to the high water mark on Shellharbour South Beach. It lies approximately 85km south of the Sydney CBD in the Shellharbour Council Local Government Area.

The Concept Plan site has been the subject of significant site assessment and studies which can be found within the original Concept Plan application. The site area is identified in **Figure 2** below.




 The Concept Plan Approval Site

Figure 2 – Concept Plan Site

2.2 Land Ownership

Since the Concept Plan approval, the residential subdivision of a portion of the southern end of the site has been completed and, as a result, the concept plan now comprises a number of lots in private ownership. These privately-owned lots, within Precincts B1 and C1, are not the focus of this modification which seeks to refine the design, layout and land uses within the town centre whilst also revising the distribution of housing throughout the Boat Harbour Precinct.

In addition to these existing allotments, a number of lots are in the process of being subdivided or seeking approval for further subdivision.

In light of the large number of residential landowners who form part of the Concept Plan site, a request has been formerly lodged with the Department of Planning and Environment, dated May 2017, requesting the Secretary use its power under Clause 8F of the *Environmental Planning and Assessment Regulation 2000* to designate the application as one relating to land with multiple owners.

2.3 Site Description

Existing Site Conditions/Landform

The site is generally low lying and partly swampy and sits behind a coastal dune system which runs parallel to the ocean frontage. It is largely cleared of vegetation, with no existing structures on the site, and is presently undergoing earthworks as part of the Shell Cove Boat Harbour development consent (DA 95/133). Refer to **Figure 3** below. Additionally, subdivision works are currently in the process of being formalised under DA411/2013.

The Northern Lands (Precinct E)

A portion of land located to the north of Precinct E is proposed to be incorporated into the Concept Plan Approval. This land, known as 'the northern lands', has been included from part of the former Shellharbour Bowling and Recreation Club site. This land encompasses approximately 5,850m² and adjoins the future extension of Harbour Boulevard.

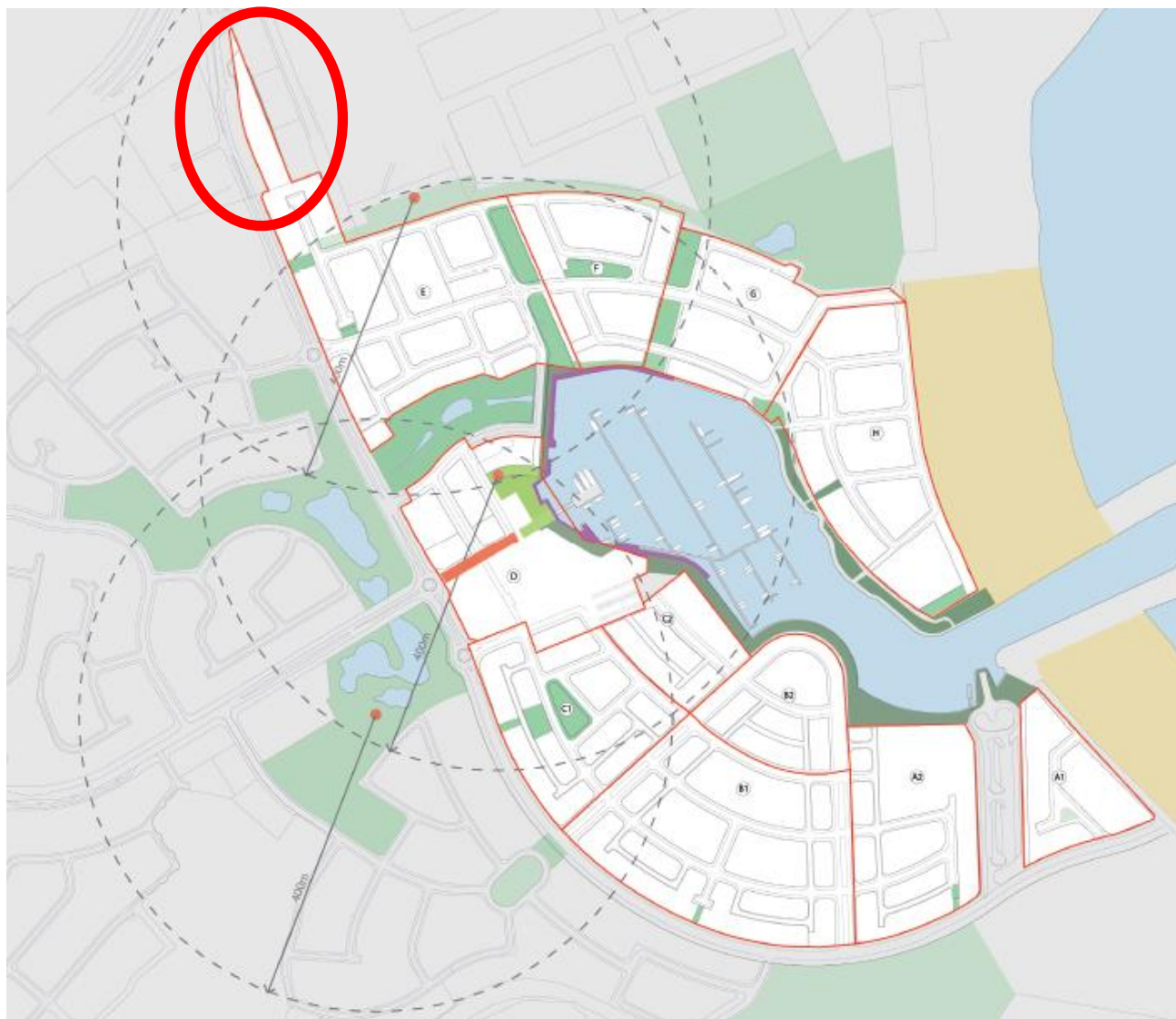


Figure 3- The Northern Lands

Regional Road Network and Local Access

Shell Cove Boat Harbour Precinct is located in close proximity to the Princes Highway which connects with the M1 motorway and is the main access between the Sydney CBD and the South Coast.

The site is connected to the Princes Highway via Cove Boulevard and Shellharbour Road. Harbour Boulevard which is presently under construction intersects with Cove Boulevard and will provide the access network serving the Boat Harbour Precinct. Refer to **Figure 4** for a current aerial view of the Boat Harbour under construction.



Figure 4 – Aerial view of the Boat Harbour construction site

Source: Frasers Property

Archaeology and Heritage

There are no identified European heritage elements or Indigenous sites within the site. A midden site with 'relatively high' archaeological value is located south of the mouth of the Boat Harbour, and is to be retained and protected on the site.

Flora and Fauna

Before commencement of the Boat Harbour works, the site was predominantly cleared of vegetation which mainly consisted of Kikuyu grass, due to the former farmland and golf course use. As part of the approved Boat Harbour the surrounding lands have undergone earthworks to create suitable building platforms for the proposed development.

An assessment on the likely impact on threatened species was undertaken as part of the Concept Plan approval process. A habitat survey for the Green and Golden Bell Frog was conducted in the Boat Harbour Precinct in 2012.

The assessments concluded that the proposed development was not likely to have a significant impact on threatened species, population communities and there is no significant or critical habitat in the study area survey for the frogs in the Shell Cove Boat Harbour Precinct study area.

Contamination

A Phase 2 site contamination assessment of the Boat Harbour Precinct was submitted with the Preferred Planning Report for the Concept Plan application and concluded that a Remedial Action Plan was required for the former golf course and at the location of a former farm structure.

Bushfire

The site is not located on land identified as Bushfire Prone Land by Council. The initial application submitted as part of MP 07_0027 noted a minor potential fire hazard from the dunal zone abutting Shellharbour South Beach.

The bushfire threat was not considered during the original development assessment for MP 07_0027. Therefore, the bushfire threat is considered minor and any future building works would meet the provisions of Planning for Bushfire Protection 2006.

3.0 Concept Plan Modification

This section describes the modifications proposed to the Shell Cove Boat Harbour Precinct. The proposed modifications are informed by the design work undertaken by Cox (residential precinct master planning and urban design, **Appendix B**), HDR (HDR, town centre master planning and urban design) and Group GSA (public domain landscaping and design).

The key modifications to the Concept Plan are:

- removing the maximum 150,000m² residential gross floor area limit;
- increasing the maximum number of dwellings from 1,238 to 1,566;
- revising the housing densities and typologies across the site;
- reconfigurations to the town centre layout including relocating the landmark (hotel) building to the northern gateway;
- increasing the maximum building height in certain areas to permit:
 - a mixed use landmark (hotel) building up to 11 storeys in the town centre;
 - residential flat buildings up to six storeys in the town centre and on the promontory, and
 - residential flat buildings up to five storeys in other harbour waterfront locations;
- including 'serviced apartments' and 'residential accommodation' as permissible uses within the town centre landmark (hotel) building;
- removing the community and hotel uses from the maximum 22,000m² gross floor area cap;
- introducing an additional 6000m² land (the northern lands) within Precinct E;
- refinements to the road pattern and layout; and
- an administrative amendment to reflect Fraser's ongoing negotiations with Council to execute a voluntary planning agreement for the site.

The changes described above necessitate modifications to certain Concept Plan diagrams contained in the Shell Cove Boat Harbour Precinct Concept Plan Application and Environmental Assessment (26 February 2010) and the Preferred Project Report (November 2010) both prepared by LFA. The updated diagrams have been prepared by Cox and are submitted within **Appendix B**.

The changes described above also necessitate modifications to the existing Instrument of Approval and Statement of Commitments for the Concept Plan. These are outlined at **Section 4.0**.

3.1 The Master Plan

The approved master plan for the Shell Cove Boat Harbour Precinct adopted the following design principles:

- Locate the Town Centre at the eastern end of Cove Boulevard to create a prominent junction and entry vista.
- Provide a hotel site within the Town Centre.
- Provide two commercial precincts to accommodate different focuses - a main precinct comprising the Town Centre and a potential secondary precinct closer to the beachfront.
- Maintain view corridors to the ocean from the Town Centre and residential precincts.
- Provide public access to the Boat Harbour perimeter.
- Provide wetlands which take into consideration water movement across the site.
- Provide vehicular entry to the Precinct from nearby Shellharbour via Harbour Boulevard.
- Maintain a northern connection to Shellharbour Village.
- Reinforce Boollwarroo Parade as a built edge.
- Restrict land use near to the Bass Point Quarry to non-residential - locate the Business Park here.

The original master plan design drawing, illustrating the incorporation of the design principles is reproduced as **Figure 5**. While the master plan is proposed to be modified, the principles that underpinned the fundamental structure and built form contemplated remain (refer **Figure 6**). Notably:

- The Town Centre remains at the eastern end of Cove Boulevard. However, it has been reconfigured to consolidate and focus pedestrian and retail activity towards the waterfront.
- The landmark (hotel) building remains in the Town Centre; however, it is proposed to be relocated to the northern edge to provide an activity node and northern bookend to complement the Tavern by creating a high patronage pedestrian desire line along the Town Centre waterfront promenade.
- The commercial precincts are maintained.
- View corridors from the Town Centre and the residential precincts towards the Harbour and the ocean are maintained,
- Public pedestrian access to the Harbour foreshore is maintained.
- The wetlands remain.
- Vehicular access via Harbour Boulevard is unchanged.
- Connections to Shellharbour Village are maintained.
- Boollwarroo Parade will be reinforced as a built edge.
- The Business Park precinct is maintained (and does not form part of this modification).



Source: LFA



Figure 6 – Revised concept plan principles

Source: Cox

3.2 Residential Modifications

It is widely accepted that there has been a distinct change in housing trends and demands in the urban market since the original Concept Approval in 2011. There is now a greater demand for a range of housing types and sizes (including a higher demand for apartment living and attached dwellings). In this regard, Cox have reviewed the Concept Plan and identified opportunities to increase the residential diversity within the Shell Cove Boat Harbour Precinct. This review has provided a better understanding of an appropriate upper yield for the site. The design rationale informing the proposed changes and their outcomes are addressed in detail at **Appendix B**. The material changes to the Concept Approval as a consequence of the Cox review are detailed below.

3.2.1 Housing Density and Typology

The approved Concept Plan sought to develop a mix of low, medium density and apartment housing types to attract a diverse range of residents. The proposed reconfiguration of individual blocks has been undertaken to accommodate a range of building types in suitable locations to provide Frasers with flexibility to respond as the residential market continues to change over time. As such, the proposed modification seeks to implement refinements to enable the provision of a diverse mix of housing types at a scale generally consistent with the fundamental intent of the concept plan.

The Concept Approval places a maximum GFA of 150,000m² and a dwelling cap of 1,238 on the Shell Cove Boat Harbour Precinct. As a result of the Cox review, it is proposed to remove the maximum GFA limit and revise the dwelling cap to 1,566. Cox state that the revised capacity is underpinned by the following urban design considerations:

- “Maintaining the built form strategy noted above, being: mid-rise apartments in the Town Centre, low to mid rise apartments and/ or terraces on the waterfront, dropping back to lower density terraces and houses further away from the waterfront.
- *Compliance with the Apartment Design Guide.*
- *Maintaining the scale and amenity of the public domain including streets and open space, including overshadowing.*
- *Providing sufficient housing choice.”*

The Cox analysis identified the potential for each precinct to accommodate minimum and maximum dwelling targets dependant on the dwelling types delivered, within the overall maximum of 1,566. The intention of the revised dwelling cap and the provision of dwelling ranges within precincts, is not to define the actual number or type of dwellings which will be developed within each precinct. Rather, the Cox review has set a ceiling for the dwelling types within each precinct, to allow Frasers flexibility through to completion. **Figure 7** provides a dwelling type and range plan for each precinct, **Figure 8** illustrates the indicative housing typologies, and **Figure 10** illustrates the indicative development scenario consistent with the proposed density and typologies. The proposed changes to typology are as follows:

- Precinct B2 & C2 – Increased apartment density along the Harbour waterfront. Two storey town houses will form a transition between the apartment buildings and the low density residential to the south in existing precinct B1 and C1;
- Precinct D – Increased apartment density in the Town Centre.
- Precinct E – Apartments proposed with frontage to the wetlands.

- Precinct F & G – Increased apartments density along the Boat Harbour waterfront.
- Precinct H – Increased apartment density along the Boat Harbour waterfront

3.2.2 Residential Building Height

To reflect the proposed changes to residential density and typologies, the maximum building heights are proposed to increase in certain locations. The proposed maximum height plan is illustrated at **Figure 9**. In summary, the proposed changes are:

- Waterfront apartments in Precinct B are proposed to increase from four storeys to up to six storeys;
- Waterfront apartments in Precinct C are proposed to increase from four storeys to up to five storeys;
- Town Centre apartments in Precinct D are proposed to increase from four storeys to up to six storeys;
- The existing four storey height limit in Precinct E is proposed to expand to allow apartments to be located fronting the wetlands; and
- The existing four storey height limit in Precinct H is proposed to expand to increase the opportunity to provide apartments fronting the Boat Harbour waterfront. The mixed use area, including site for the beach resort hotel is to be maintained within this precinct.

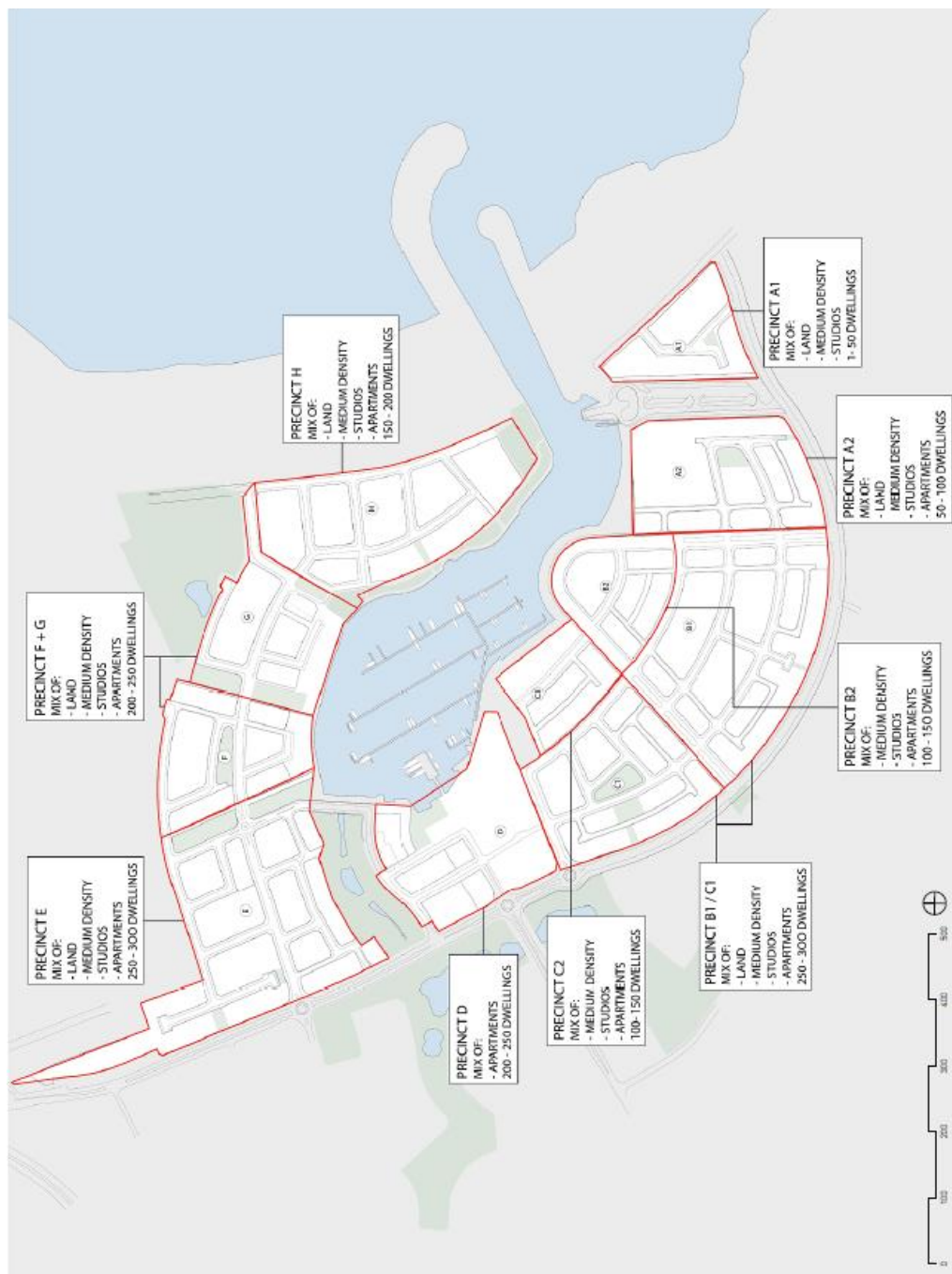


Figure 7 – Indicative Dwelling Numbers Plan

Source: Cox

Note: Plan is indicative and subject to change. It represents the upper development type and yield.

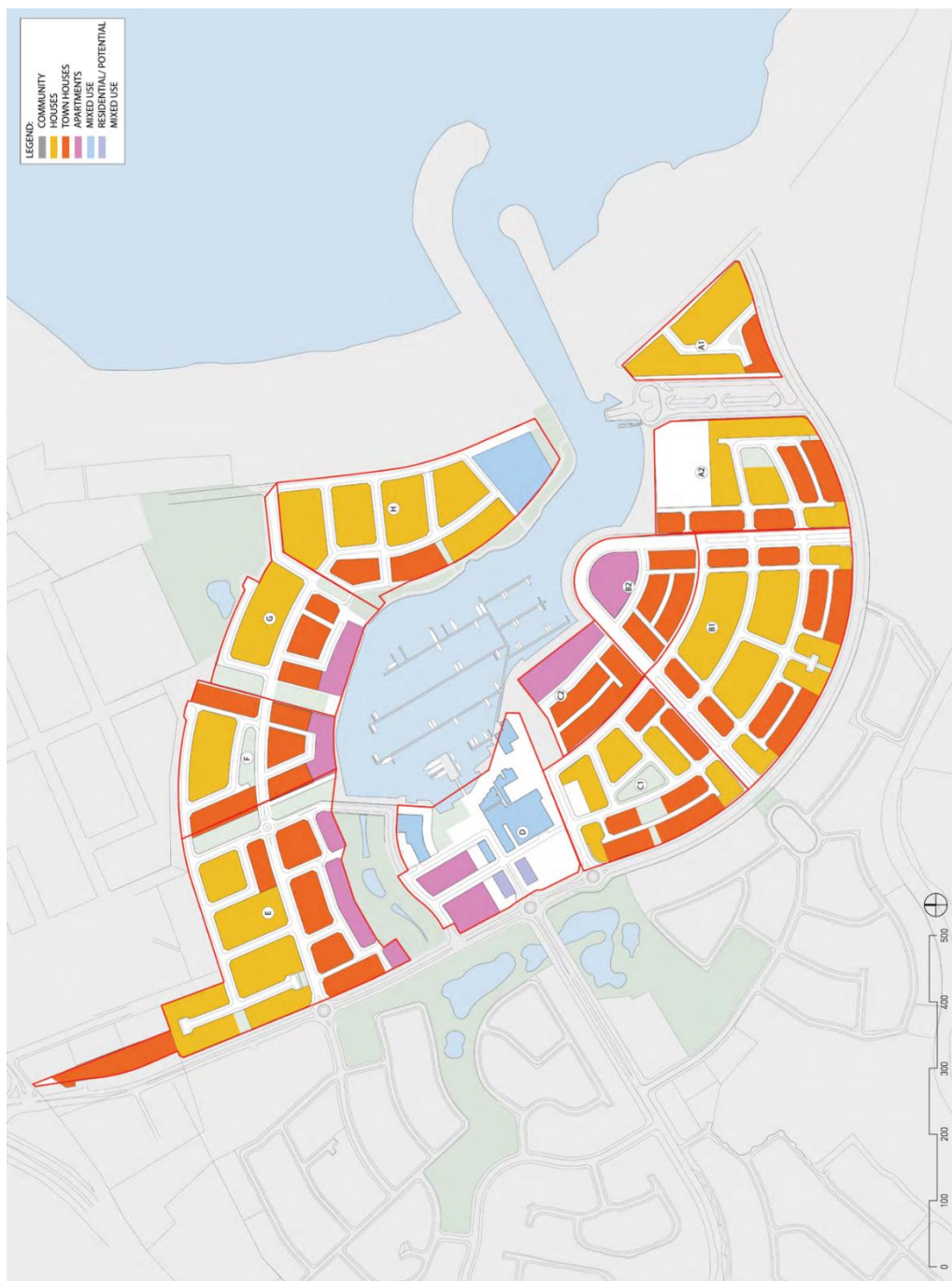


Figure 8 – Indicative Housing Typologies Plan

Source: Cox

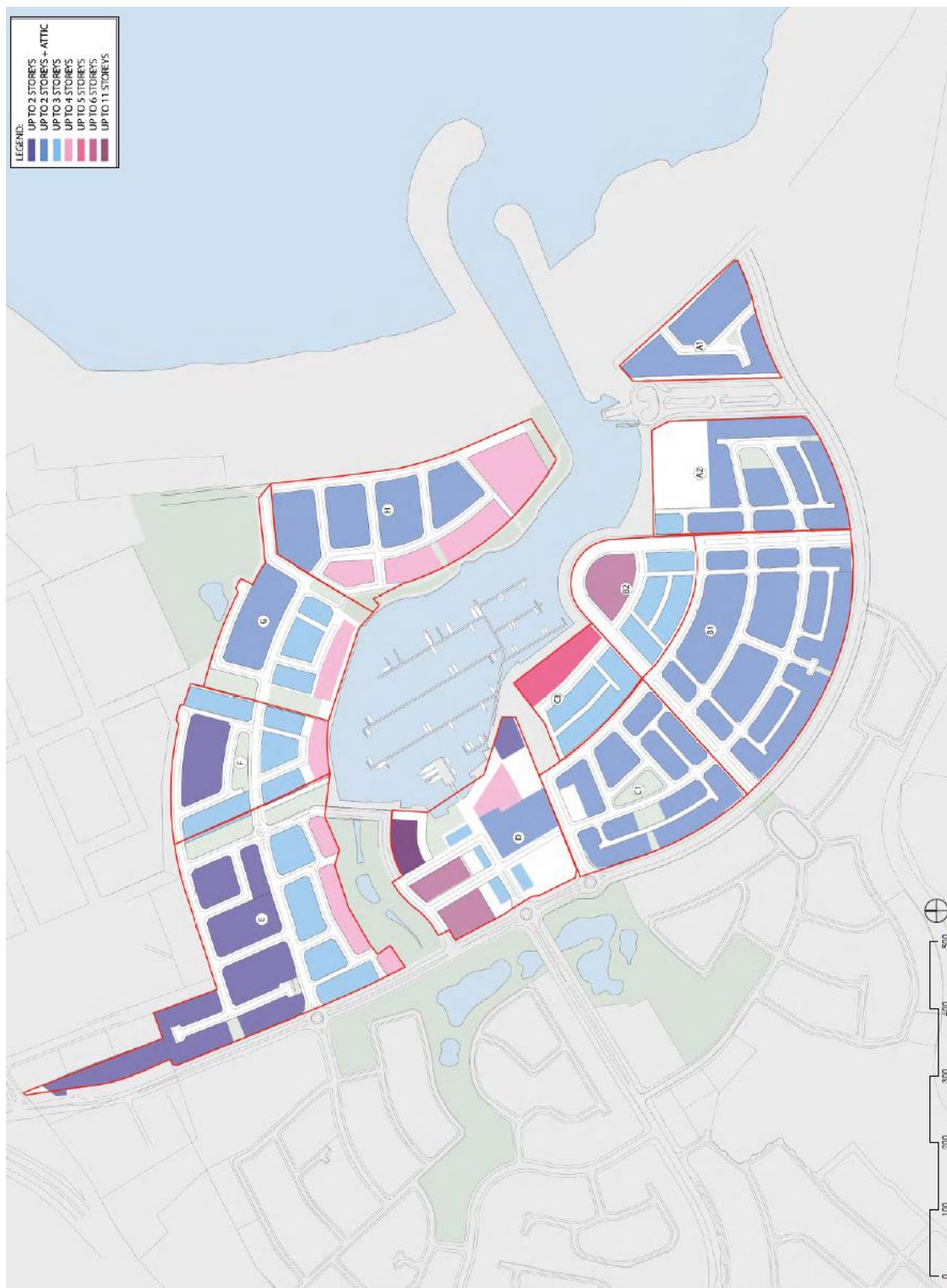


Figure 9 – Proposed Indicative Height Plan

Source: Cox

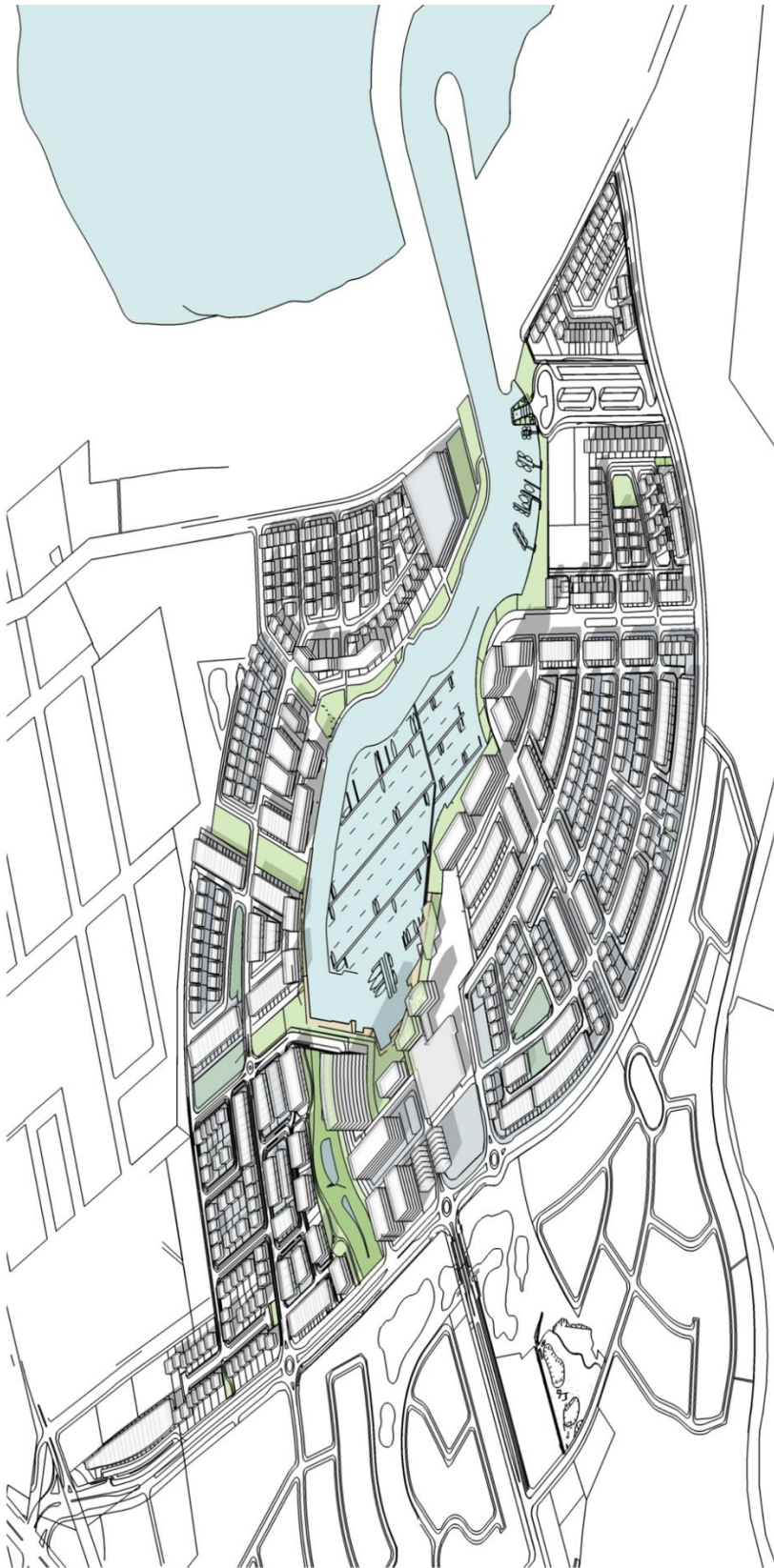


Figure 10 – Indicative Overall Perspective View

Source: Cox

3.2.3 The Northern Lands

The northern lands encompass approximately 5,850m² which forms part of Lot 2056 DP1203745. The northern lands are proposed to be incorporated into the Concept Plan Approval within Precinct E. This additional site area encompasses a minor increase in overall land area and will facilitate the redevelopment of the now demolished Shellharbour Bowling and Recreation Club into a townhouse development. The northern lands are currently zoned for residential uses under the *Shellharbour Local Environmental Plan 2013*.

3.3 Town Centre Landmark (Hotel) Building

The proposed modification includes amending the location, height and land uses to be accommodated within the Town Centre landmark building. The proposed changes are summarised below.

3.3.1 Location

The Concept Approval indicatively locates the landmark building at the southern end of the Town Centre waterfront. It is proposed to relocate the building to the Town Centre's northern edge. The relocation will provide a northern landmark to the Town Centre which will stimulate pedestrian activity along the waterfront between the hotel and the tavern and retail uses to the south. The hotel's location will complement the community building, retail tenancies, and the tavern to the south providing a suite of land uses along the waterfront that will activate the area during the day and evening. **Figure 11** is an indicative image of the waterfront capturing the landmark building, the community facility, open space and the waterfront retail.

3.3.2 Height

The proposed modifications include increasing the building's maximum height from nine storeys to up to 11 storeys (refer to **Figure 9** and **Figure 11**). The proposed increase will provide Fraser's and the future hotel operator flexibility to respond to increased demand for tourist and visitor accommodation over time.

3.3.3 Land Uses

The modification proposes to amend the Concept Approval to redefine the hotel as 'tourist and visitor accommodation' to allow the provision of 'serviced apartments'. It is also proposed to permit the use of the hotel building to accommodate residential apartments. The proposed changes are sought to enable flexibility to adjust and respond to demand for tourist and visitor accommodation in the Illawarra region.

The amended Statement of Commitments includes a requirement that the landmark building encompass a minimum of 70% of the total GFA be Tourist and Visitor Accommodation, including a minimum of 35% of this GFA to be a hotel (as a form of Tourist and Visitor Accommodation). This commitment also sets a requirement that a maximum of 30% of the site be for residential accommodation.

Any future residential apartments would be provided in accordance with the proposed dwelling cap of 1,566.

3.4 Non-Residential Gross Floor Area

The modification proposes to reduce the maximum non-residential GFA from 22,000m² to 14,830m² and remove the community and hotel uses from the cap. The proposed modification will remove the restriction on the provision of community and tourism facilities. These uses will not have broader economic impacts on the surrounding centres and the maximum GFA unnecessarily limits the provision of these uses which will have direct benefits to the local and wider community.

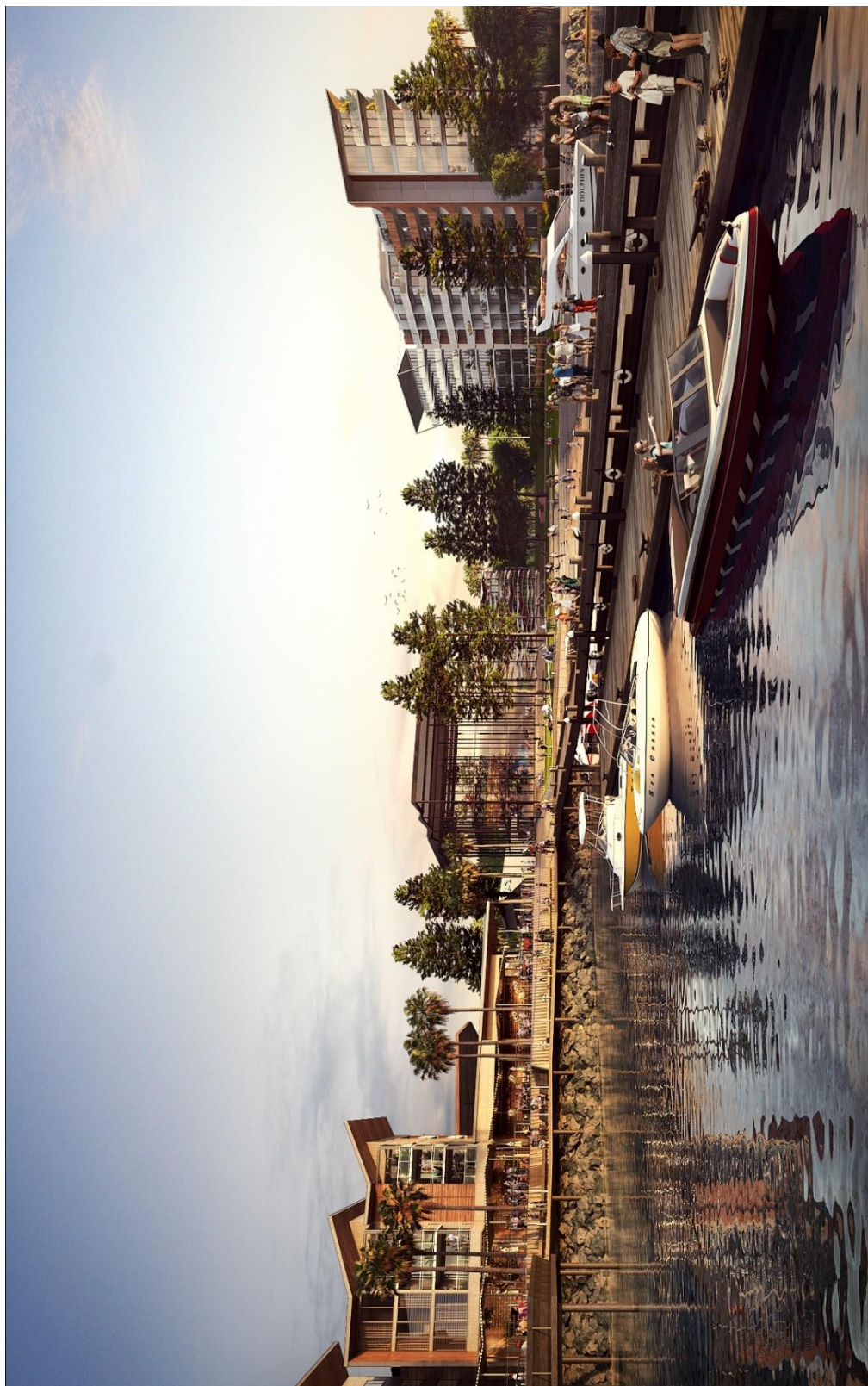


Figure 11 – Indicative view of the Shell Cove Town Centre looking west
Source: HDR

3.5 Road Network

The structure of the road network has progressed in parallel with the development of the detailed residential design. As a result, the indicative street network that was illustrated in the Preferred Project Report is proposed to be modified. The proposed modifications include:

- Addition of streets immediately to the rear of apartment buildings addressing the waterfront to remove the requirement for vehicle entries along pedestrian foreshore walkways.
- Additional rear lanes to provide vehicular access to remove driveways from street frontages and facilitate efficient on street parking for visitors;

The fundamental road hierarchy and design is maintained. The modified street network is illustrated at **Figure 12** and summarised below.

- Main street – maintained in the concept approval location;
- Visual corridor streets – the primary visual corridor street connecting Precinct B to Harbour Boulevard is maintained;
- Higher order connecting streets – the primary connecting streets that traverse Precincts E – G, and Precincts B and C are maintained. A higher order connecting street is proposed to connect Precincts G and H.
- Lower order connecting streets – the proposed modifications include adjustments to the lower order connecting streets to reflect the indicative development pattern for the concept plan area.

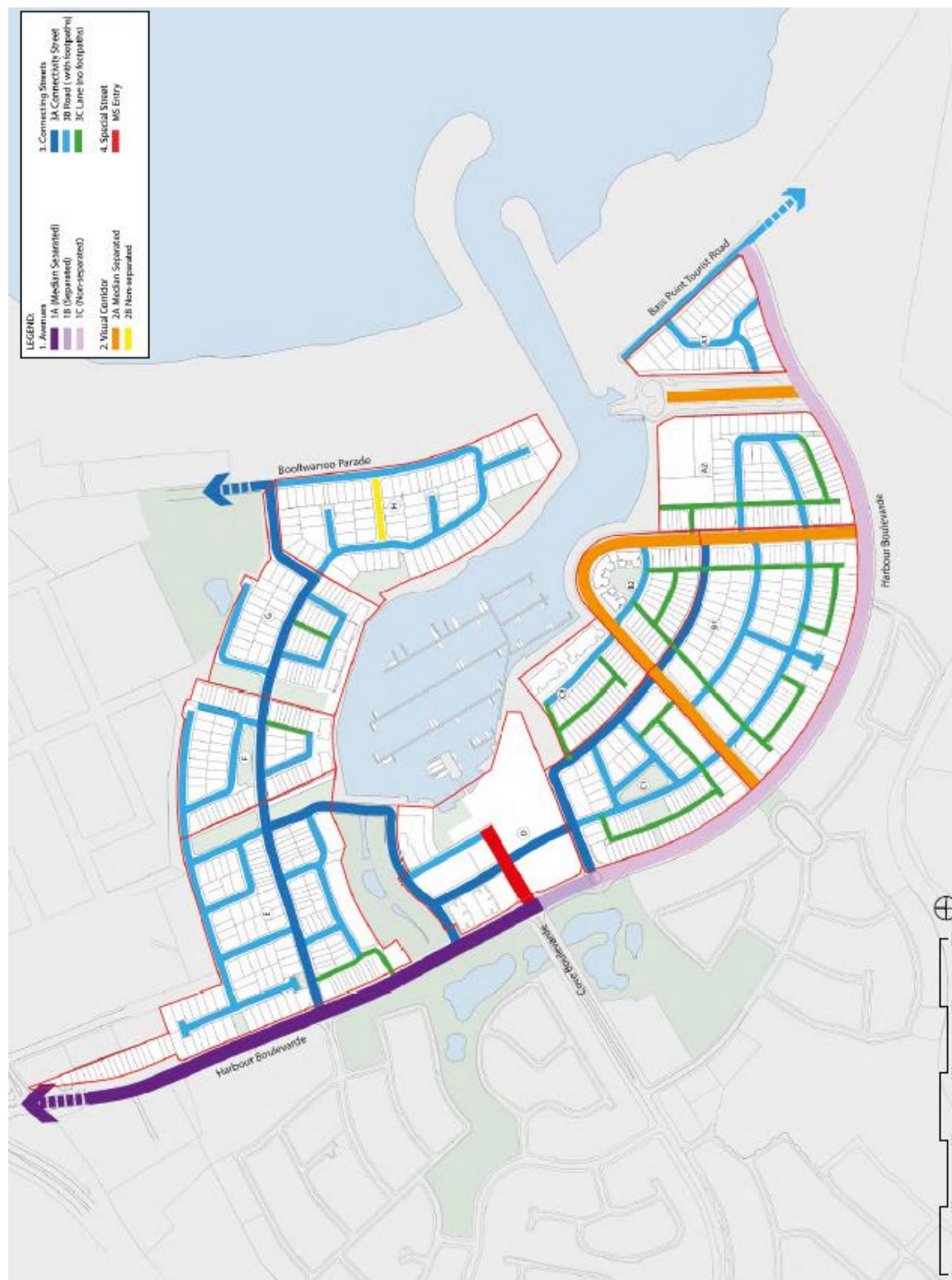


Figure 12 – Proposed indicative street network

Source: Cox

3.6 Summary of Modifications

The following table compares the key development characteristics proposed as part of the modification against those in the concept approval.

Table1- Comparative Analysis

Precinct	Concept Approval	Proposed Modification
A	<ul style="list-style-type: none"> Approximately 141 dwellings comprising single lot dwellings, medium density and apartments with a maximum height of up to 4 storeys. A public boat ramp is located immediately west of precinct A1. Visual corridor streets traverse the precinct connecting Harbour Boulevard to the boat ramp and the promontory. 	<ul style="list-style-type: none"> Up to approximately 150 dwellings comprising single lot dwellings, medium density, studios and apartments with a maximum height of 3 storeys. Taller buildings are located adjacent to the boat harbour waterfront. The public boat ramp is maintained to the west of precinct A1. Visual corridor streets are maintained from Harbour Boulevard to the boat ramp and the promontory.
B	<ul style="list-style-type: none"> Approximately 254 dwellings comprising single lot dwellings, medium density dwellings and apartments with a maximum height of up to 4 storeys. Taller buildings are located adjacent to the waterfront and height steps down towards Harbour Boulevard. The precinct is bound by visual corridor streets connecting Harbour Boulevard to the waterfront. 	<ul style="list-style-type: none"> Up to 287 dwellings comprising single lot dwellings, medium density attached dwellings, studios and apartments up to a maximum height of 6 storeys. Taller buildings are located adjacent to the waterfront and height steps down towards Harbour Boulevard. The visual corridor streets are maintained. Laneways are introduced to provide rear access to dwellings.
C	<ul style="list-style-type: none"> Approximately 220 dwellings comprising medium and high-density dwellings and apartments with a maximum height of up to 4 storeys. Taller buildings are located adjacent to the waterfront and height steps down towards Harbour Boulevard. A visual corridor street traverses precinct C connecting Harbour Boulevard to the waterfront. 	<ul style="list-style-type: none"> Up to 234 dwellings comprising single lot low density dwellings, medium density dwellings, studios and apartments with a maximum height of up to 5 storeys. Taller buildings are located adjacent to the waterfront and height steps down towards Harbour Boulevard. The street network has been amended to include a new neighbourhood park which terminates the visual corridor to the Harbour. Visual corridors are maintained within the adjacent precinct's B and D.
D	<ul style="list-style-type: none"> Approximately 161 apartments with a maximum height of up to 4 storeys. Landmark hotel located south east of main street with a maximum height of up to 9 storeys. Retail /commercial uses with up to 7,930m² floor space area. Community facilities. Tourist facilities. Main street and view corridor connecting Harbour Boulevard to the waterfront promenade. 	<ul style="list-style-type: none"> Up to 250 apartments with a maximum height of 6 storeys. Landmark building located at the northern end of the precinct to accommodate a potential mix of tourist and visitor accommodation and residential apartments with a maximum height of up to 11 storeys. Retail /commercial uses with up to 7,930m² floor space area. Community facilities. Tourist facilities. Main street and view corridor connecting

		Harbour Boulevard to the waterfront promenade.
E	<ul style="list-style-type: none"> Approximately 151 dwellings comprising single lot low density dwellings, medium density dwellings and apartments up to 4 storeys. Taller buildings are located adjacent to the wetlands and waterfront. Height steps down towards Shellharbour village to the north. Precinct E has direct road connections to Harbour Boulevard, the town centre and precinct F. 	<ul style="list-style-type: none"> Up to 300 dwellings comprising single lot low density dwellings, medium density dwellings and apartments up to 4 storeys. Taller buildings are located adjacent to the wetlands. The road connections to the surrounding areas are maintained. Precinct E has been expanded to include the 'northern lands'.
F & G	<ul style="list-style-type: none"> Approximately 199 dwellings comprising single lot low density dwellings, medium density dwellings and high density apartments up to 4 storeys. Taller buildings are located adjacent to the waterfront and height steps down towards Shellharbour village to the north. Precincts F and G have direct road connections to the surrounding precincts. Precinct G has direct access to Boollwarroo Parade. 	<ul style="list-style-type: none"> Up to 250 dwellings comprising single lot low density dwellings, medium density dwellings, studios and high density apartments up to 4 storeys. Taller buildings are located adjacent to the waterfront and height steps down towards Shellharbour village to the north. Road connections to the surrounding precincts and Boollwarroo Parade are maintained.
H	<ul style="list-style-type: none"> Approximately 128 dwellings comprising single lot low density dwellings, medium density dwellings and apartments up to 4 storeys. Taller buildings are located at the mouth of the harbour and the interface with precinct G. Mixed use H2 site providing options of hotel / tourist retail floor space up to 6,900m² or 48 apartments or mix of 37 low density dwellings Visual corridor streets connecting Boollwarroo Parade to the boat harbour waterfront. 	<ul style="list-style-type: none"> Up to 200 dwellings comprising single lot low density dwellings, medium density dwellings and apartments up to 4 storeys. Taller buildings are located at the mouth of the harbour and along the boat harbour waterfront. Mixed use H2 site providing options of hotel / tourist retail floor space up to 6,900m² or an apartment development or a mix of low density dwellings. A public pedestrian walkway replaces the street proposed running along the waterfront. View corridors from Boollwarroo Parade to the boat harbour are maintained.
Open Space	<ul style="list-style-type: none"> 8.5 Ha of usable public open space comprising: <ul style="list-style-type: none"> Continual public pedestrian access to the boat harbour waterfront via a series of parks and boardwalks. Harbour square within town centre; Open space/ parklands proposed within floodways. 	<ul style="list-style-type: none"> 8.5 Ha of usable public open space comprising: <ul style="list-style-type: none"> Continual public pedestrian access to the boat harbour waterfront via a series of parks and boardwalks. Harbour square within town centre; Open space/ parklands proposed within floodways.
Quarry Buffer Zone	<ul style="list-style-type: none"> 30,000m² FSA Business Park 	<ul style="list-style-type: none"> 30,000m² FSA Business Park

Table2- Document Register

Concept Plan Approval Documents	Comments
Shell Cove Boat Harbour Application and Environmental Assessment prepared by LFA (Pacific) Pty Ltd	Superseded by the Section 75W Modification Application Report prepared by Ethos Urban
Shell Cove Boat Harbour Precinct Preferred Project Report	Remains unchanged
Statement of Commitments	Statement of Commitments (as amended)
Coastal Processes and Water Cycle Management report prepared by Worley Parsons	Supplemented by the Coastal and Stormwater Quality Assessment prepared by Advisian, dated July 2017
Flood Management Assessment prepared by Worley Parsons	Supplemented by the Flood Assessment prepared by Advisian, dated June 2017
Review and Assessment of Social Infrastructure prepared by MacroPlan Australia	Superseded by the Social Infrastructure Assessment prepared by MacroPlan Dimasi, dated April 2017
Economic Impact Assessment prepared by MacroPlan Australia	Superseded by the Economic Impact Assessment prepared by MacroPlan Dimasi, dated April 2017
Traffic Study prepared by Maunsell Australia	Superseded by the Traffic Review prepared by Colston Budd Rogers & Kafes Pty Ltd

4.0 Proposed Modification to Instrument of Approval

The proposed modifications to the Concept Plan detailed above require amendments to the Instrument of Approval. **Appendix C** includes a marked-up version of the conditions to be modified. A summary of the proposed changes and an explanation for each proposed change is provided in **Table 4**.

Table 4- Summary of modifications to the Concept Plan Approval

Section	Summary of Modification and Reason
Definitions	
Concept Plan	Updates the condition to refer to the Concept Plan (Mod 1) Environmental Assessment Report and its Appendices.
Hotel	Replace 'hotel' with 'tourist and visitor accommodation' to reflect the proposed modification to permit serviced apartments in the former hotel building.
Schedule 2	
1. Approval for the Boat Harbour Precinct	Updates the condition to reflect the proposed increase in residential dwellings and removes the GFA cap for residential dwellings; and, Removes the hotel and community development from the GFA cap for non-residential uses.
2. Approved Plans and Documentation	Updates the condition to refer to the Concept Plan (Mod 1) Environmental Assessment Report and its Appendices.
Part B – Modifications to the Concept Plan	Updates the condition to refer to the Concept Plan (Mod 1) Environmental Assessment Report and its Appendices.
Schedule 3	
Part D – Further Environmental Assessment Requirements	
1. Urban Design	Amend the reference from 'hotel building' to 'landmark building' at point 4 to reflect the proposed broadening of uses.
13 Social Infrastructure &	Update to include a reference to the Voluntary Planning Agreement currently being negotiated between Shellharbour City Council and Fraser's Property Australia.
Schedule 4 Statement of Commitments	
1. Background	Amend the reference from 'landmark hotel' to 'landmark building' at point 1 to reflect the proposed broadening of uses; and include references to the Concept Plan (Mod 1) Environmental Assessment Report and its Appendices.
4.1 General Commitments	Update to refer to revised strategic policy context.
4.2 Strategic Planning	Update to refer to revised strategic policy context.
4.3 Urban Design, Visual Impact	Update references to building heights to reflect the proposed

and Sustainability	increases and adaptable housing commitments.
4.15 Mixed Use Landmark (Hotel) Building	Insert new commitment to provide a minimum 70% of the building GFA for tourist and visitor accommodation; and a maximum 30% of the building GFA can be allocated to residential uses.

5.0 Environmental Assessment

This section of the report assesses and responds to the environmental impacts of the proposed modification. The DPE's assessment of the original concept plan considered a range of environmental factors. The following table identifies each environmental consideration and outlines where further assessment has been undertaken to support the proposed modifications.

Table 1- DPE environmental assessment considerations

Consideration	Comment
Built form, Urban Design and Landscape	The indicative built form, urban design and landscape concepts approved under the concept approval have undergone design review and development. This has been undertaken by architectural and design firms Cox, HDR Rice Daubney and Group GSA. The proposed modifications are discussed at Section 5.2 .
Traffic and Access	The proposed modifications to the street network have been assessed by CBRK and are discussed at Section 5.3 .
Economic Impact	The economic impacts of the proposed modifications have been assessed by MacroplanDimasi and are discussed at Section 5.4 .
Water Cycle Management	The impacts of the proposed modifications to water cycle management have been assessed by Advisian and are discussed at Section 5.5 .
Flooding	The impacts of the proposed modifications on flood management have been assessed by Advisian and are discussed at Section 5.6 .
Coastal Hazards	The impacts of coastal processes on the proposed modification have been assessed by Advisian and is discussed at Section 5.7 .
Contamination	The proposed modifications do not alter the DPE's original assessment and recommendations. The northern lands are currently zoned for residential uses under the Shellharbour LEP. Further investigations can be undertaken if required as part of any future development applications.
Aboriginal Cultural Heritage	The proposed modifications do not alter the DPE's original assessment and recommendations.
Acid Sulfate Soils	The proposed modifications do not alter the DPE's original assessment and recommendations. The northern lands are not identified as being located on acid sulfate soils under the

	Shellharbour LEP. .
Flora and Fauna	<p>The proposed modifications do not alter the DPE's original assessment and recommendations.</p> <p>The northern lands are currently zoned for residential uses under the Shellharbour LEP. Further investigations can be undertaken if required as part of any future development applications.</p>
Impacts on Aquatic Ecology	The proposed modifications do not alter the DPE's original assessment and recommendations.
Noise, Vibration and Air Quality	<p>The proposed modifications do not alter the DPE's original assessment and recommendations.</p> <p>The northern lands are currently zoned for residential uses under the Shellharbour LEP. Further investigations can be undertaken if required as part of any future development applications.</p>
Provision of Social Infrastructure	The impacts of the proposed increase in dwellings on social infrastructure requirements has been assessed by MacroplanDimasi and is discussed at Section 5.8.
Provision of Public Open Space	The design and location of public open space within the concept plan area has been considered by Cox and Group GSA. An assessment of public open provision has been undertaken by MacroplanDimasi and is discussed at Section 5.8.

5.1 Relevant EPIs, Policies and Guidelines

The Concept Plan's consistency with the relevant legislation, environmental planning instruments, policies and guidelines was considered as part of the original EAR. The proposed modification does not change the original assessment against policies; however, the following is noted:

- The proposed modifications will not alter the concept approvals consistency with the relevant objectives of the following State Environmental Planning Policies (SEPP):
 - SEPP 55 – Remediation of Land;
 - SEPP 65 – Design Quality of Residential Apartment Development;
 - SEPP 71 – Coastal Protection; and
 - SEPP Infrastructure.
- The increase in dwellings is considered to be in accordance with the Illawarra-Shoalhaven Regional Plan which recognises the Shell Cove Boat Harbour as a Priority Growth Sector and a strategic asset to support the economic growth of the region. The proposed modification will ensure its continued viability in maximising this growth;

- The proposed modifications maintain the approved amount of retail and commercial space within the mixed use town centre whilst also maintaining the 'landmark' building within the town centre;

The proposed modifications will facilitate development that is in accordance with the zone objectives for the underlying R3 Medium Density Residential and B2 Local Centre zones contained in the *Shellharbour Local Environmental Plan 2013*.

5.2 Built Form, Urban Design and Landscape

As detailed in **Section 3.0**, it is proposed to increase the maximum number of residential dwellings to 1,566 low, medium and high-density dwellings and increase heights in the town centre and certain locations along the harbour waterfront.

The additional height and residential density will create greater housing diversity in a high amenity waterfront location. More specifically, the future built form will:

- Be of an appropriate density to capitalise on the site's natural and planned attributes;
- Concentrate taller buildings in the town centre and appropriate locations along the harbour waterfront;
- Provide for a high quality and varied public domain throughout the Shell Cove Boat Harbour;
- Deliver a landmark building that will identify Shell Cove within the broader region;
- Achieve a high level of residential amenity for the future community;
- Ensure the Shell Cove Boat Harbour provides a high-quality pedestrian experience that encourages walking; and
- Allow for creativity and innovation in the final design, while providing an appropriate level of certainty over the bulk and scale of development.

The proposed modifications seek proportional increases to building heights in locations where the taller buildings were located under the concept approval (i.e. the town centre and the waterfront). Therefore, the principle of locating higher buildings within the town centre and the waterfront, including a landmark building, remains entirely consistent with the concept approval. The potential built form and urban design within the town centre and the residential precincts is discussed further below.

5.2.1 Town Centre (Precinct D)

The original concept application included indicative layout plans for the future town centre (refer to **Figure 13**). Frasers have subsequently engaged Rice Daubney, Cox and Group GSA to undertake a review of the proposed town centre structure. The review identified the following matters:

- The concept approval contemplates up to 1.2km of active street frontages / pedestrian walkways within the town centre along Main Street, Road B and the waterfront promenade. This amount of active frontage is excessive, unnecessary and undesirable in the Shell Cove context. By comparison, Sydney CBD locations: Pitt Street Mall (200m), King Street Wharf (300m) and Cockle Bay (150m) accommodate less street frontage activity areas and are in a significantly denser population catchment. Maintaining the concept approval town centre

structure is likely to result in an underutilised and dispersed town centre that is unattractive to tenants and residents.

- The indicative public square and waterfront promenade has an area of approximately 5,000m². By comparison, the Circular Quay Customs House public square (2,250m²) and Rouse Hill town centre square (957m²) are significantly smaller areas located within denser urban areas. Maintaining the dimensions proposed in the concept approval will result in a vast public square that will be sparsely populated for the majority of the year.
- The concept plan design does not contemplate the 5-metre change in level between Harbour Boulevard and the waterfront promenade. Maintaining a street presence to Harbour Boulevard would require the public domain to step down to the waterfront in a manner that would restrict universal accessibility and reduce the quality and walkability of the public domain.

In response to these matters, Fraser's have reconfigured the town centre (refer to **Figure 14**). In summary, the reconfigured town centre will achieve the following positive outcomes:

- The key retail and community uses have been relocated closer to the waterfront to maximise the locational attributes of the boat harbour setting. The community facility, retail plaza and supermarket are proximate to the public square and open space. The dining precinct has been moved to the waterfront. Co-locating these uses in an efficient manner will improve pedestrian activity and vibrancy within the town centre.
- The landmark building has been relocated north of the public square. A tavern is proposed to sit to the south adjacent to the harbour edge park. The proposed structure will create activity nodes at the either end of the waterfront promenade within the town centre, which will encourage high levels of pedestrian activity along the waterfront during the day and evening.
- The proposed increase in height to the residential buildings will increase the number of dwellings within immediate walking distance to the town centre. The apartments will have extensive views to the wetlands, the escarpment and the water. The residential buildings have been located to have minimum impact on solar access to the public domain.
- The community facility, including a potential branch library, tourist information centre and dedicated community spaces have been relocated from the western end of the town centre down to the 'front' of Precinct D adjoining the boat harbour waterfront and promenade.
- The tavern site, which was formerly considered part of the tourist retail, will now form the southern bookend to the Town Centre and will protrude over the Harbour and public boardwalk.

The proposed reconfigurations will ensure that the town centre is a walkable and vibrant environment that attracts residents and visitors to Shell Cove. The final detailed form and public domain will be guided by the Urban Design Guidelines which will ensure a high quality architectural and amenity outcome is achieved for the community. The town centre Urban Design Guidelines have been endorsed by Shellharbour City Council and are provided for reference as **Appendix D**.



Figure 13 – Concept Approval - Town Centre Concept Diagram

Source: LFA



Figure 14 – Amended Indicative Town Centre

Source: Group GSA

5.2.2 Residential Precincts

The proposed modification seeks to increase residential densities proportionally across the Shell Cove Boat Harbour Precinct. The proposed increase is facilitated by seeking increases in height (of up to 2 storeys) in appropriate locations around the waterfront where good views and amenity is available without adversely impacting the amenity of the public domain. The core principle of grading height away from the waterfront is maintained (refer to **Figure 9** and **Figure 10**). Detailed

development of the residential precincts will be subject to appropriate Urban Design Guidelines, the requirements of SEPP 65 and the Apartment Design Guide.

Removal of the GFA limit

The provision of a maximum gross floor limit in conjunction with a maximum dwelling limit restricts the site's ability to respond to the changing dwelling type and size requirements of the community as the population grows and their needs change over the duration of the developments implementation. By proposing a dwelling limit only, the proponent can provide housing types that meet the needs of the community without being forced into providing a type of housing to comply with a maximum GFA limit. The built form and design of the dwellings will be informed by the urban design guidelines that are required to be prepared as part of any development application. Therefore, the proposal to remove the maximum dwelling limit will enable the the development to be responsive and flexible to the communities housing needs in a manner consistent with the design guidelines for the precinct.

5.2.3 Views and Vistas

The Shell Cove Town Centre will provide an important visual landmark in the coastal landscape and establish an opportunity for a vibrant and interesting urban environment in a marine setting. The proposed increase in heights in the town centre and the residential precincts are unlikely to have any real impact on views across Shell Cove from the surrounding areas as views to the water are primarily down view corridors. The view corridors providing visual connections from the perimeter of the concept plan to the water proposed under the original concept plan are generally maintained. The alignment of view corridors has been modified in certain locations, however, the corridors will still provide visual connections to the boat harbour and the coastal dunes (refer to **Figure 15**).

The site is proposed modifications are unlikely to have any additional impact on Shellharbour village's existing relationship to the ocean, the foreshore and the hinterland beyond those contemplated during the previous assessment of the concept plan.

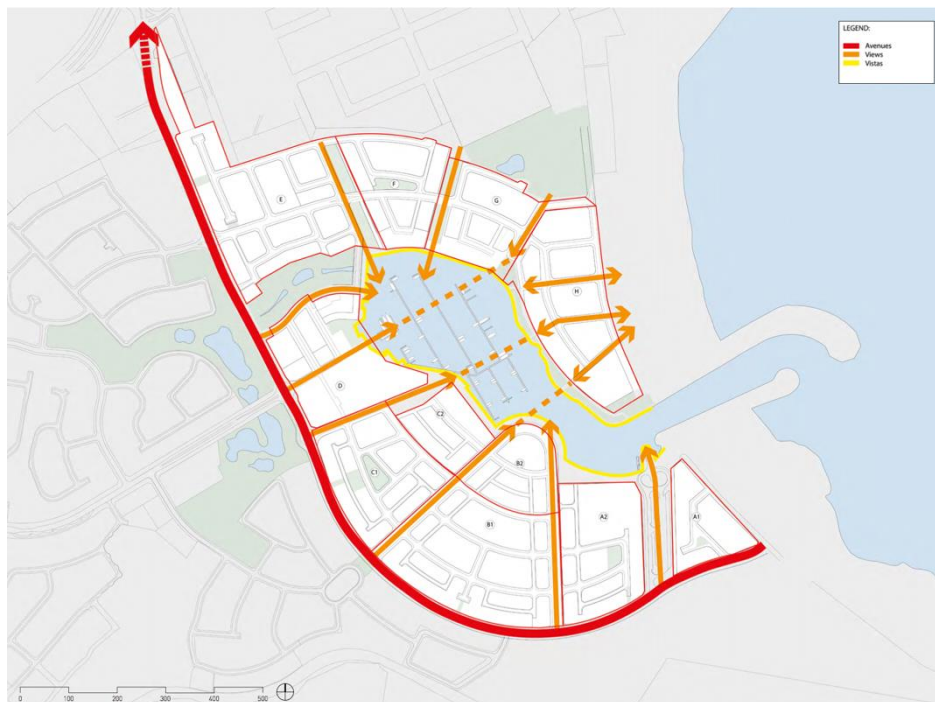


Figure 15 – View corridors

Source: Cox

5.2.4 Solar Access

A shadowing analysis of the changes to the built form in the Shell Cove Boat Harbour using the indicative scheme is included as part of **Appendix B**. The shadowing analysis has been prepared for the Shell Cove Boat Harbour centre at 9am, 12pm and 3pm on June 21 and March 21. The analysis demonstrates:

- The majority of the town centre open space, being the public parkland and foreshore area, will receive solar access between 9am-12pm in mid-winter and all day at the Autumn equinox. The Precinct D Urban Design Guidelines include provisions to protect solar access to the town centre open space, the public parkland and foreshore area.
- The neighbourhood parks in Precincts A, C and F receive full sun between 9am and 3pm in mid-winter and 21 March;
- The majority of the green spine parks between Precincts E, F and G receive full sun between 9am and 3pm in mid-winter and 21st March;
- The public waterfront receives good solar between 9am and 3pm in mid-winter and on 21 March; and
- The wetlands south of Precinct E receive full solar access between 9am and 3pm in mid-winter as well as on March 21.

5.2.5 Open Space Provision

MacroPlanDimasi have undertaken an assessment of the open space provisions with regard to the proposed increase in dwelling yield and population (refer to **Appendix E**). The assessment identified that the current supply of open space and recreation facilities in the surrounding area had increased from the previous baseline assessment in 2010. As a result, MacroPlanDimasi have recommended

that 8.04Ha of usable open space is provided within the Shell Cove Boat Harbour precinct. The modifications maintain 8.5Ha of usable open space which exceeds the requirement. Usable open space is provided equitably across the site and all residents will be within 400m walking distance of either local parks, sports grounds, linear connections or accessible natural areas (refer to **Figure 16**).

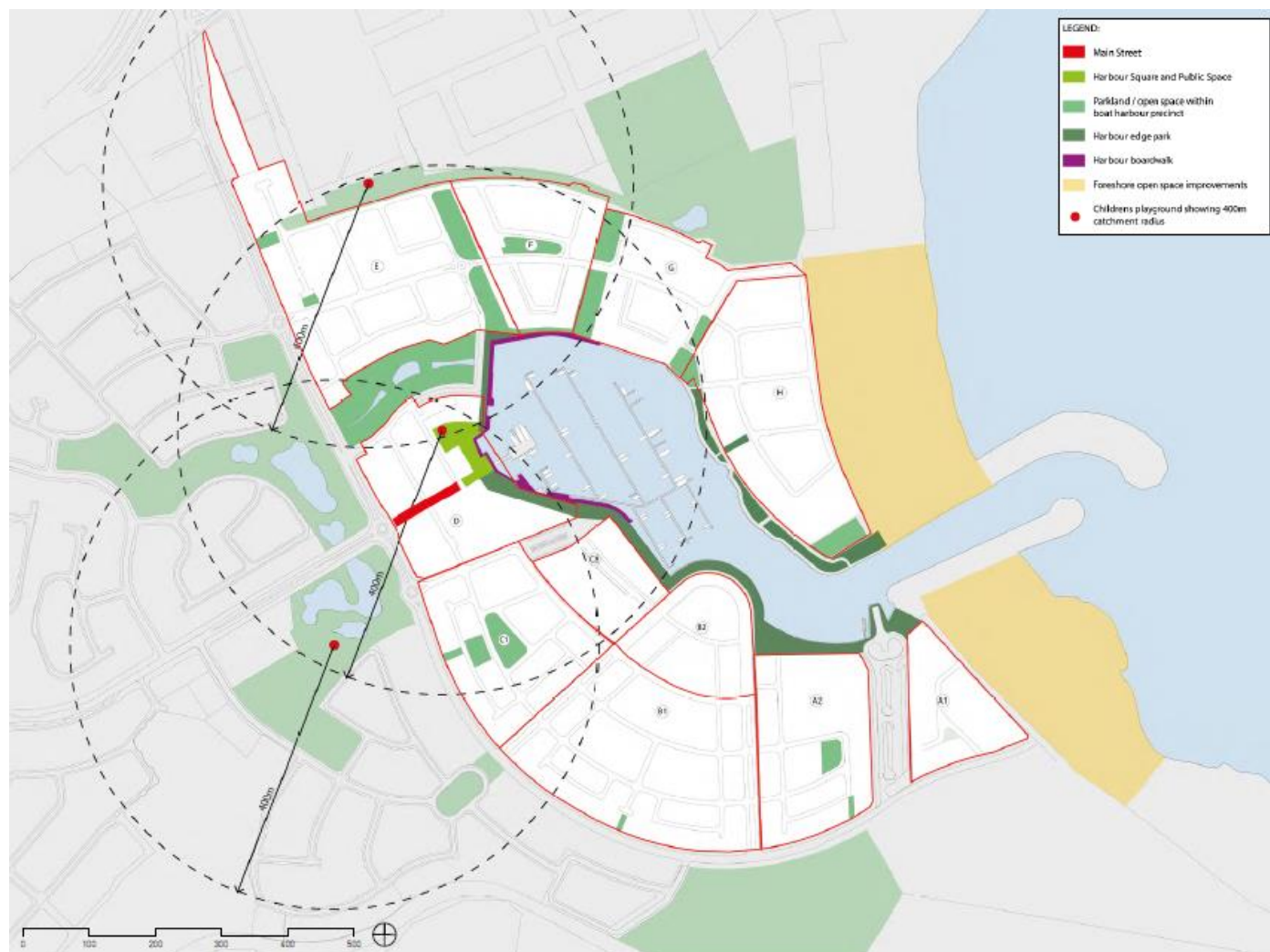


Figure 16 – Provision of Public Open Space

Source: Cox

5.3 Transport and Accessibility

A Traffic Review has been undertaken by Colston Budd Rogers & Kafes Pty Ltd (CBRK) to analyse the implications of the proposed modifications (refer to **Appendix F**). The key findings are summarised below:

- The modified town centre road network improves pedestrian connectivity, diverts traffic away from the foreshore and provides more direct vehicular access to the retail precinct.
- The overall network will function in a similar manner to the approved road network and can accommodate the minor 2% increase in traffic generated by the increased number of dwellings.
- An analysis of Precinct D has revealed a requirement for 596 car parking spaces. This is similar to the previous requirement of 578 spaces.

- The reclassification of the hotel to allow serviced apartments or residential units would not materially change the traffic generation of the landmark building.

This Traffic Review has been informed by a review of the Hotel Parking requirements, also undertaken by CBRK (refer to **Appendix F**). This determined that for the Landmark (Hotel) Building a minimum of 209 car parking spaces are required. This is less than previously suggested and takes into account the various uses of the building.

5.4 Economic Impact

An updated Economic Impact Assessment (EIA) has been prepared by MacroPlan Dimasi and is attached at **Appendix G**. The EIA examines the expected expenditure benefits and employment generated as part of the construction and ongoing operation of the impact from the project.

Overall, the Shell Cove Boat Harbour Precinct represents a major investment in the local area of Shell Cove and the Shellharbour City region. The benefits include:

- A major ongoing construction program across a number of different residential and commercial products supporting spending and employment multipliers throughout the region;
- The offer of a wide range of residential dwellings not typically offered in the area;
- The provision of local jobs in retailing, hospitality and commercial sector. This combined with the provision of commercial/recreational activities for residents encourages sustainable private commuting behaviour.

The removal of the GFA cap for community and hotel floor space within the Town Centre is important to facilitate a viable commercial centre. The intent of the original condition was to minimise the impact of the Shell Cove Town Centre on the existing Shellharbour Centre. However, it is noted that:

- The size and use of the community centre will not adversely impact the proposed retail and commercial GFA within the Town Centre or nearby centres; and
- The hotel use does not have broader adverse economic impacts on the retail and commercial usage of competing centres.

In accordance with the Illawarra-Shoalhaven Regional Plan, the Shell Cove Boat Harbour Precinct will contribute to the establishment of a sustainable regional economy within the City of Shellharbour through new expenditure from residents and tourists, and will further develop a focus for tourism within the region.

5.5 Water Cycle Management

The proposed modifications have also resulted in the modification to the proposed stormwater quality management strategy. This has been addressed by Advisian (refer to **Appendix H**). The proposed changes include:

- A refinement in sub-catchment layout to account for changes in terrain and drainage design;

- The removal of the bio-retention swales:
 - In the vicinity of the waste cell and Precinct B1 and B2 (previously named Catchment A1, A Rural 1, A Rural 2 and A Rural3);
 - At Precinct D (Southern) (previously named Catchment B and Catchment C);
- The removal of water quality treatment properties of Wetland 6, the Northern Swale (previously name Bio-retention G1) and the Overland Flow Channels (previously name Bio-retention G2 and Bio-retention F2); and,
- The addition of gross pollutant traps and proprietary tertiary treatment devices at various locations within the Boat Harbour Precinct in lieu of the above bio-retention systems that have been removed.

Stormwater quality modelling results have determined that the post-development pollutant loads (with treatment) will be less than the pre-development loads, and the pollutant percentage reduction targets will be met when considering the post-development loads with and without treatment.

5.6 Flooding

A Flood Assessment has been prepared by Advisian and attached to this report at **Appendix I**. The assessment concludes that the changes proposed to the terrain, layout and increased development density will not result in any adverse flood impacts beyond that documented in the Post-Development Flood Analysis prepared as part of the concept approval.

A comparison of pre-development and post-development flood modelling results of the Shell Cove Boat Harbour Precinct has demonstrated that the development is not expected to adversely affect flooding at any proposed or existing properties during the 5 year and 100 year ARI events and the Probable Maximum Flood. The assessment of the proposed modifications indicate that they will not result in any adverse flood impacts.

5.7 Coastal Processes

The potential for coastal hazards to impact the development following the proposed modifications has been assessed by Advisian (refer to **Appendix H**). Advisian determined that the proposed modifications to the development layout and densities will not alter the potential impact of sea level rise (or lack thereof) of the development. Furthermore, there will be no impact on coastal inundation hazard (or potential stormwater erosion hazard) and the previous management measures for coastal inundation will be retained. As a result, the report concludes that:

It is considered that compliance with coastal risk planning benchmarks has been addressed satisfactorily and the assumptions in the assessment of coastline hazards remain consistent with the 2010 submission

5.8 Social Infrastructure

MacroPlanDimasi have undertaken an updated assessment of the social infrastructure requirements resulting from the proposed modifications (refer **Appendix E**). The key conclusions are summarised below:

- There is an adequate supply of primary and high schools in the catchment radius;
- The Shell Cove Family Health facility provides a range of primary care services that will meet the needs of the population;
- There is sufficient supply of regional health facilities (i.e. hospitals) to accommodate growth associated with the proposed modifications;
- There is a sufficient level of residential aged care facilities in the catchment with a potential six new facilities in the pipeline to 2021;
- There is no requirement for additional youth centres;
- The proposed community centre will contribute to meeting the undersupply in the catchment; and
- There is an adequate supply of child care services in the catchment.

The detailed development of the site will include the provision of monetary contributions in accordance with the Council's Section 94 Contributions Plan.

It should be noted that Frasers are currently negotiating a voluntary planning agreement (VPA) with Shellharbour City Council. Therefore, it is proposed to modify Condition 13 to reflect the proposed arrangement to execute a VPA for the site.

5.9 Site Suitability & Public Interest

The proposed modifications generally relate to amendments to the built form. The fundamental characteristics of the concept approval are retained. Therefore, the site remains suitable for the proposed development; and remains in the public interest for the reasons outlined with the original Part 3A application, namely:

- The proposed development is in accordance with the overall Structure Plan and Masterplan developed for Shell Cove, the Illawarra Regional Strategy, the Illawarra Regional Environmental Plan and the objectives of the appropriate State Environmental Planning Policies.
- The site development will establish land uses which meet the needs of the local and regional community including opportunities for diversification of recreational and housing choice.
- The site development will provide for the establishment of a mixed use environment which will contribute to the diversification of the economy of the Illawarra and its employment opportunities.
- The Boat Harbour Precinct is an opportunity to create a unique community focus where tourism, recreation and leisure activities can support a broad and diverse range of employment opportunities.
- The mixed use development of the site will produce direct and indirect economic benefits within the local economy including significant employment opportunities during the construction and operation of the services and facilities to be provided.
- The site development will provide additional recreational and entertainment facilities in the region, in relation to recreational boating opportunities.
- Increased public access to Shellharbour South Beach.

For these reasons, and those set out within this report, the modification is considered to be suitable for the site and to be within the public interest.

6.0 Conclusion

The Shell Cove Boat Harbour precinct is a rare and a significant opportunity to create a new coastal town centre and residential development in the Illawarra region.

The proposed modifications are the result of Frasers' ongoing design review and development to deliver a contemporary coastal town. The proposed modifications maintain the fundamental principles inherent in the concept approval while identifying opportunities to integrate greater housing diversity, high quality density, amenity and place making.

This Environmental Assessment Report has demonstrated that the concept plan, including the amendments proposed as part of this Modification, will remain consistent with the relevant environmental planning instruments that apply to the site.

Based on the preceding assessment within this Environmental Assessment Report and the accompanying technical reports, it has been determined that on balance there are limited environmental impacts beyond those originally assessed and determined to be acceptable in the approved concept plan. The modified design presents an appropriate built form and public domain outcome for the Shell Cove Boat Harbour precinct. The potential environmental impacts are manageable and where necessary, appropriate mitigation measures can be provided in the detailed stages of development.

In light of these planning merits, it is recommended that the project be approved in accordance with the submitted plans and revised Statement of Commitments.