

SHELL COVE BOAT HARBOUR PRECINCT

SECTION 75W MODIFICATION
REVISED CONCEPT PLAN DESIGN REPORT
RESPONSE TO SUBMISSIONS

February 2018

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Executive Summary

The Shell Cove Boat Harbour Precinct Section 75 modification reflects both a maturing of the residential market that demands a more diverse range of housing choices, as well as further refinements to the road pattern and block layout as housing typologies are developed in more detail. The underlying urban design structure of the master plan is unchanged in principle as it provides a robust framework. The revised Concept Plan Design report explains the rationale behind the Section 75w modifications.

The review provides for an increased upper yield based on a considered approach to additional density located within the framework of the master plan and collocated with high amenity. This will provide for flexibility to meet future demand and choice for housing in this region.

In summary the specific amendments are as follows and are described in detail within the body of this report:

- The introduction of a broader range of dwelling types, reflecting the maturing market, including additional apartments. This has increased the capacity of the precinct to accommodate additional dwellings
- The built form strategy has been refined to accommodate generally low to mid rise apartments. Generally mid-rise apartments are located in the Town Centre as well as selected waterfront locations. Low-rise apartments are located on the waterfront, or on open space. The strategy addresses scale, location and amenity as well as providing more diversity of dwelling types

- The proposed hotel location within the Town Centre has been amended to improve activation, making both the retail and hotel more viable. It is also proposed to allow the hotel building to accommodate serviced apartments, facilitating longer stay family visitors, and residential apartments. Being in the Town Centre the height is proposed at 11 storeys, an increase of two storeys
- The road and block layout is refined so that individual blocks can potentially accommodate a broader range of dwelling types without fundamental changes to the street pattern or public domain. Additional streets and paths are introduced to improve connectivity, access, and reduce car dominance in key pedestrian areas



1. Background

The Shell Cove Boat Harbour Precinct was the subject of a Concept Plan approval under part 3A of the Environmental Planning and Assessment Act 1979.

Further to that approval, a series of amendments are now sought under Section 75w. The amendments result from a detailed feasibility review of the proposed residential mix and yield, which has changed over the past seven years since the original application was submitted in 2010.

Accordingly, Cox Architecture has been engaged to develop a broader range of dwelling types to enable the proponent to undertake a detailed feasibility review, and incorporate this work into the urban design framework maintaining the design principles already established, in particular the quality of the public domain and design excellence.

Further to the feasibility study Cox has tested the capacity of the site, integrating the feasibility findings within the existing urban design framework adopting best practice urban design principles, maintaining a connective street and pedestrian network, views and vistas, and open space network.

1.1 Purpose of the Report

The revised Concept Plan Design report explains and details the proposed amendments to the approved Concept Plan. The amendments will allow the proponent to deliver a broader mix of dwellings in line with contemporary community expectations and thus deliver the project, maintaining the urban design and architectural principles already built into the master plan. The integration of additional dwelling types and best practice urban design increases the potential capacity of the site to a total of 1,556 dwellings inclusive of 55 studios, which can be distributed throughout the precinct within the framework of building heights set out in this report.

1.2 Built Form and Public Domain

The Revised Concept Plan responds to the evolving residential demand for a more diverse range of dwelling types including apartments and attached dwellings. The amended master plan integrates the broader range of types into the built form and public domain strategy developing a richer place and community. Building heights are scaled to their context, with larger buildings addressing open space or the Boat Harbour. A human scale is achieved on streets defined either by terraces or single dwellings.

Dwelling types and locations have also been reviewed and considered in respect of solar amenity, existing development, views, vistas as well as the amenity created by the Town Centre, waterfront and public open space. Importantly, appropriate apartment typologies have been developed that address the specific context and amenity requirements of the site. The refined master plan provides for a mix of housing types considered appropriate for the location and specifically nominates where apartments could be appropriately positioned.

The report sets out the proposed changes to the residential components, and any master plan impacts both within and adjoining the precinct.

2. Site Analysis and Context

2.1 Location and Context

Shell Cove is a new master planned community being developed on the NSW South Coast, immediately south of Shellharbour Village. Killalea Lagoon and State park are located to the south of the site with the existing Shell Cove residential development to the west.

This report focuses on the residential aspects of the waterfront precinct of Shell Cove located to the east of the overall project and surrounding the new Boat Harbour currently under construction.

2.2 Topography and Orientation

The site is relatively flat. The construction of the Boat Harbour will significantly re-shape the existing form with land platforms surrounding the harbour, generally grading gently towards the harbour.

The site is orientated north east towards the ocean, and is regular in configuration. This will allow for good solar orientation for dwellings within the site.

2.3 Views and View Axes

Views and view axes will be a combination of those currently existing and new view axes towards the proposed Boat Harbour.

There are significant visual axes on approach to the site from the east, Cove Boulevard, from the North (Sophia Street) as well as potential views to the ocean and public open space directly east of the site.

There are views to areas of public open space to the north and west also.

2.4 Landscape and Public Domain

The proposed development includes a comprehensive public domain framework of landscaped streets, connective pedestrian paths and open space.

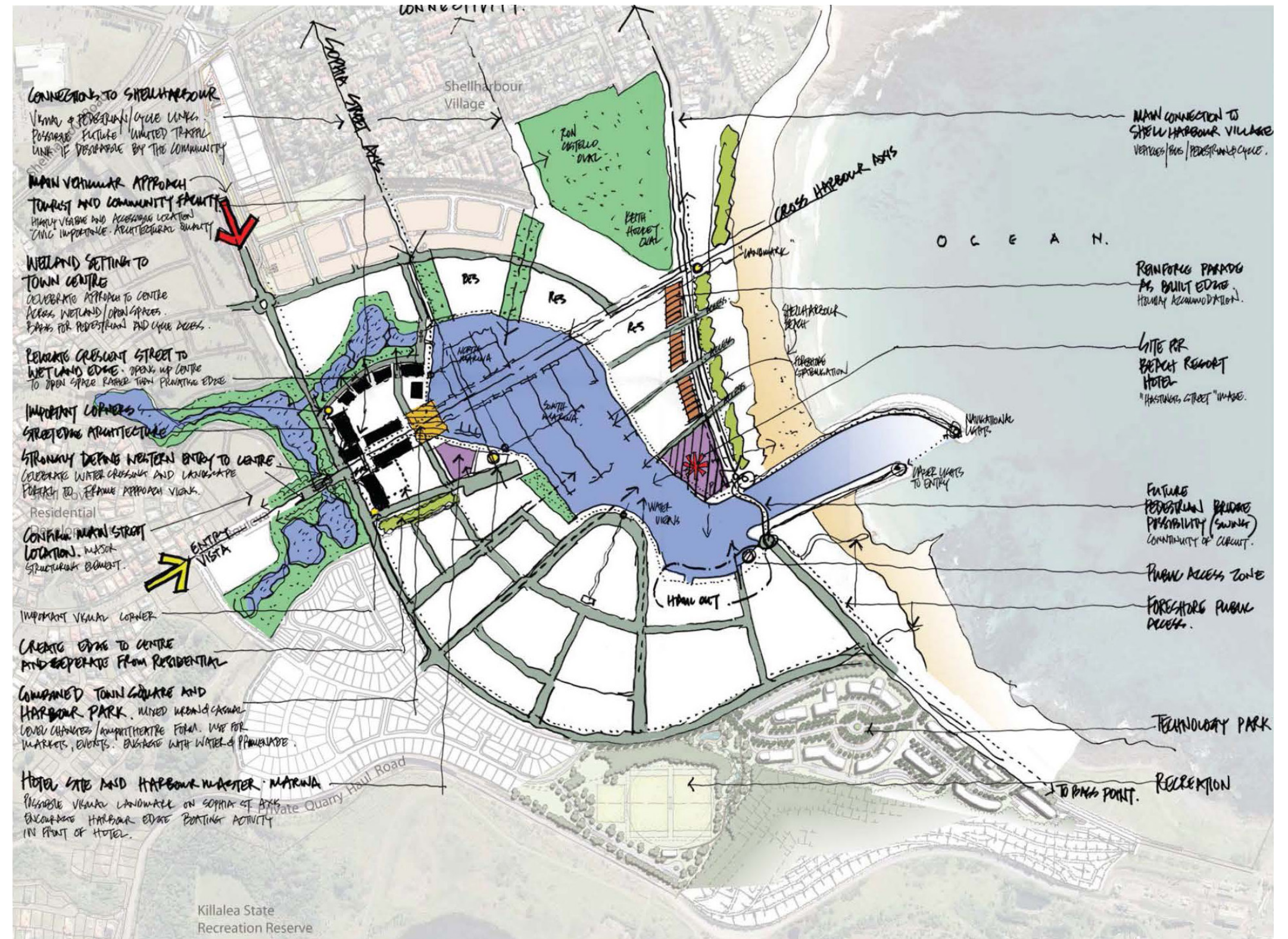
The master plan facilitates connections between existing public links to Shellharbour Village to the east of Ron Costello Oval, as well as to Sophia Street to the north, and Cove Boulevard to the west.

3. Approved Concept Plan Description

As noted above, the principles of the approved Concept Plan have been maintained. The following section describes the key structural elements of the approved plan providing a context and background to the proposed amendments described in the following section. The following points summarise Cox Richardson's design approach to the project:

- The guiding vision to create a coastal community with a strong local and regional focus on the proposed Boat Harbour and natural attributes of this part of the South Coastline is maintained in the amended plan.
- Shell Cove will create a new public domain connected to adjoining places and landscapes, creating a community accessible to the broader Shellharbour Community.
- The architectural vision is to develop a contemporary architecture compatible with the coastal vernacular. In particular, the architecture will be climatically responsive allowing generous shaded outdoor areas and natural ventilation.
- The urban design vision is to develop a scale and form that is integrated with the broader public domain framework of the Boat Harbour, commercial centre, wetland and residential interfaces.

In particular, the following urban design principles have been employed by Cox Richardson to underpin each of the precincts which are described in greater detail in Section 5.



3. Approved Concept Plan Description

3.1 Site Access, Street and Public Domain Framework

- Address public streets and public open space with activated dwelling frontages
- Maintain view corridors to the Boat Harbour from streets running towards the Boat Harbour
- Run secondary streets parallel to the harbour where possible to provide vehicle access away from the waterfront
- Provide lane way access to medium density dwellings

3.2 Views and Vistas

- View corridors towards the Boat Harbour should be maintained
- Public open spaces should be located along the waterfront to maximise the opportunity for the community to enjoy the Boat Harbour

