

4. Amended Concept Plan

4.1 Site Access, Street and Public Domain Framework

- The addition of low rise apartments on the waterfront with basement parking will reduce on street parking in this area

The landscape / open space principles set out in the Approved Concept Plan have been maintained as follows:

- Storm water and water quality facilities are unchanged
- The relationship to Shellharbour Village and Shellharbour South Beach is maintained
- Public pedestrian accessibility to the entire harbour foreshore is maintained
- The view potential for streets focussing on the Boat Harbour is maintained in the refined street configuration

Consistent with the Approved Concept Plan a total of 43 Ha of public open space is maintained (refer open space plan).

Within the precinct boundary a total of 8.5 Ha of usable open space has been set aside. This figure includes four local parks, foreshore open space and walkways. This quantum exceeds the revised Macroplan Social Infrastructure Assessment (submitted separately) assuming a potential total of 1,556 dwellings . Three playground are included as indicated.



4.2 Street Network and Types

The street network structure has been amended, with respect to the Approved Concept Plan as follows:

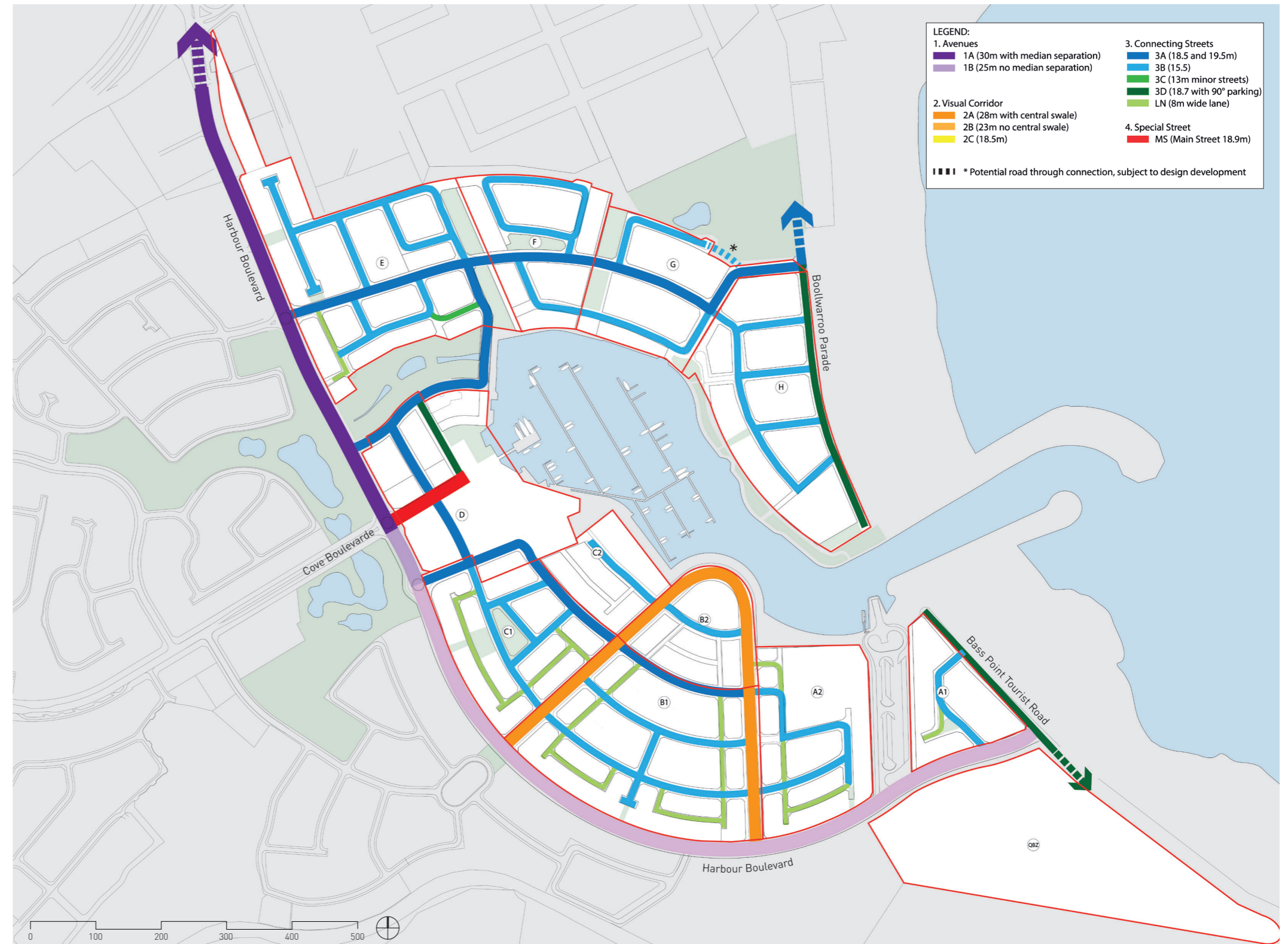
- The addition of streets immediately to the rear of apartment buildings addressing the waterfront which will provide for pedestrian foreshore walkways generally free of vehicle entries
- Rear lanes provided to terraces, avoiding street frontages dominated by driveways, allowing for more efficient on street parking for visitors

The approved hierarchy of streets has been maintained as follows:

- Avenues (type 1) have been maintained, namely Harbour Boulevard
- Connecting Streets (type 3) have been maintained
- Visual Corridors (type 2) have been amended as follows:
 - Precinct A – The Visual Corridor has been moved east so that a strong visual corridor extends from Harbour Boulevard to the Boat Harbour
 - Precinct C- Precinct C has been reconfigured to include a new neighbourhood park. Two strong visual corridors are achieved as per the approved concept plan.

The proposed amendments are illustrated in the Street Network Diagram.

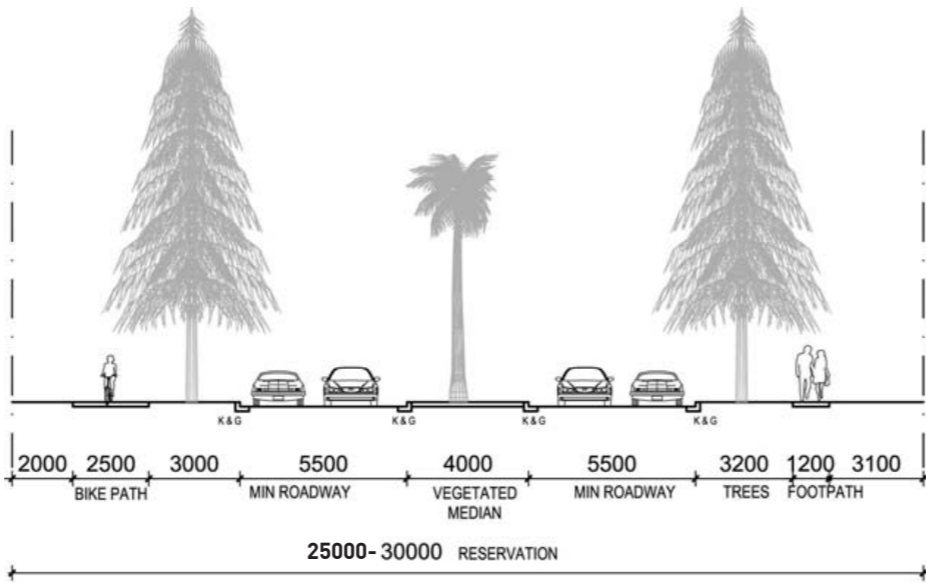
Note: The street network diagram is conceptual and may be subject to minor change as design development progresses.



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Street Type 1A/1B

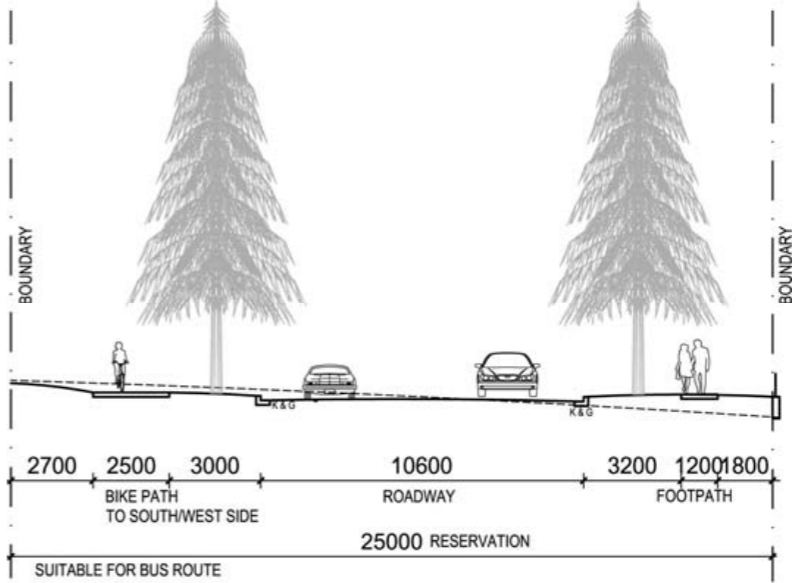
- With median
- Reservation width 30 m (1A)
- Reservation width 25m (1B)



Street Type 1A/1B

Street Type 1C

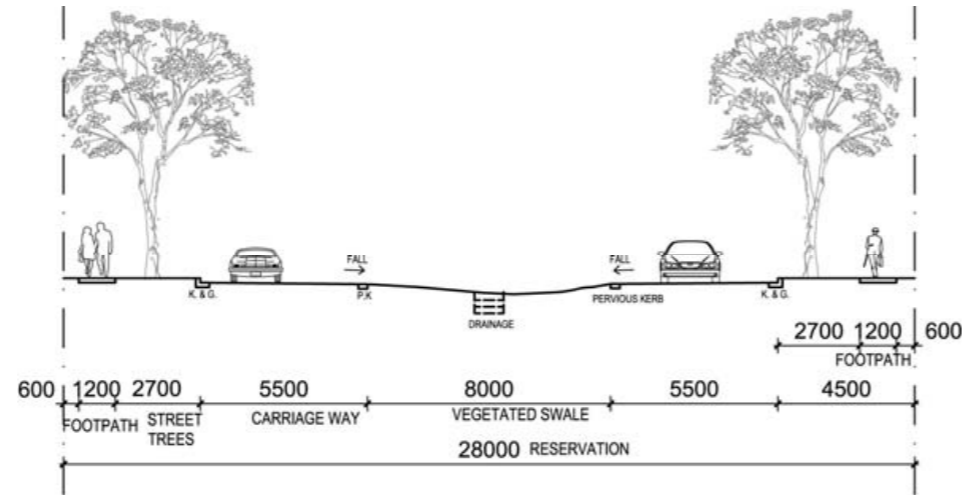
- No median
- Reservation width 25 m



Street Type 1C

Street Type 2A

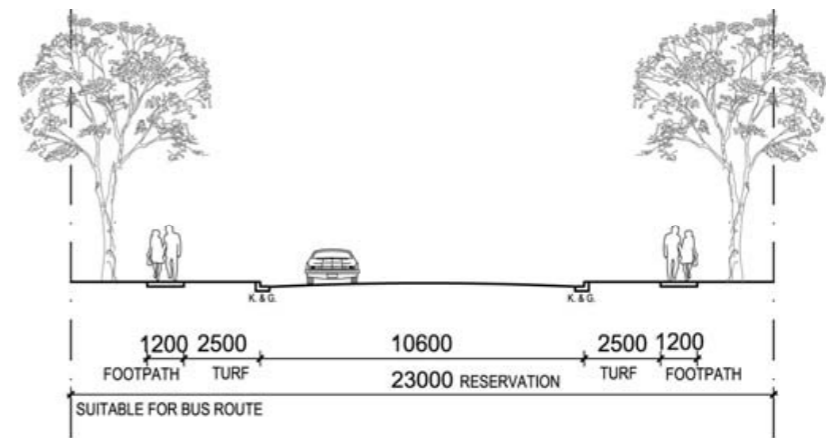
- Central 8m swale, 2x 5.5 m carriage ways
- 2x 4.5 m verges including 1.2 m pedestrian paths
- Reservation width 28 m



Street Type 2A

Street Type 2B

- Without swale
- Reservation width 23 m



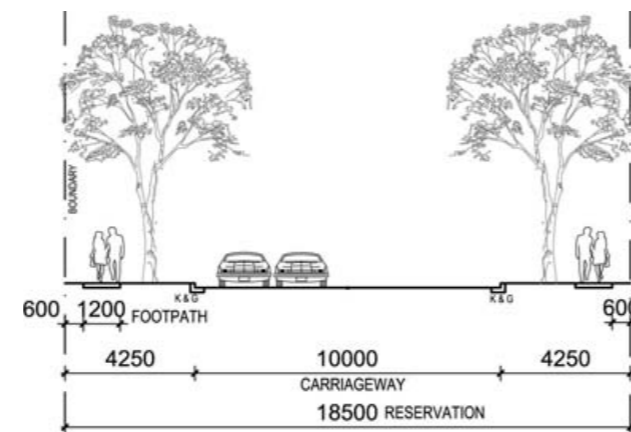
Street Type 2B

Street Type 2C

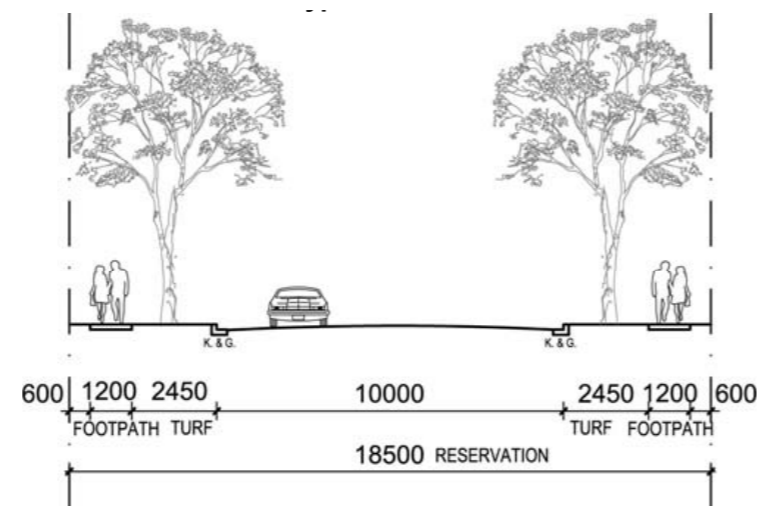
- Without swale
- Reservation width 18.5 m

Street Type 3A - Main Circulating Street With Median

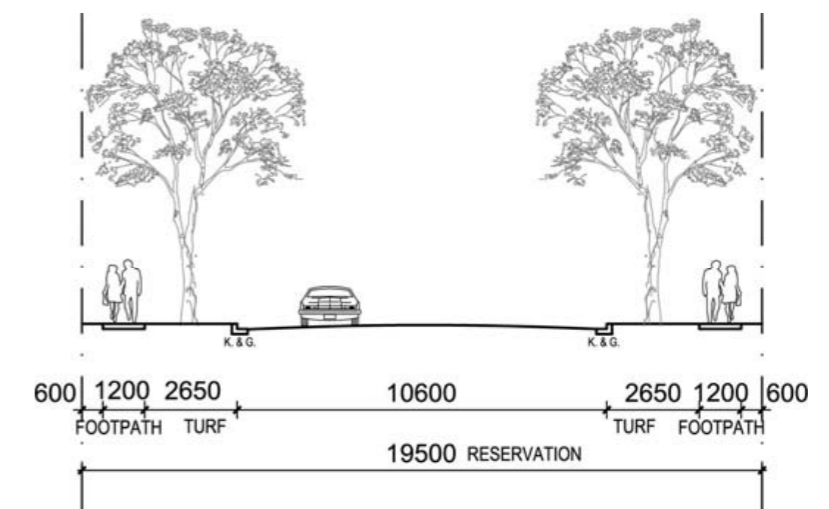
- 10 or 10.6 m carriageway
- Reservation width 18.5 or 19.5m



Street Type 2C



Street Type 3A



With Designated Bus Route

Street Type 3A

4. Amended Concept Plan

Street Type 3B

- No median
- Reservation width 15.5 m

Street Type 3C

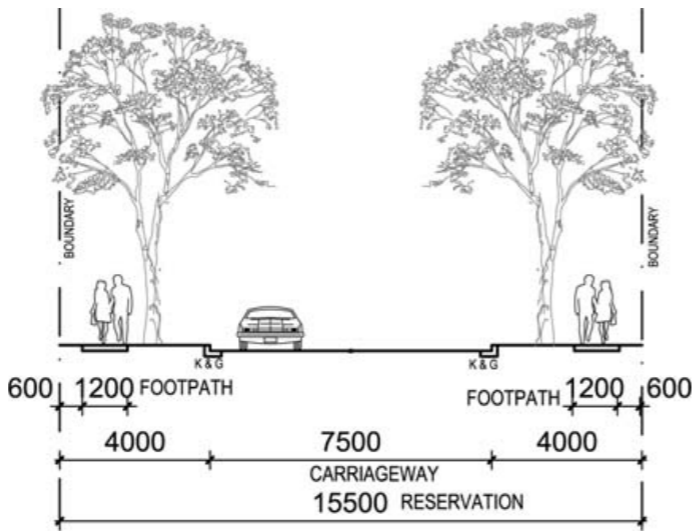
- No median
- Reservation width 13 m

Street Type 3D Beach Interface with Parking

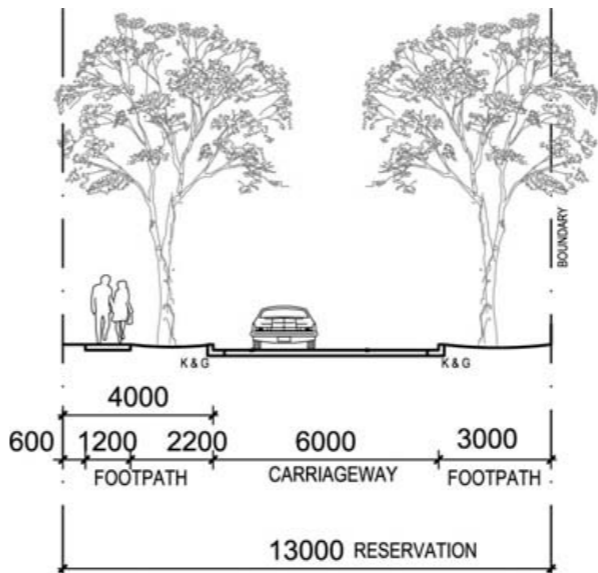
- 14.2m carriageway
- 2.1m parallel parking
- 6.7m roadway
- 5.4m 90° parking to beach side (in select locations)
- Reservation width 18.7m

Street Type LN

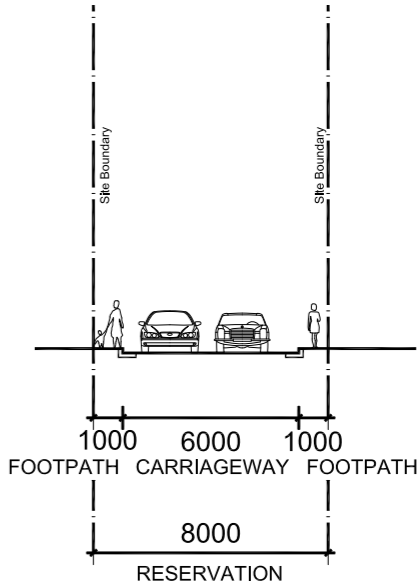
- No Median
- Reservation width 8 m
- 6m roadway



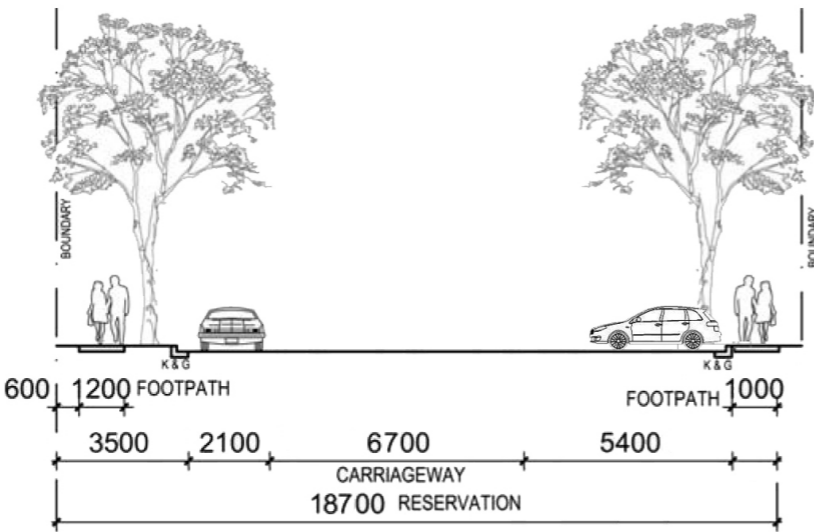
Street Type 3B



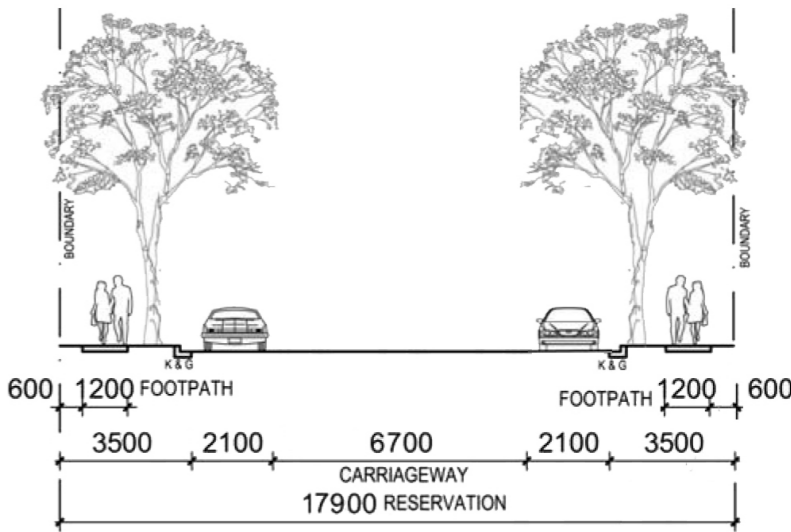
Street Type 3C



Street Type Lane



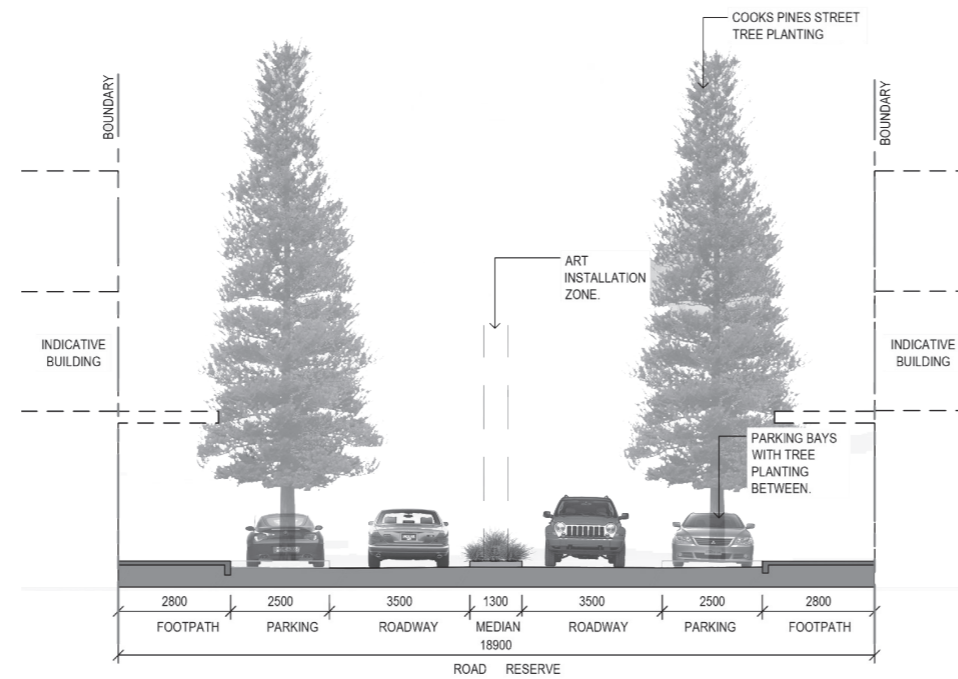
Street Type 3D (where 90° parking is to be located)



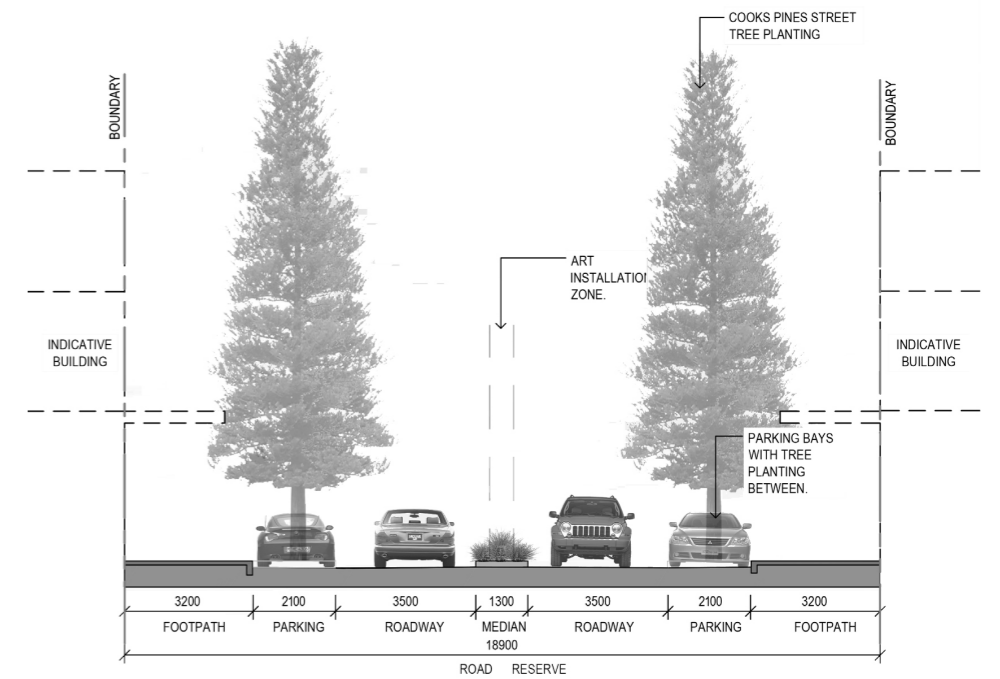
Street Type 3D (where no 90° parking is required)

Main Street Type 4

- Median
- Reservation width 18.9 m



Main Street Type 4 [East of Road 12]



Main Street Type 4 [West of Road 12]