

# SHELL COVE BOAT HARBOUR PRECINCT

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

July 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

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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.

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## 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.

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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.

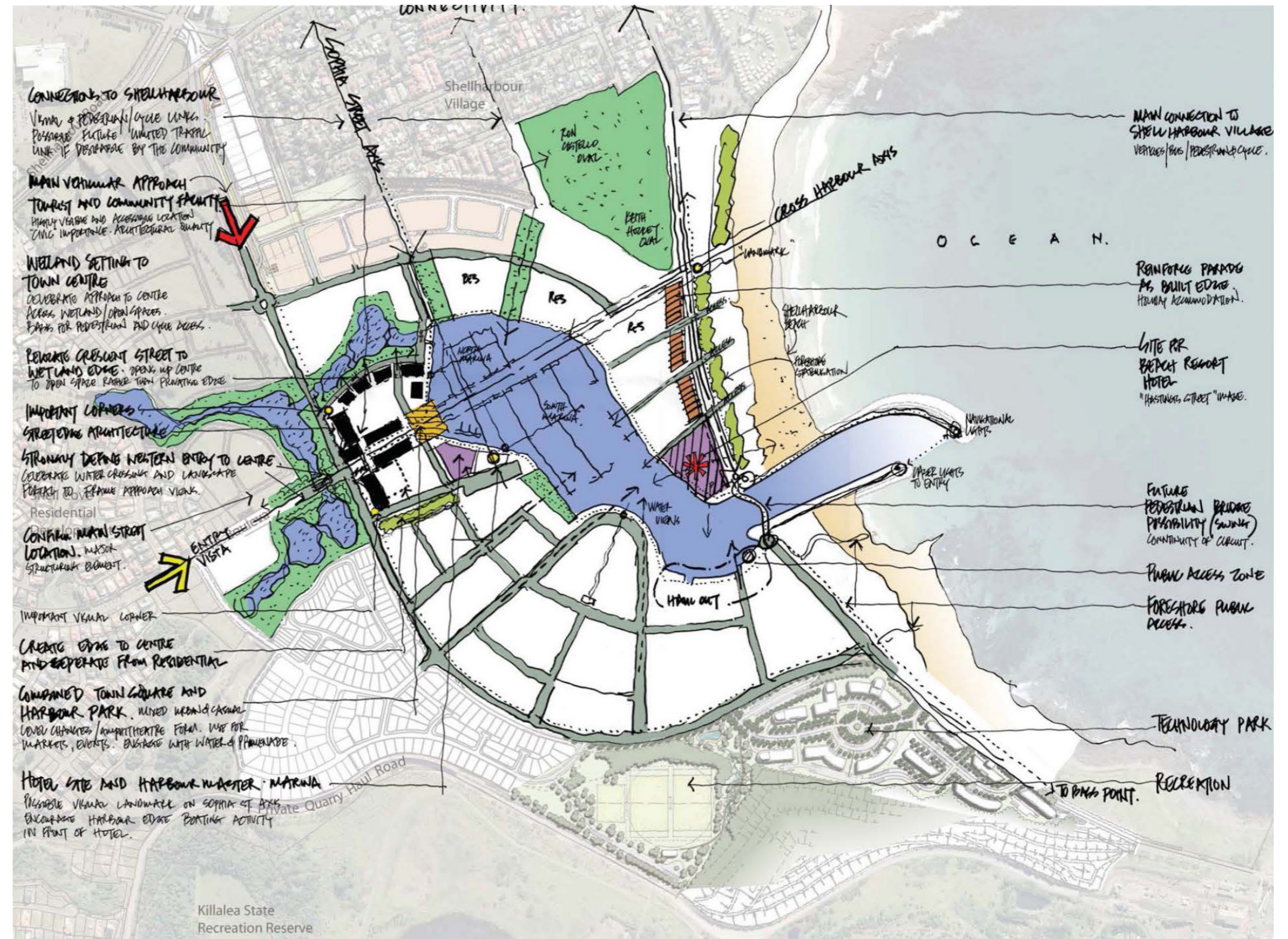
The master plan facilitates connections between existing public links to Shellharbour Village to the east of Ron Costello Oval, as well as to Sophia Street to the north, and Cove Boulevard to the west.

### 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.



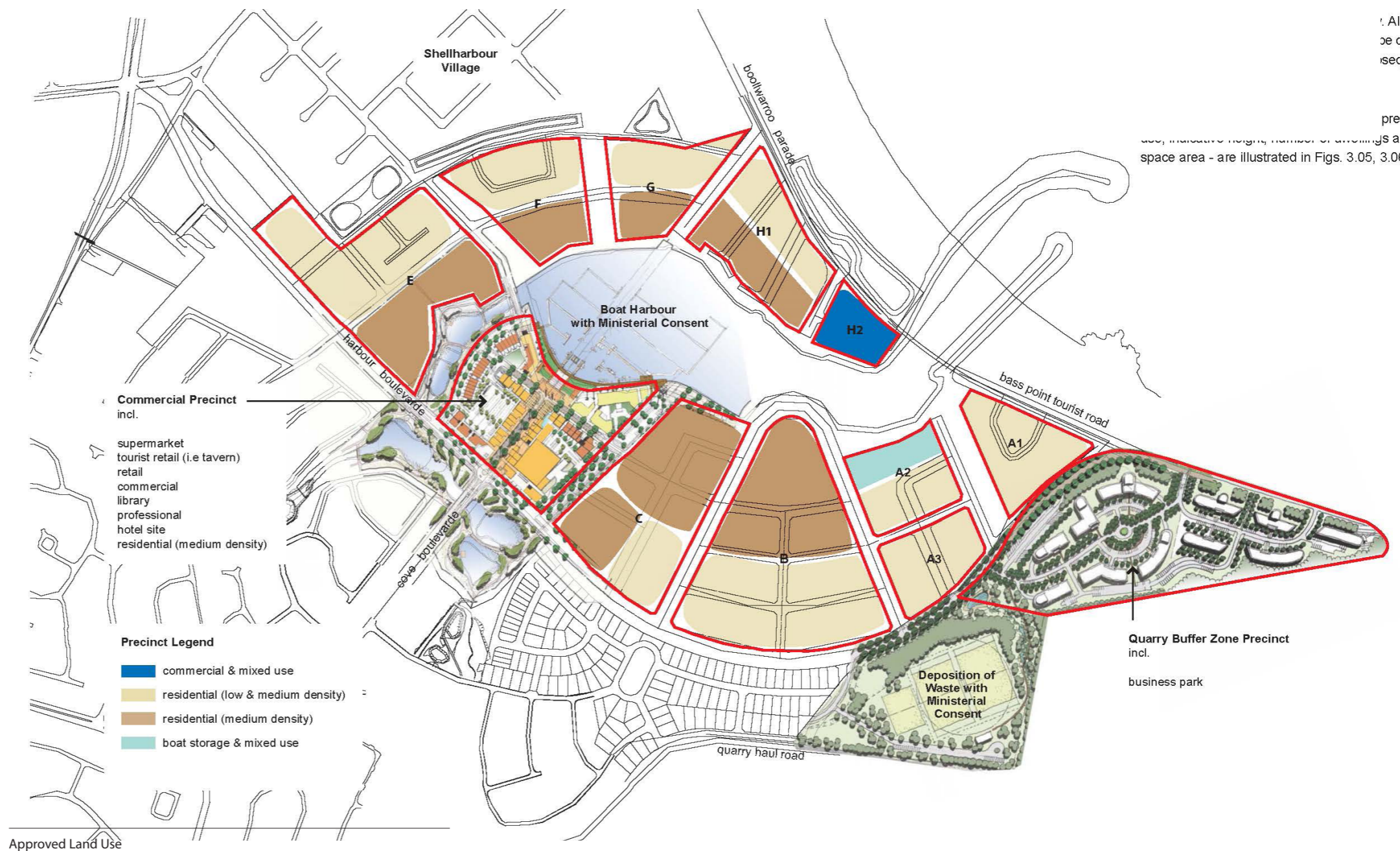
3. Approved Concept Plan Description

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

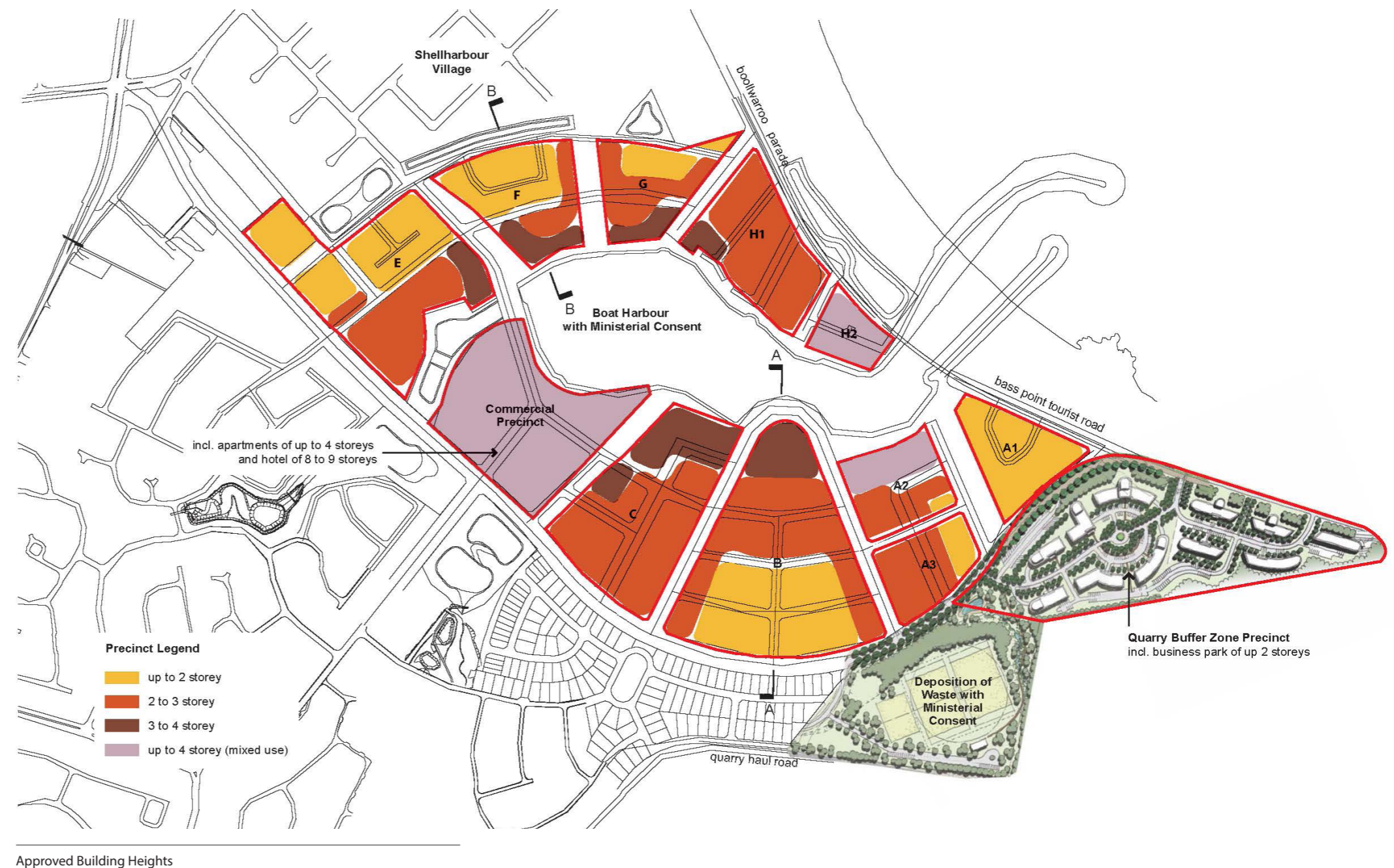


### 3.3 Residential Amenity

- Street and block layouts should be developed to optimise residential amenity including outlook, solar access and privacy
- Dwellings should be planned and orientated to achieve best possible views and outlook
- Privacy should be achieved by building siting, dwelling design and the layout of the private open space

### 3.4 Land Use and Building Types

- A mix of low and medium density housing types should be maintained to attract a wide range of residents throughout the precincts in conformity with the built form strategy
- Medium density dwellings should typically be located to minimise overshadowing of adjoining properties and open spaces
- Medium density dwellings should be sited to maximise views



# 4. Amended Concept Plan

The following section describes proposed amendments to the overall Concept Plan, explaining the rationale. More detail regarding each precinct is set out in Section 5. As noted in the introduction, the amendments to the Approved Concept Plan maintain the urban design principles and urban design structure including the public domain framework of connective streets, views and vistas, open space and the public waterfront.

The following master plan configuration refinements are proposed:

- Minor re-configuration of individual blocks to accommodate a range of building types to provide flexibility as the market changes over time. Block widths can accommodate a range of dwelling types
- Configuration of each block to accommodate buildings in such a way that they address the street. Specific modifications allow apartment buildings to address the public waterfront pedestrian edge with vehicle address on a new street immediately to the rear
- The combination of block pattern and building types will enliven and contribute positively to the public domain

The following built form amendments are proposed:

- Additional height is proposed to accommodate the introduction of low and mid-rise apartments. The proposed apartments are located and scaled to create an appropriate scale to surrounding areas, in particular open spaces and the waterfront. Additional height is also accommodated in the Town Centre consistent with the amenity standards set out in the Apartment Design Guide
- Modification of the location of the hotel within in the Town Centre to better activate the core by providing attractions at both the north and south edges of the Town Centre

These amendments will provide greater amenity for residents by providing; additional convenient and affordable accommodation in the Town Centre, and views and lifestyle amenity on the waterfront apartments.

The following amendments are proposed to further enhance the public domain. Details in respect of each of the urban design elements are set out below.



4. Amended Concept Plan

4.1 Site Access, Street and Public Domain Framework

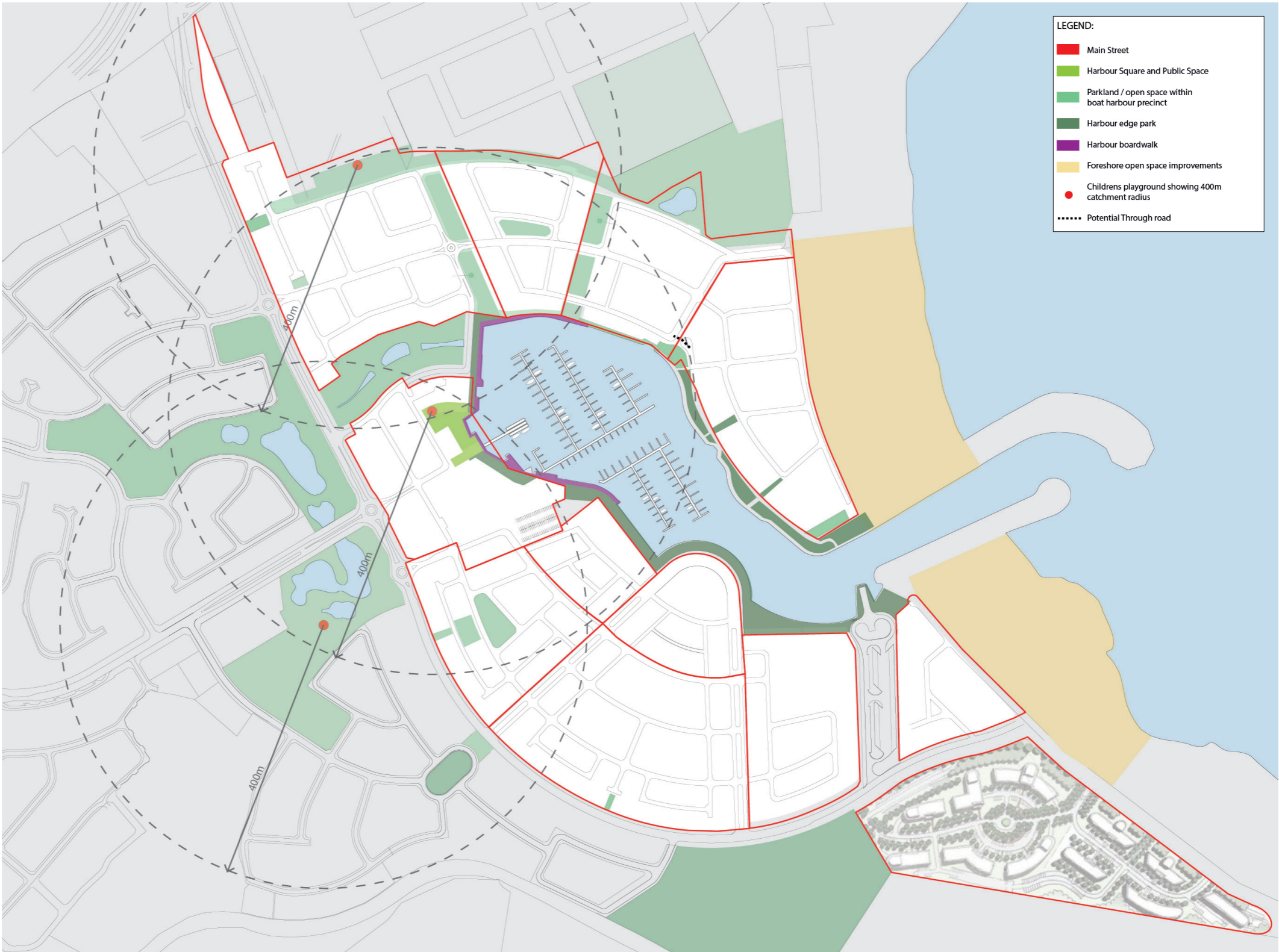
- The addition of low rise apartments on the waterfront with basement parking will reduce on street parking in this area

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:

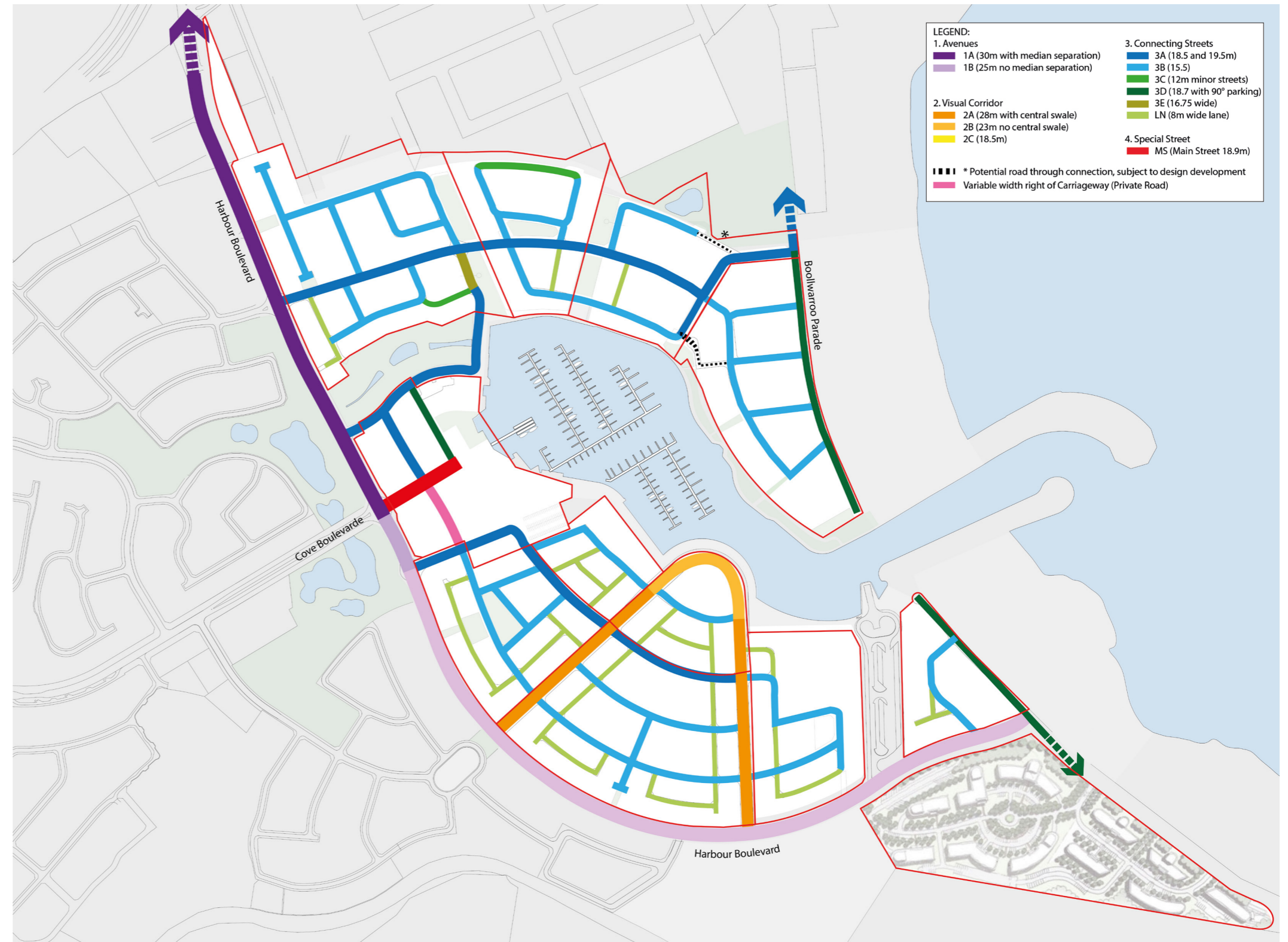
- The addition of streets immediately to the rear of apartment buildings addressing the waterfront which will provide for pedestrian foreshore walkways generally free of vehicle entries
- Rear lanes provided to terraces, avoiding street frontages dominated by driveways, allowing for more efficient on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



4. Amended Concept Plan

Street Type 1A/1B

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

Street Type 1C

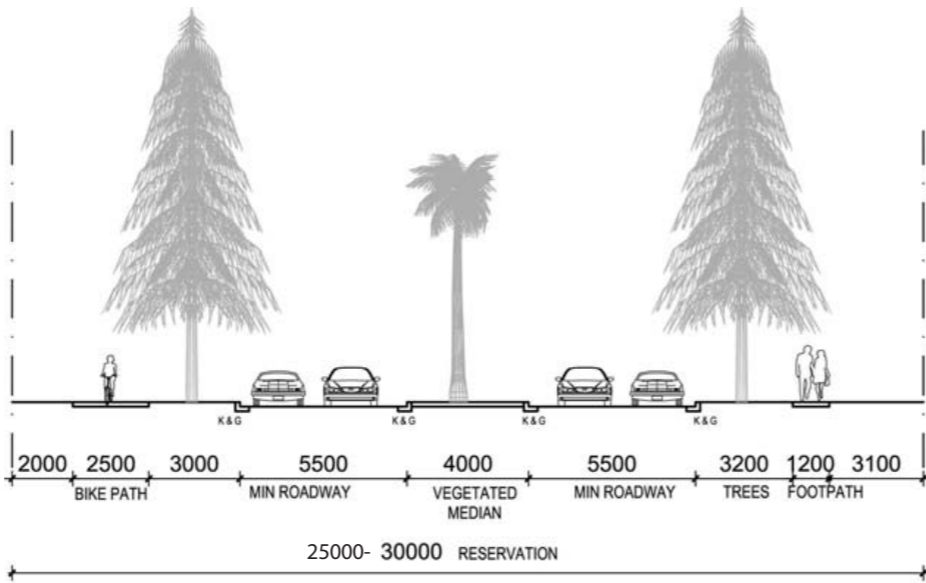
- No median
- Reservation width 25 m

Street Type 2A

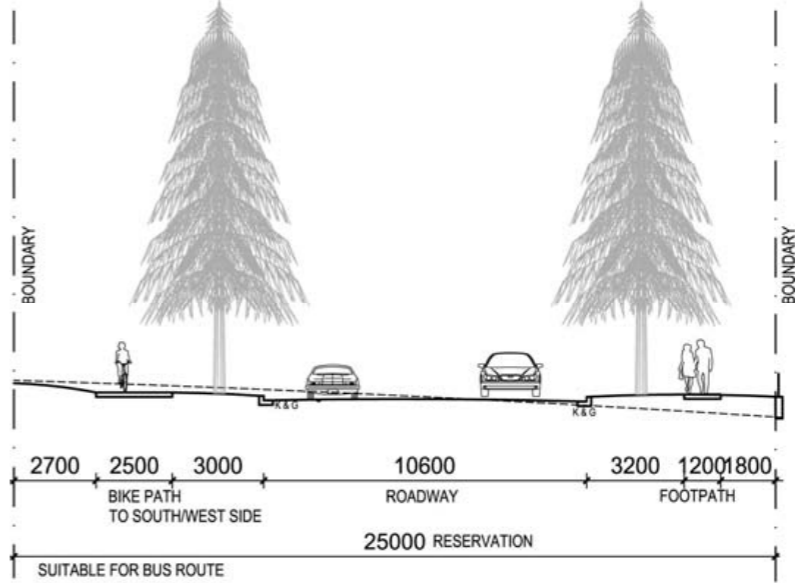
- Central 8m swale, 2x 5.5 m carriage ways
- 2x 4.5 m verges including 1.2 m pedestrian paths
- Reservation width 28 m

Street Type 2B

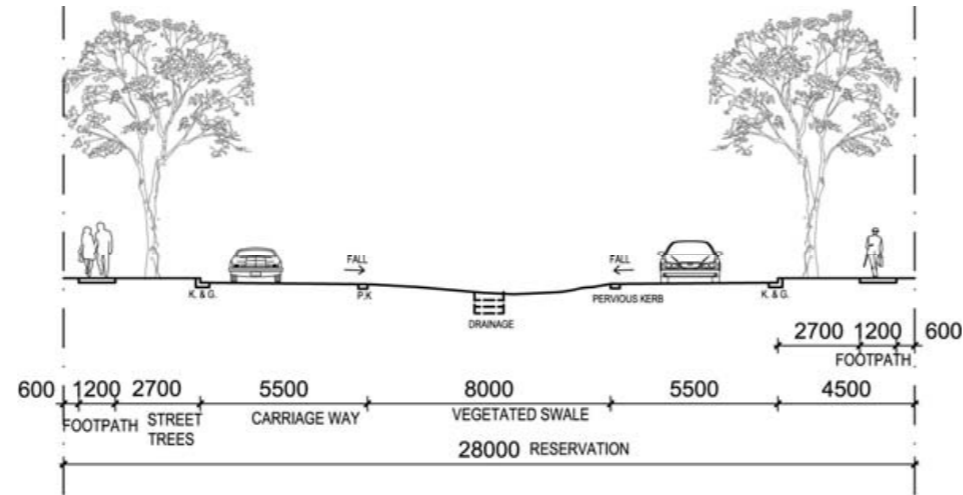
- Without swale
- Reservation width 23 m



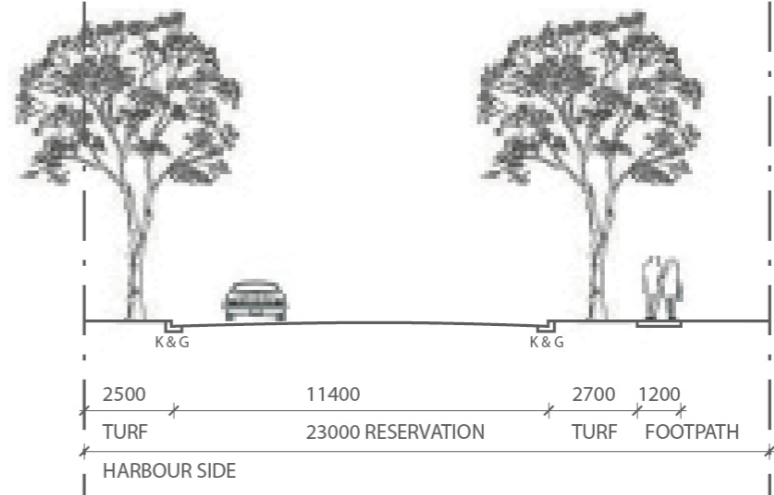
Street Type 1A/1B



Street Type 1C



Street Type 2A



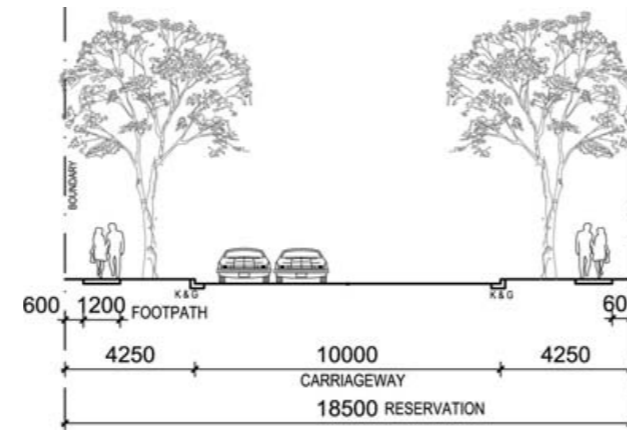
Street Type 2B

### Street Type 2C

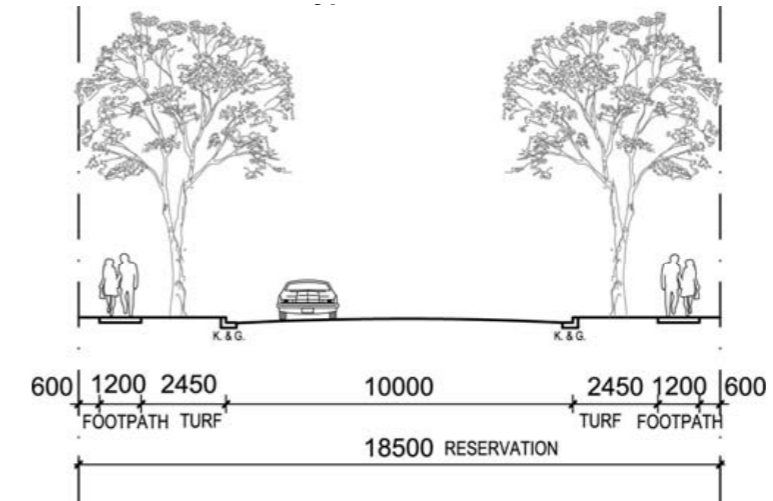
- Without swale
- Reservation width 18.5 m

### Street Type 3A - Main Circulating Street With Median

- 10 or 10.6 m carriageway
- Reservation width 18.5 or 19.5m
- Where road abuts public reserve or landscape corridor adjoining footpath reserve reduces to 1.5 wide and footpath limited to single side
- Road reserve will change at bridge structure over wetland #6 to a reserve width of 15.5 with a 7.5m carriageway



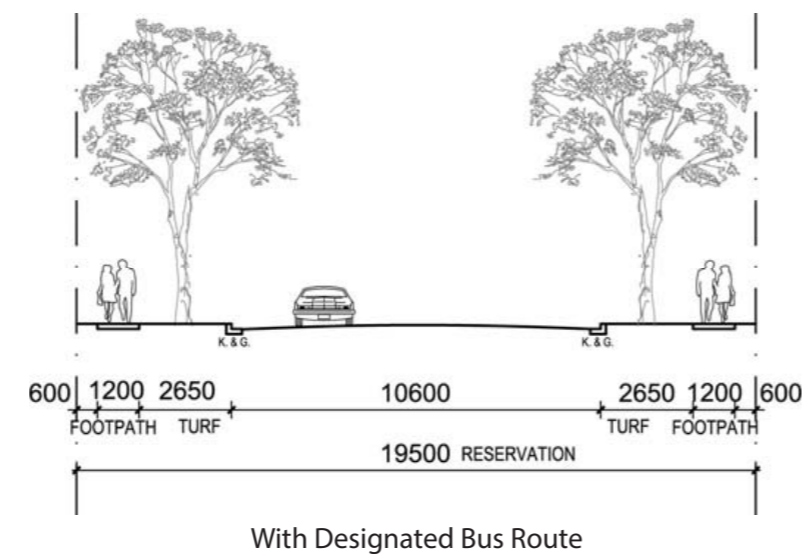
Street Type 2C



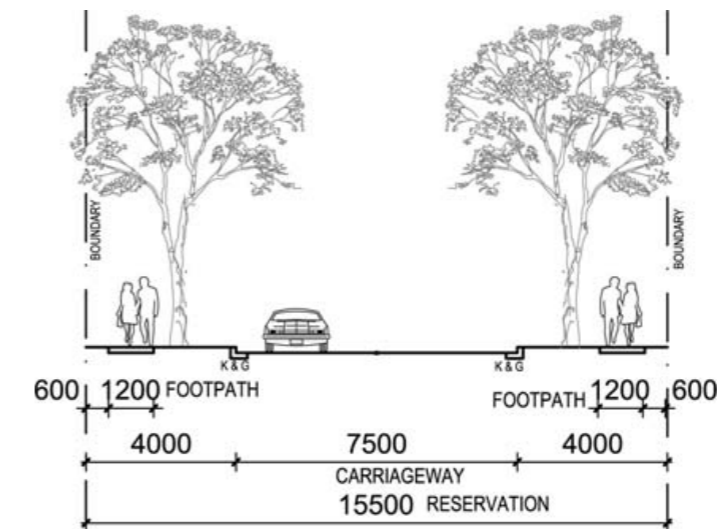
Street Type 3A

### Street Type 3B

- No median
- Reservation width 15.5 m
- Where road abuts public reserve or landscape corridor adjoining footpath reserve reduces to 1.5 wide and footpath limited to single side



Street Type 3A



Street Type 3B

4. Amended Concept Plan

Street Type 3C

- No median
- Reservation width 12 m
- Where road abuts public reserve or landscape corridor adjoining footpath reserve reduces to 1.5 wide and footpath limited to single side

Street Type 3E

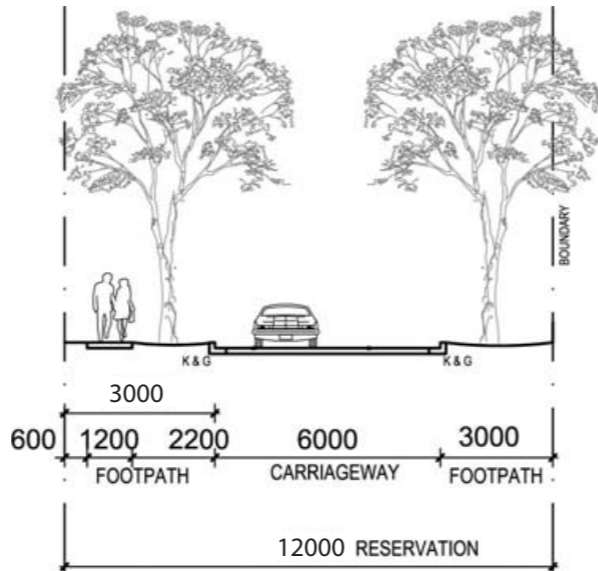
- 16.75m wide reservation
- 8.5m wide carriageway with one 4m lane, one 3.75m wide lane and 0.75m wide central median
- 2.5m parking bay to drainage reserve side of road

Street Type 3D Beach Interface with Parking

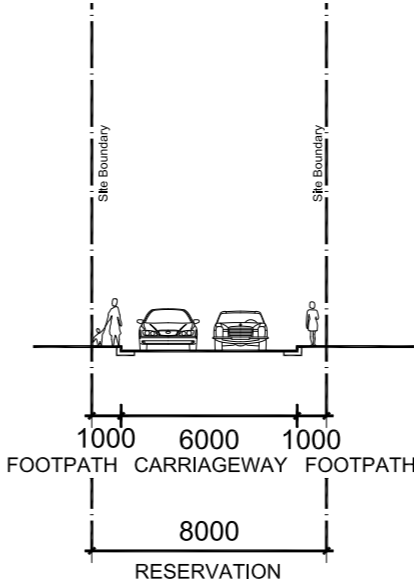
- 14.2m carriageway
- 2.1m parallel parking
- 6.7m roadway
- 5.4m 90° parking to beach side (in select locations)
- Reservation width 18.7m

Street Type LN

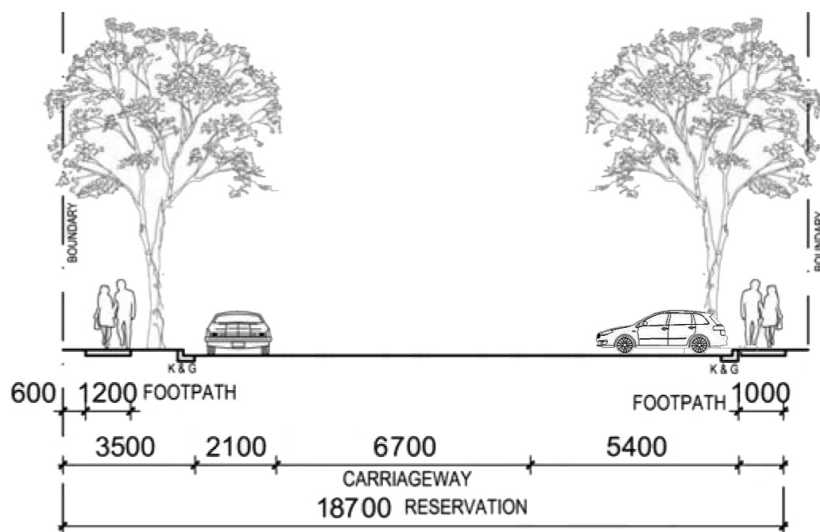
- No Median
- Reservation width 8 m
- 6m roadway



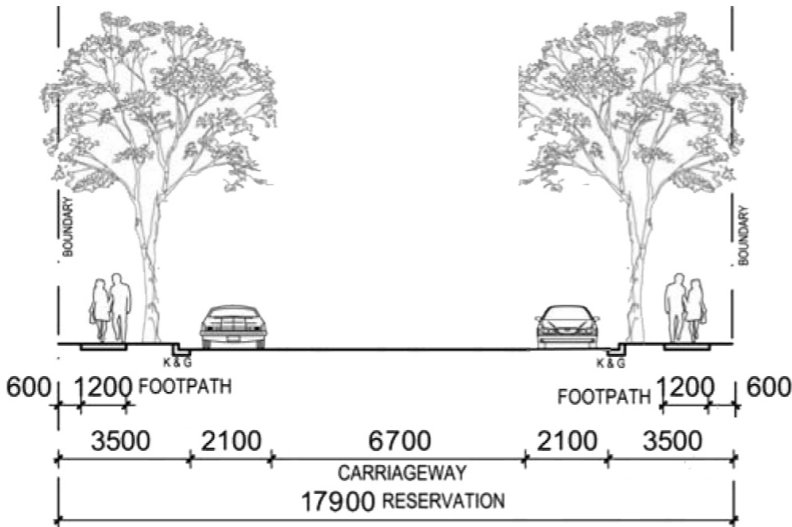
Street Type 3C



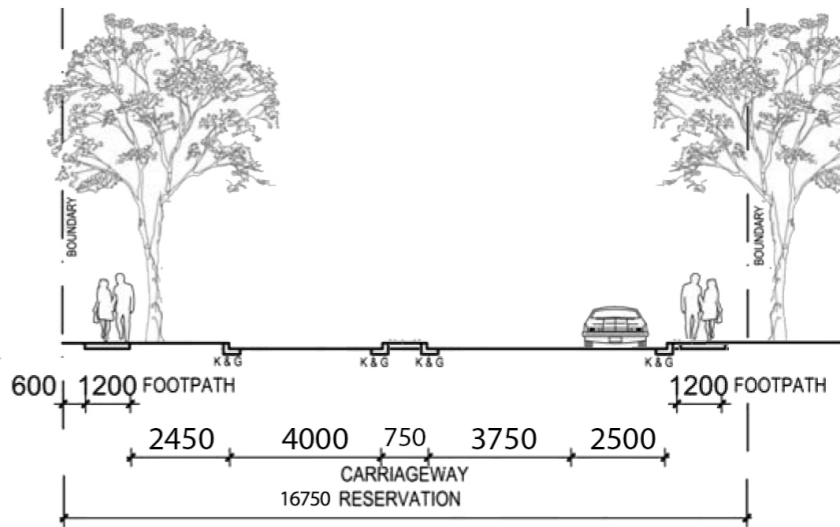
Street Type Lane



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



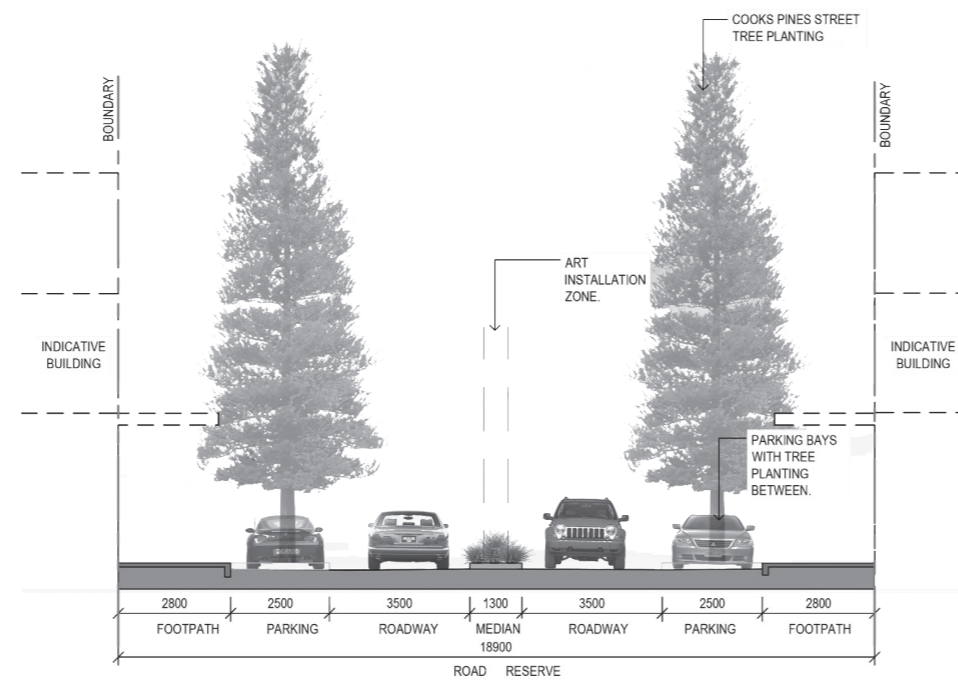
Street Type 3D (where no 90° parking is required)



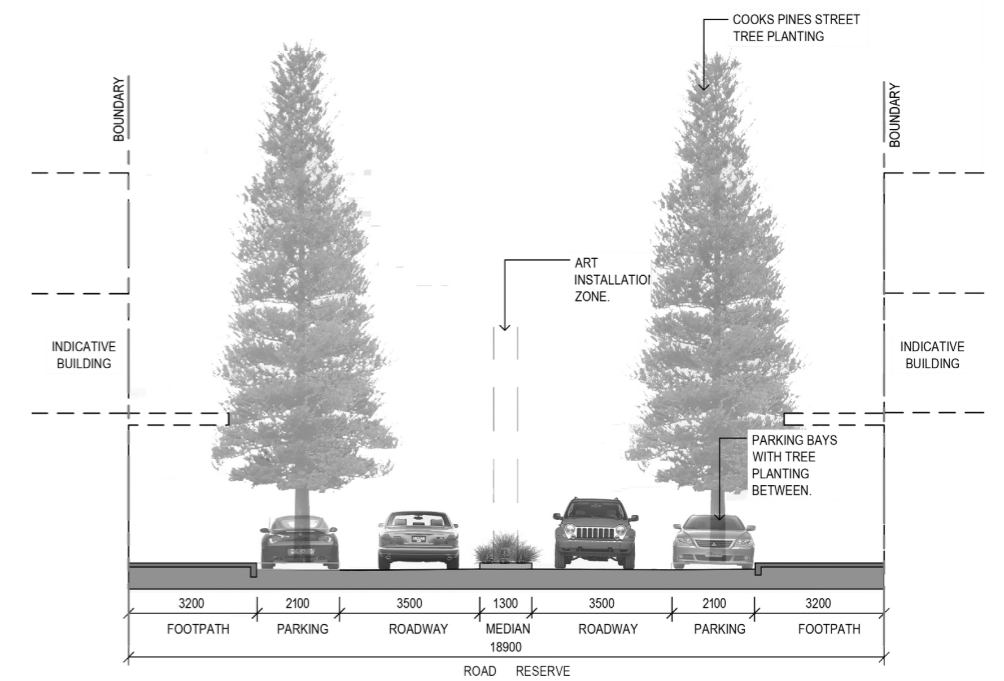
Street Type 3E

## 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)

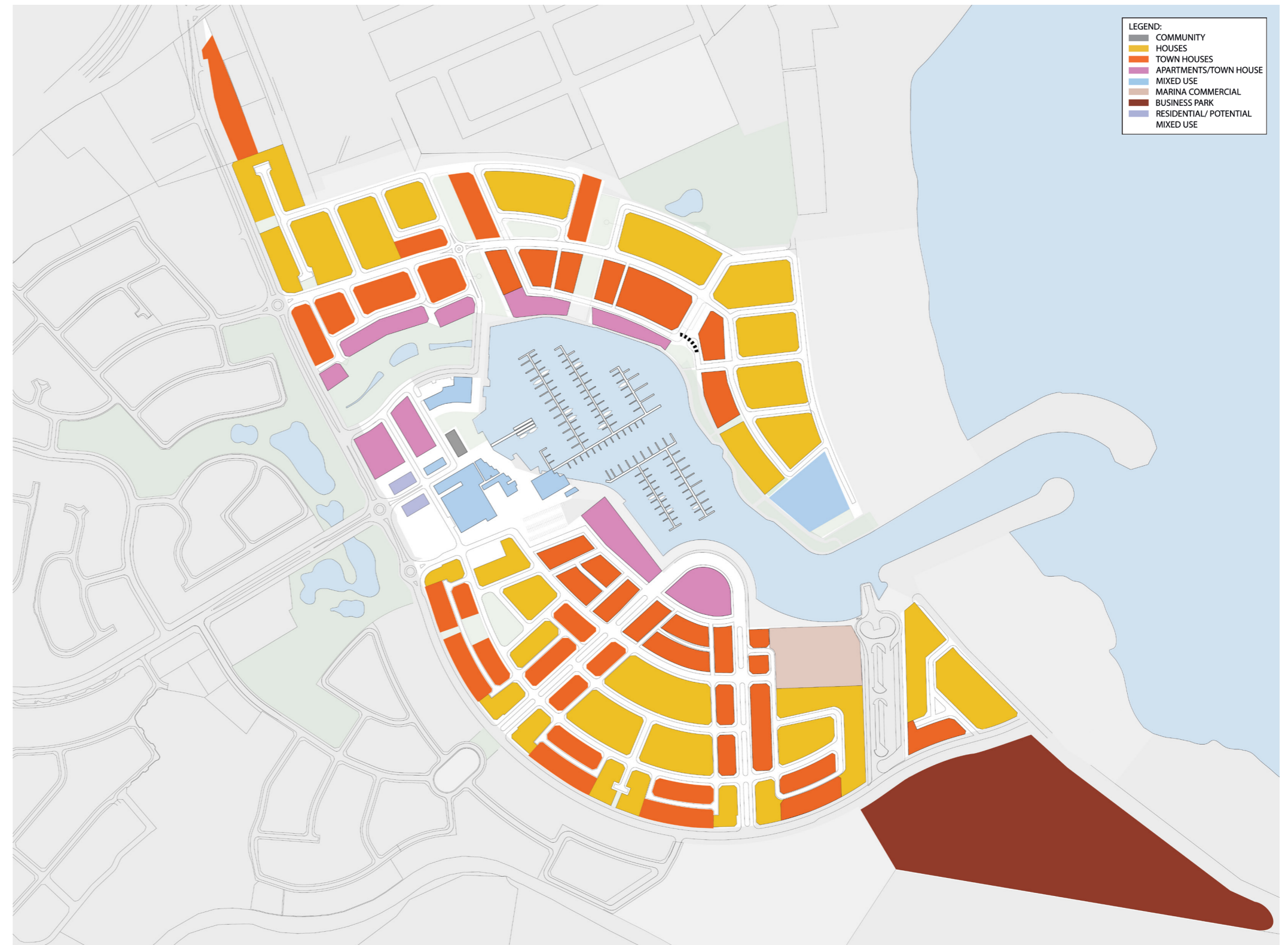
4.3 Views and Vistas

- Generally, the amended plan maintains the previously proposed vistas, generally providing lines of sight from the edges of the precinct to the Boat Harbour.
- Additional visual links within precincts towards the open space have been added
- Vistas across Precincts G and H have been further refined, including visually linking a new public open space in Precinct H to the Town Centre (refer to Views and Vistas Diagram).



## 4.4 Accommodation Types

- The approved Concept Approval anticipated the following accommodation types:
  - Community, Houses, Townhouses, Apartments, Mixed Use, Residential / Potential Mixed Use
- The Amended Concept Plan has further refined block layouts as well as a finer grain distribution of dwelling types (refer to Housing Typologies Diagram).
- Block configurations and dimensions have been developed to accommodate a diverse range of dwelling types including:
  - Garden apartments that will appeal to families
  - Midrange apartments will provide choices for young couples and empty nesters.
  - Smaller apartments providing an affordable entry to the Waterfront market.
- This diversity will support a more sustainable community
- The various building types have been located to optimise solar access and activate or provide a high level of visual surveillance of street frontages.
- Lane ways have been developed to improve residential street frontages
- Streets have been located to separate apartments from both medium density housing and other dwellings. This improves privacy (visual and acoustic) as well as built form / street scape
- The plan allows housing flexibility along the harbour foreshore, in the town centre and adjacent to the wetlands by anticipating potential for apartments and/or townhouses. This enables the plan to respond to future housing needs



4.5 Built Form

4.5.1 Height

The built form strategy has been refined, responding to the scale and context of the public domain as described below:

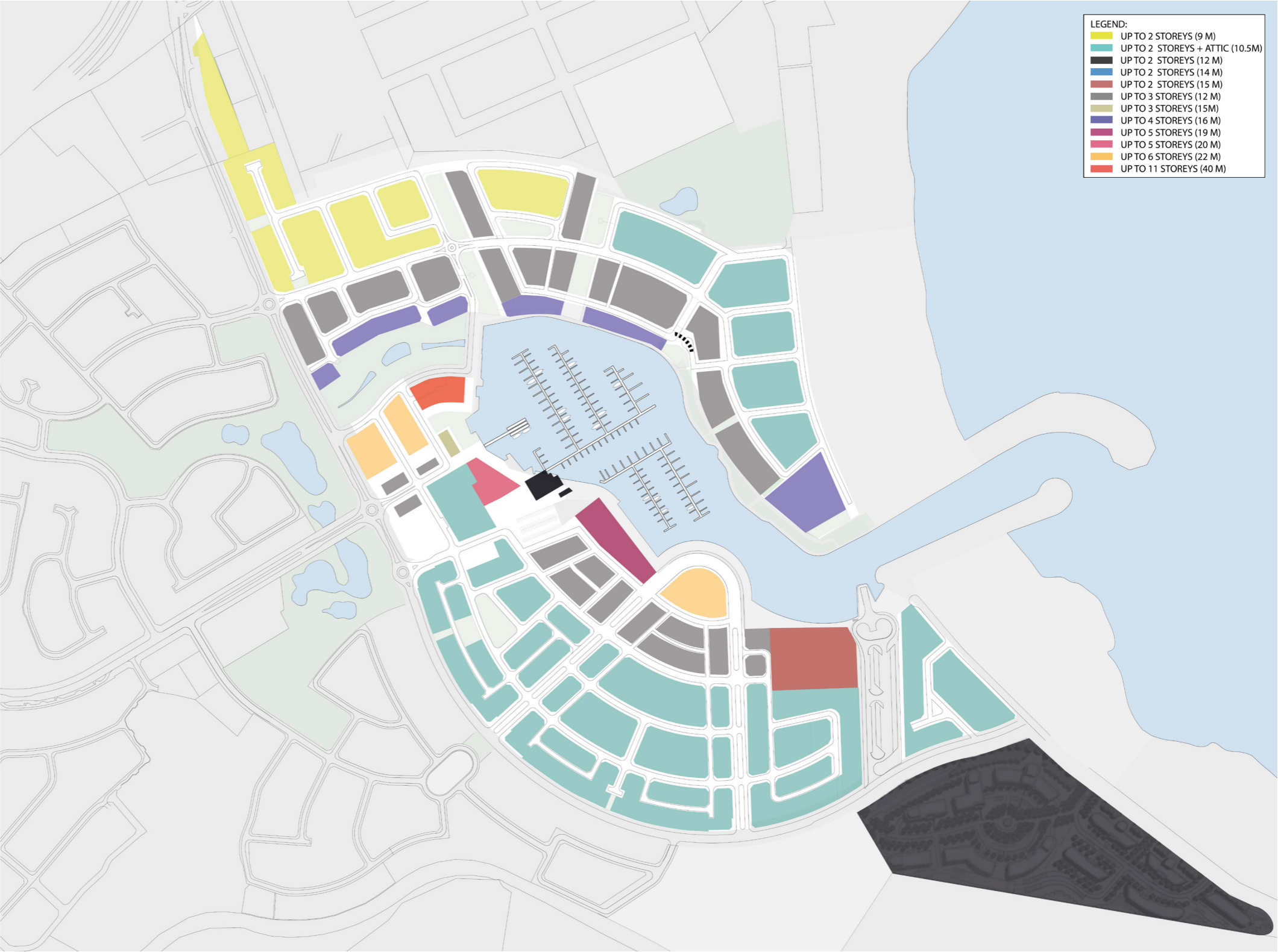
- The introduction of additional low rise apartments (3-6 storeys) to provide additional housing diversity and density co located with amenity
- Apartments are located in the Town Centre, on the waterfront, and on open space. This provides Town Centre activity as well as an expansive outlook
- Apartments provide an active edge to the street and public open space, and are configured not to over shadow other developments.
- Medium density dwellings are located generally in the vicinity of the apartments separated by a street with density increasing to the Harbour foreshore and Town Centre. Terraces also more strongly define key view corridor streets
- Lower density dwellings are proposed in precinct H to provide a premium housing type to ensure the full range of residents are attracted to this community

Building Height (or height of building) means:

(a) in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building, or

(b) in relation to the RL of a building—the vertical distance from the Australian Height Datum to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Note – ground level (existing) means the ground level indicated on the plans approved under the relevant subdivision development approval."



Height Plan

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#### 4.5.2 Perspective Views

A 3-D model has been developed to examine the built form with regards to its urban context as well as impacts such as over shadowing (as described in section 4.5.3 Overshadowing)

Three views as seen by the pedestrian, as well as an overall aerial view are included here.



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Views Locations

4. Amended Concept Plan

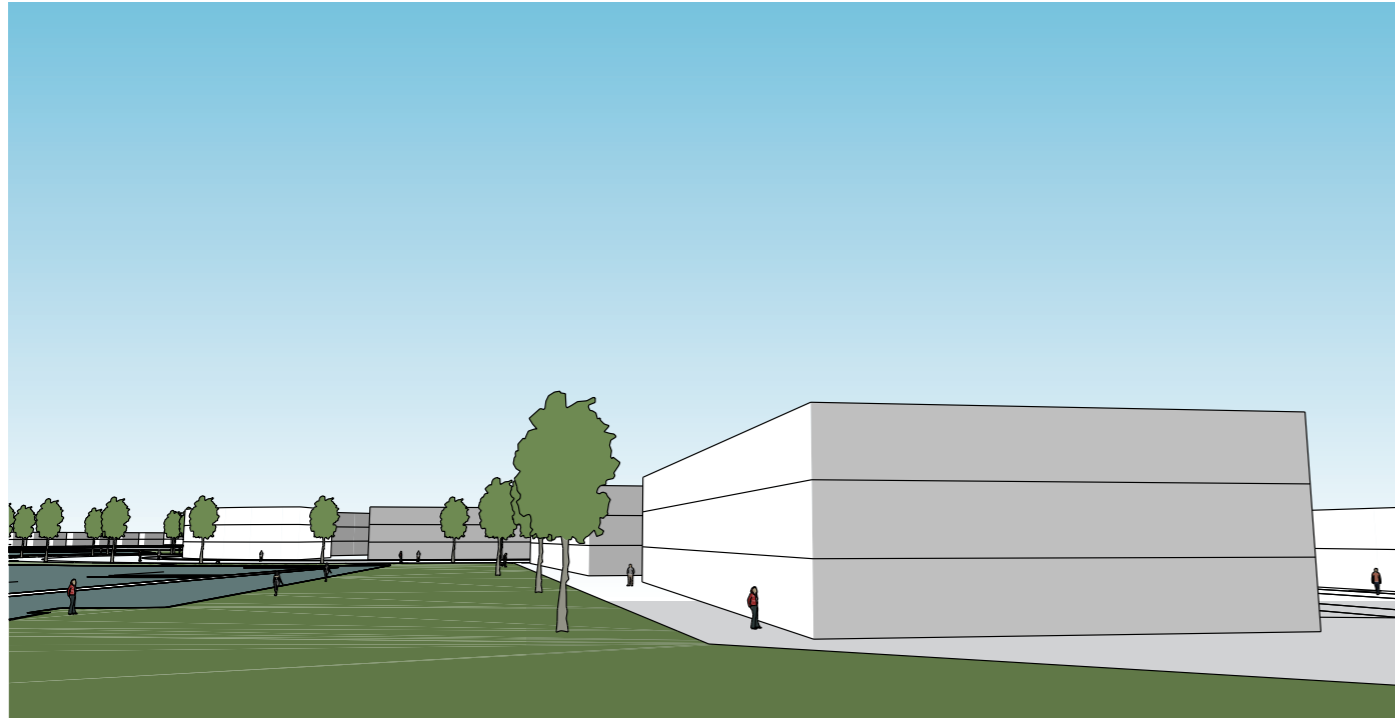


View 1 - Approved DA Massing

View 1 indicates the outlook from Precinct A looking west towards Precinct B. This shows the apartments to the north that have been increased from three storeys in height to five storeys.



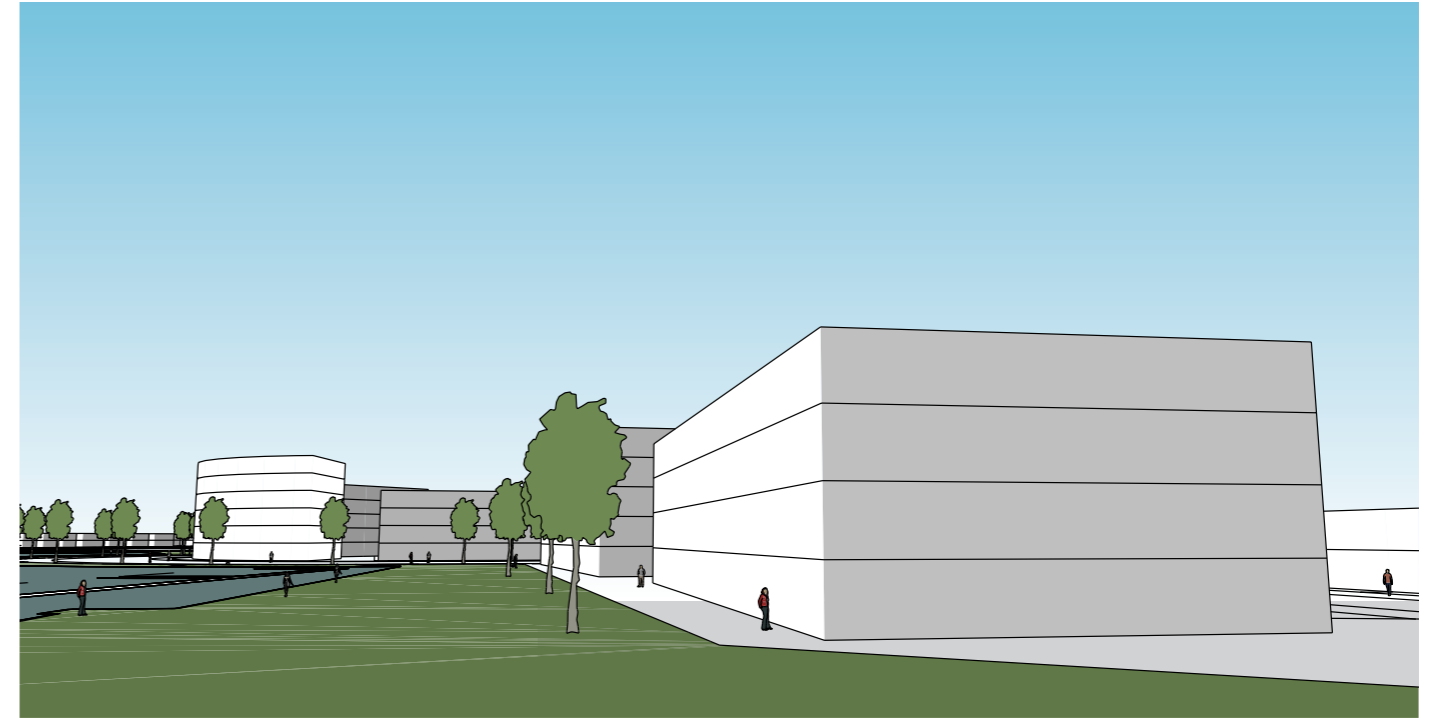
View 1 - Amended Scheme



View 2 - Approved DA Massing

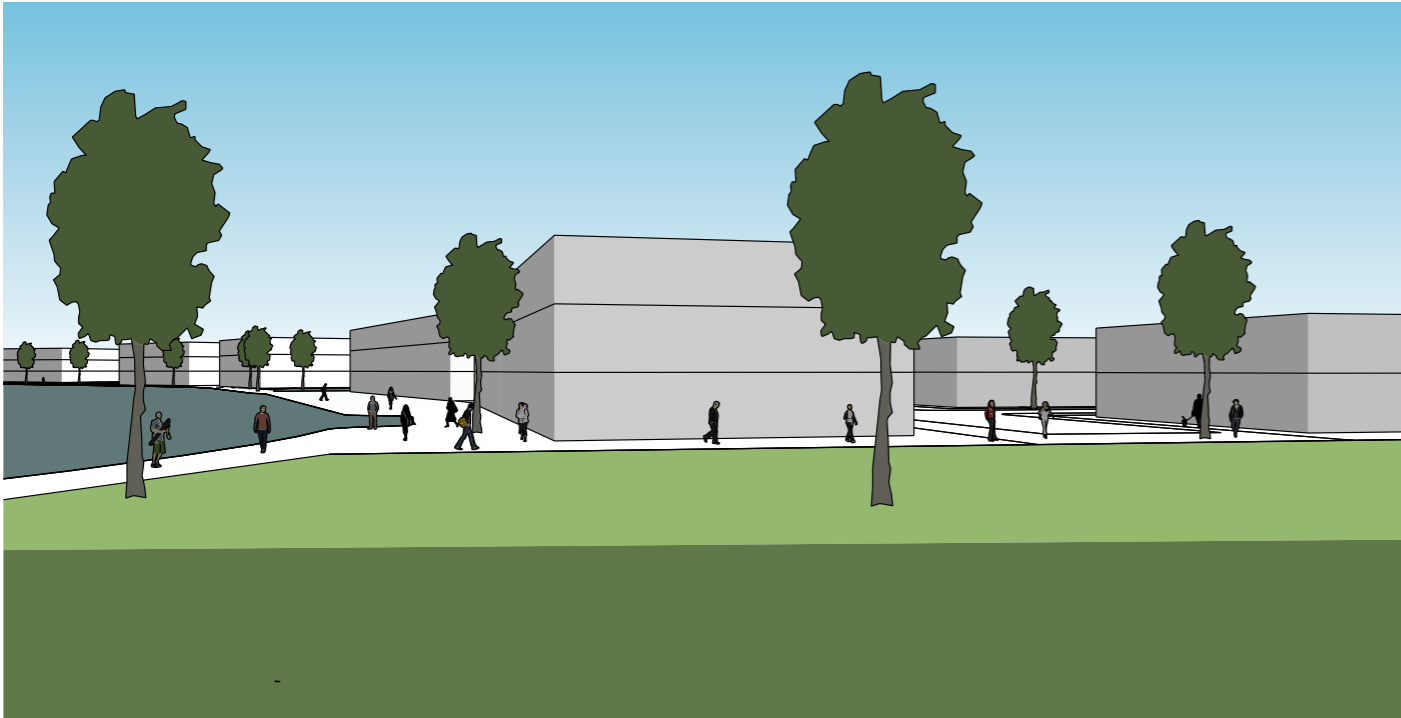
View 2 shows the outlook from the Town Square looking south east towards Precinct B along the Boat Harbour.

The waterfront buildings in the foreground step up progressively from four to six storeys. This is an increase of two to three storeys as indicated in the 3D view.



View 2 - Amended Scheme

4. Amended Concept Plan



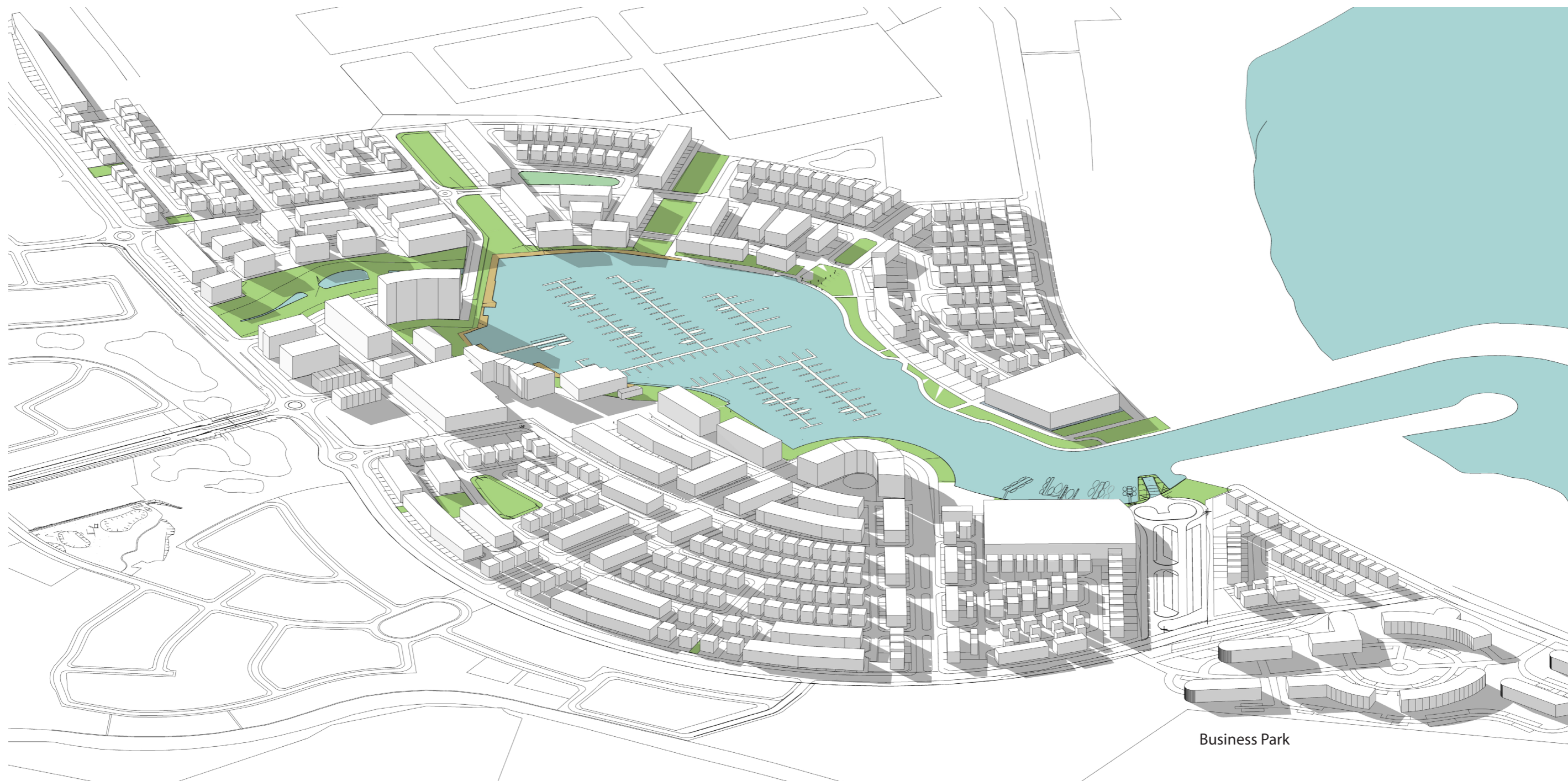
View 3 - Approved DA Massing

View 3 shows the outlook towards Precinct F and G from the harbour foreshore walk.

The built form is unchanged from the approved concept at up to three storeys on the water front.



View 3 - Amended Scheme



Overall Perspective View

4. Amended Concept Plan

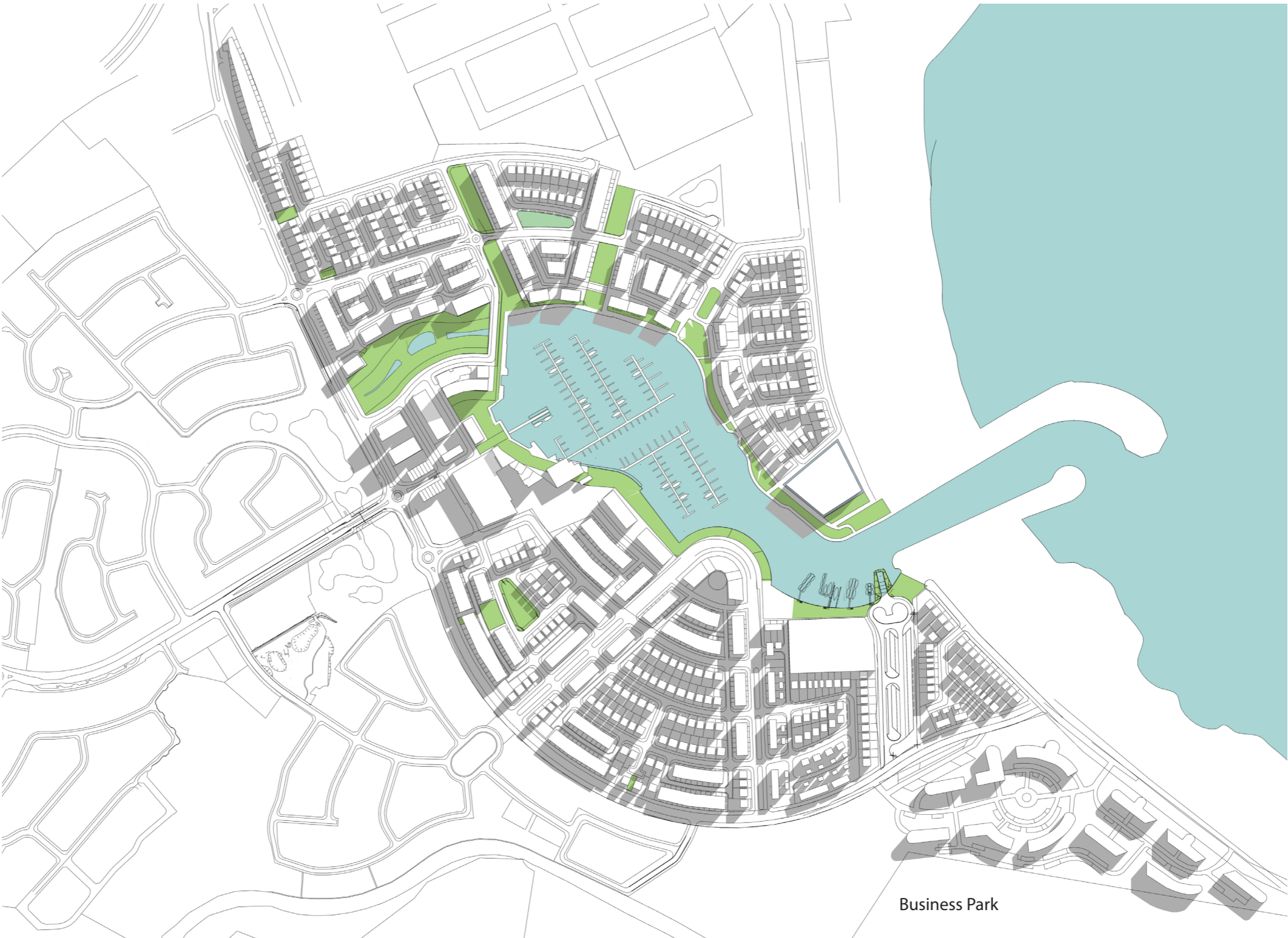
4.5.3 Overshadowing

- The overshadowing impacts of the proposed built form have been analysed as follows:
- Shadow projections have been modelled for mid-winter, June 21st (Winter Equinox) and March 21st (Autumn Equinox) (refer to 4.5.1- 4.5.3. Impacts on the public domain are described in detail below

4.5.3.1 Public Parks

- The neighbourhood parks indicated in Precincts A, C and F receive full sun between 9am and 3pm in mid winter and 21st March.
- The green spine parks between precincts E, F and G receive full sun between 9am and 3pm in mid winter and 21st March apart from a minor area to the east of the green spine between precincts E and F.

\* Overshadowing analysis has not been undertaken for Business Park zone as there are no sensitive users proposed.



June 21st 9am - Amended Scheme

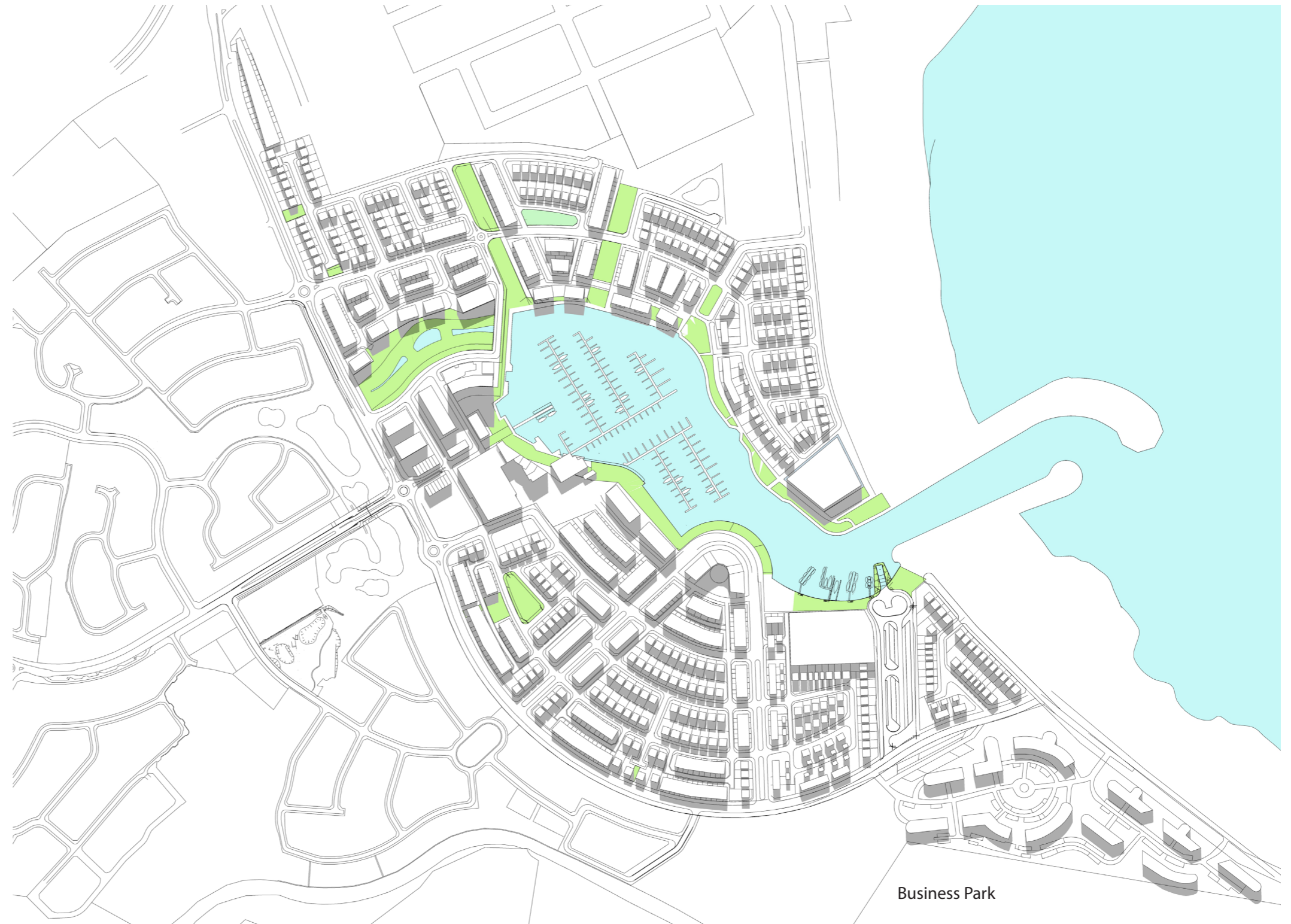
#### 4.5.3.2 Foreshore and Wetlands

- The foreshore pedestrian edge receives full sun between 9am and 3pm in mid winter apart from the area immediately south of precincts F and G. All areas receive full solar access from 10am to 3pm on 21st March.
- The wetlands south of precinct E receive full solar access between 9am and 3pm in mid winter as well as on March 21st.

#### 4.5.3.3 The Town Square

- The town centre open space comprises the public parkland and foreshore area located within Precinct D (i.e. from the hotel to the parkland south-east of the proposed tavern). The majority of the town centre open space will receive solar access between 9am-12pm in mid-winter and all day at the Autumn equinox.

\* Overshadowing analysis has not been undertaken for Business Park zone as there are no sensitive users proposed.

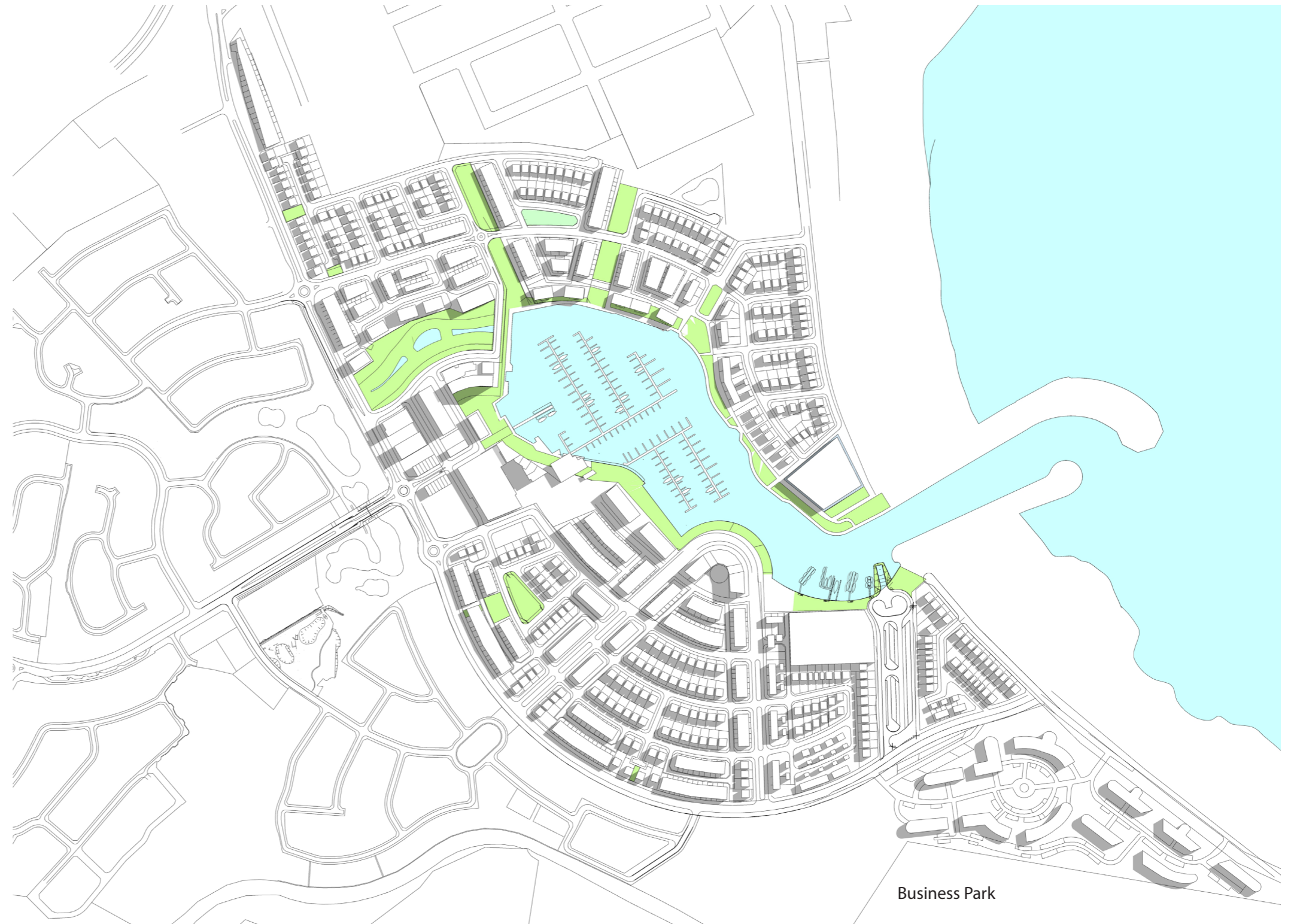


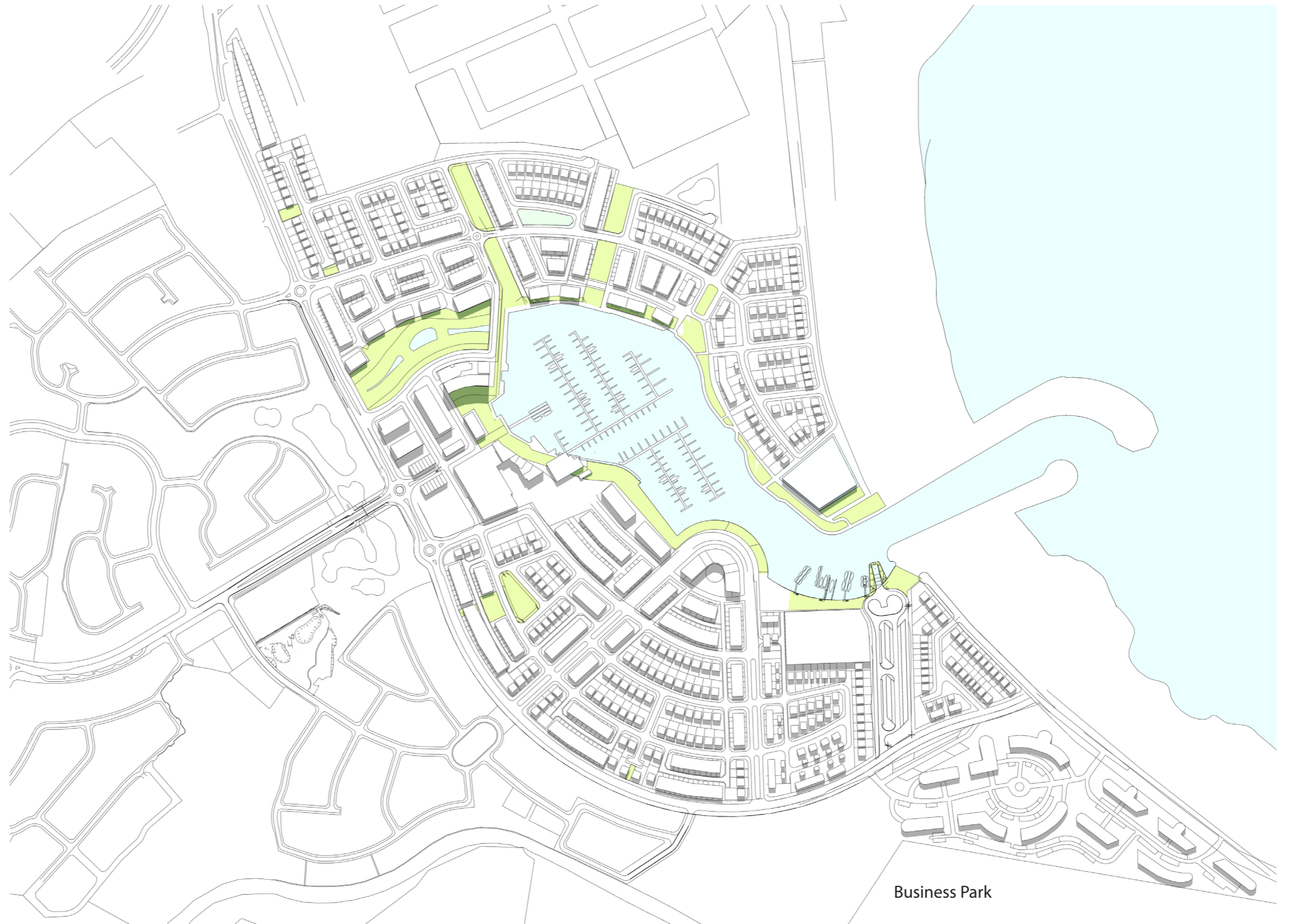


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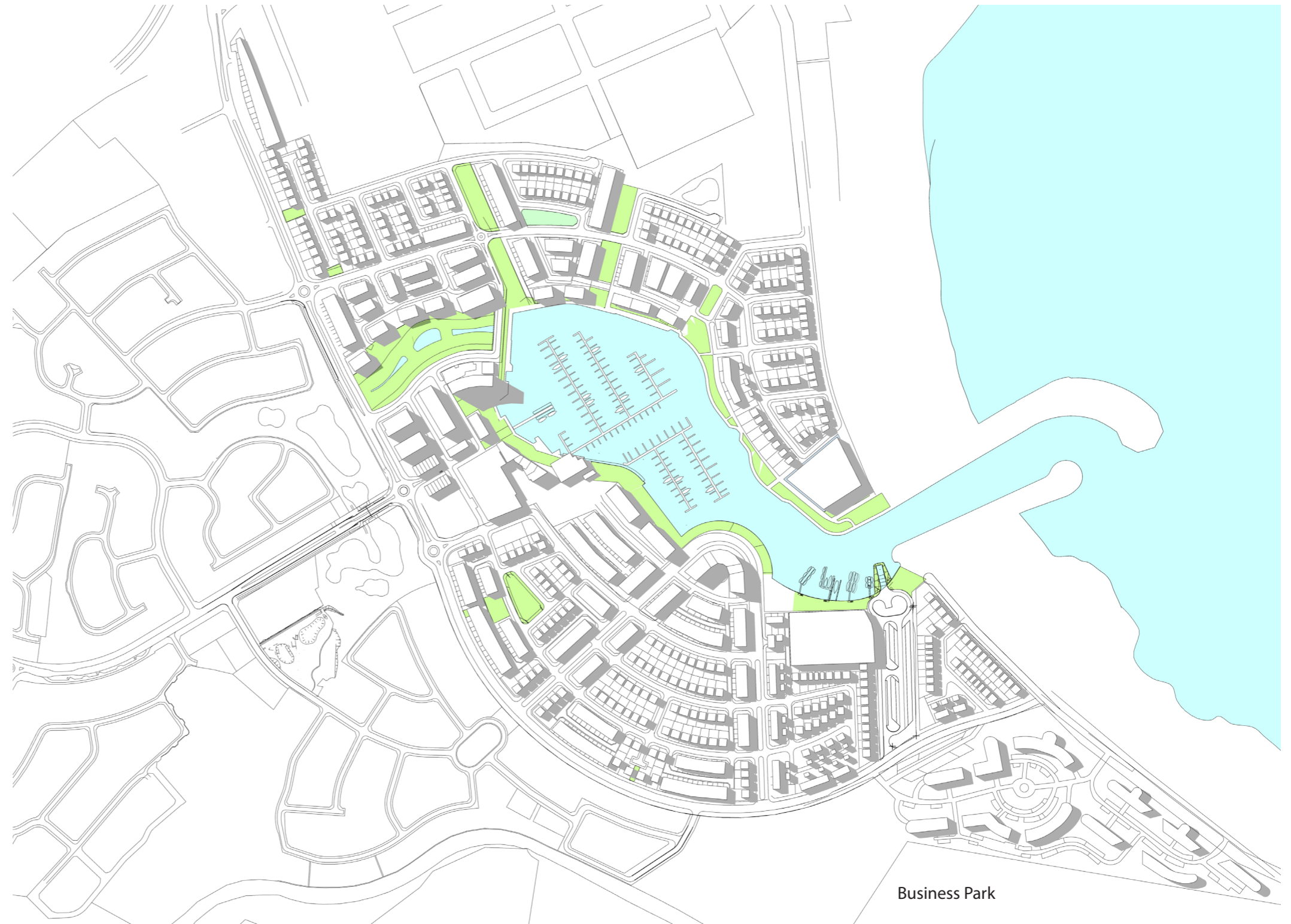
March 21st 9am - Amended Scheme





\* Overshadowing analysis has not been undertaken for Business Park zone as there are no sensitive users proposed.

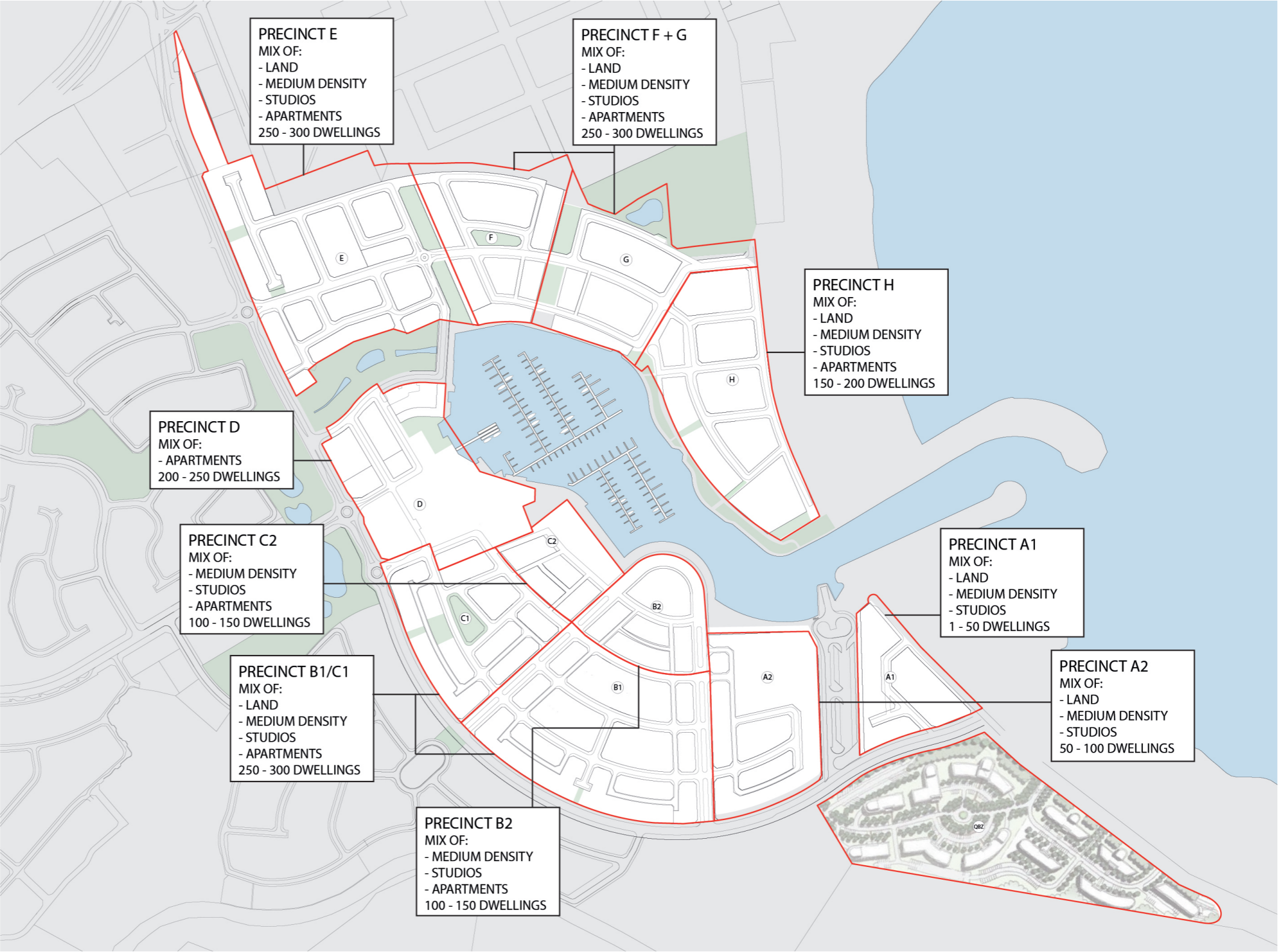
\* Overshadowing analysis has not been undertaken for Business Park zone as there are no sensitive users proposed.



4. Amended Concept Plan

4.6 Indicative Dwelling Mix and Yield

- Within each precinct a flexible dwelling target is proposed, allowing the proponent to adjust as the development evolves over time without exceeding the maximum dwelling cap of 1,556.
- The design analysis undertaken has identified capacity within the Shell Cove Boat Harbour for additional residential density in suitable locations. The proposed additional density is facilitated through variety of housing types within each precinct
- With regards to urban design, the revised capacity is underpinned by the following 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 above analysis undertaken by Cox Architecture has identified the potential for each precinct to accommodate minimum and maximum dwelling targets depending on the dwelling types delivered, consistent with the overall target
- The indicative plan shows one scenario consistent with the proposed building heights and other controls. Detailed issues such as basement car parking have been factored in the design analysis.



## 5. SEPP65 PRELIMINARY ANALYSIS



# 5. SEPP65 PRELIMINARY ANALYSIS

## 5.1 PRELIMINARY ANALYSIS

The purpose of this section is a preliminary analysis of the modified concept plan against the nine design quality principles outlined in SEPP 65 in response to the Department of Planning request.

The SEPP 65 design quality principles act as an important link between the provisions of SEPP 65 and the more detailed design guidance contained in the Apartment Design Guide.

The SEPP 65 design quality principles are important in the case of Shell Cove as the proposal is only at the master plan envelope stage, and individual building design will follow later.

The design principles as set out in SEPP 65 are important because:

- More people are choosing to live in apartments
- Good apartment design can make neighbourhoods more attractive
- To encourage a more consistent approach to design across the state, more certainty for councils, architects and applicants and design innovation.



### Principle 1: CONTEXT & NEIGHBOURHOOD CHARACTER

“Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.

Responding to context involves identifying the desirable elements of an area’s existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.”

Shell Cove is a seaside suburb located just south of Wollongong in New South Wales and is surrounded by parks and bush reserves such as Bass Point and Killalea Lagoon and State Park.

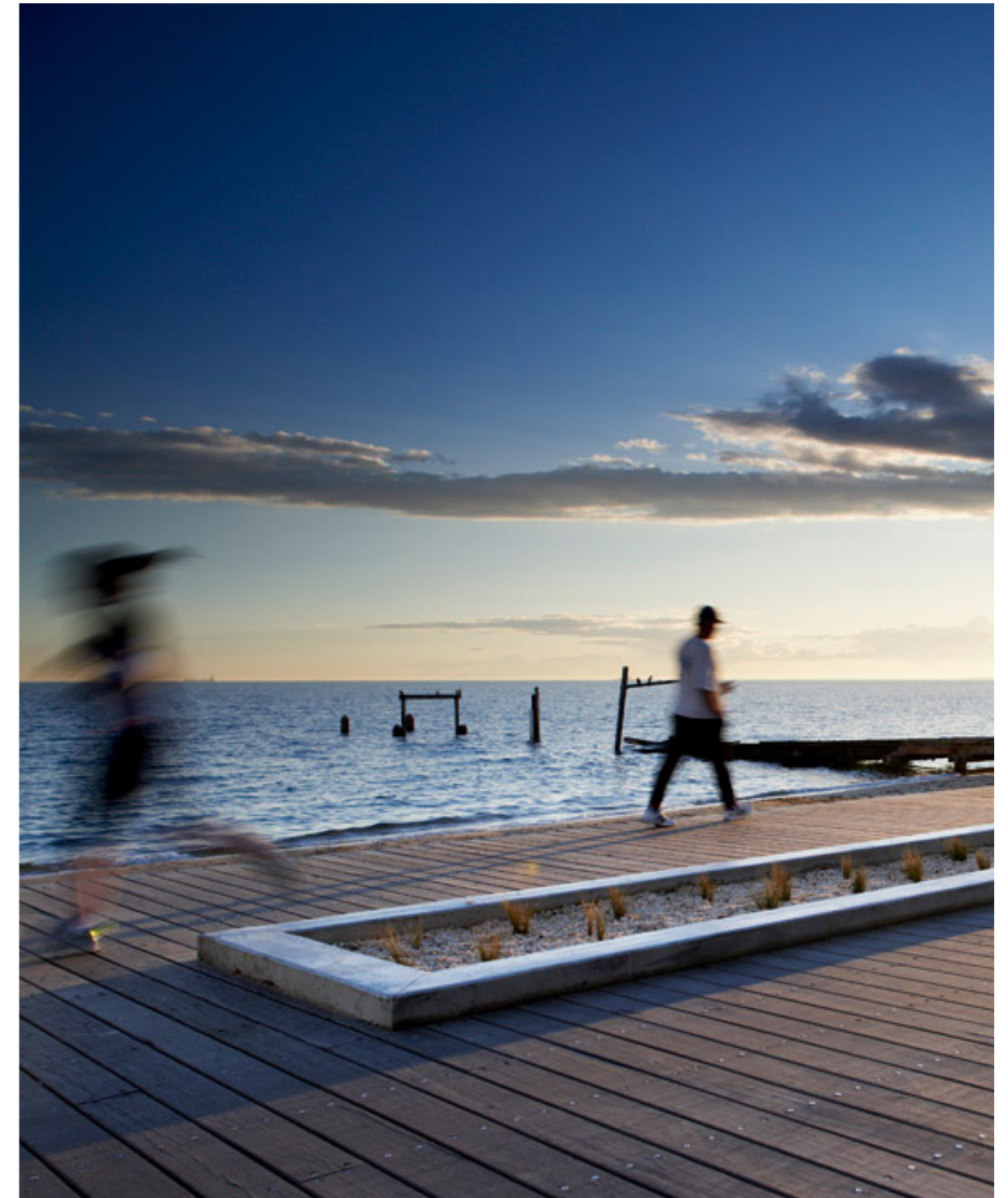
Shell Cove is a new master planned residential community focused on the boat harbour currently under construction.

The new community is located immediately south of the existing Shellharbour Village and will facilitate connections between the village and the existing low density residential development to the east of the site.

The site is relatively flat and the construction of the boat harbour will significantly re-shape the existing form of the site with land platforms surrounding the harbour (generally grading gently towards the harbour), so as to providing equitable views across the site.

The site is orientated north east towards the ocean, and proposed buildings envelopes have been orientated to allow for good solar access to all dwellings and the public domain and to have minimal impact on the existing low density residential development.

The proposed mix of land uses comprising retail, residential, commercial and community uses have been chosen to create a sustainable, vibrant and high quality community that will be a desirable addition to the existing Shellharbour village.



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## Principle 2 : BUILT FORM & SCALE

“Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.

Good design also achieves an appropriate built form for a site and the building’s purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.”

The built form strategy has been refined, responding to the scale and context of the public domain. Building heights are scaled to their context, with larger buildings addressing open space or the Boat Harbour, while a human scale is achieved on the streets defined by lower scale dwellings.

The built form strategy at Shell Cove has been designed to accommodate generally low to mid rise apartments, ranging in height from 4 storeys (16m) to 6 stories (22m). The exception being the proposed hotel which will be 11 stories (40m) in height.

Generally, the mid-rise apartments are in the Town Centre as well as selected waterfront locations, while low-rise apartments are located on the waterfront, or located on open space. Importantly, appropriate apartment typologies have been developed that address the specific context and amenity requirements of each individual site. This strategy addresses scale, location and amenity as well as providing more diversity of dwelling types within the precincts. The tallest building the hotel has been located on the boat harbours edge and surrounded by public domain.

The road and block layout has been designed so that individual blocks can accommodate a broader range of dwelling types.



### Principle 3: DENSITY

“Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

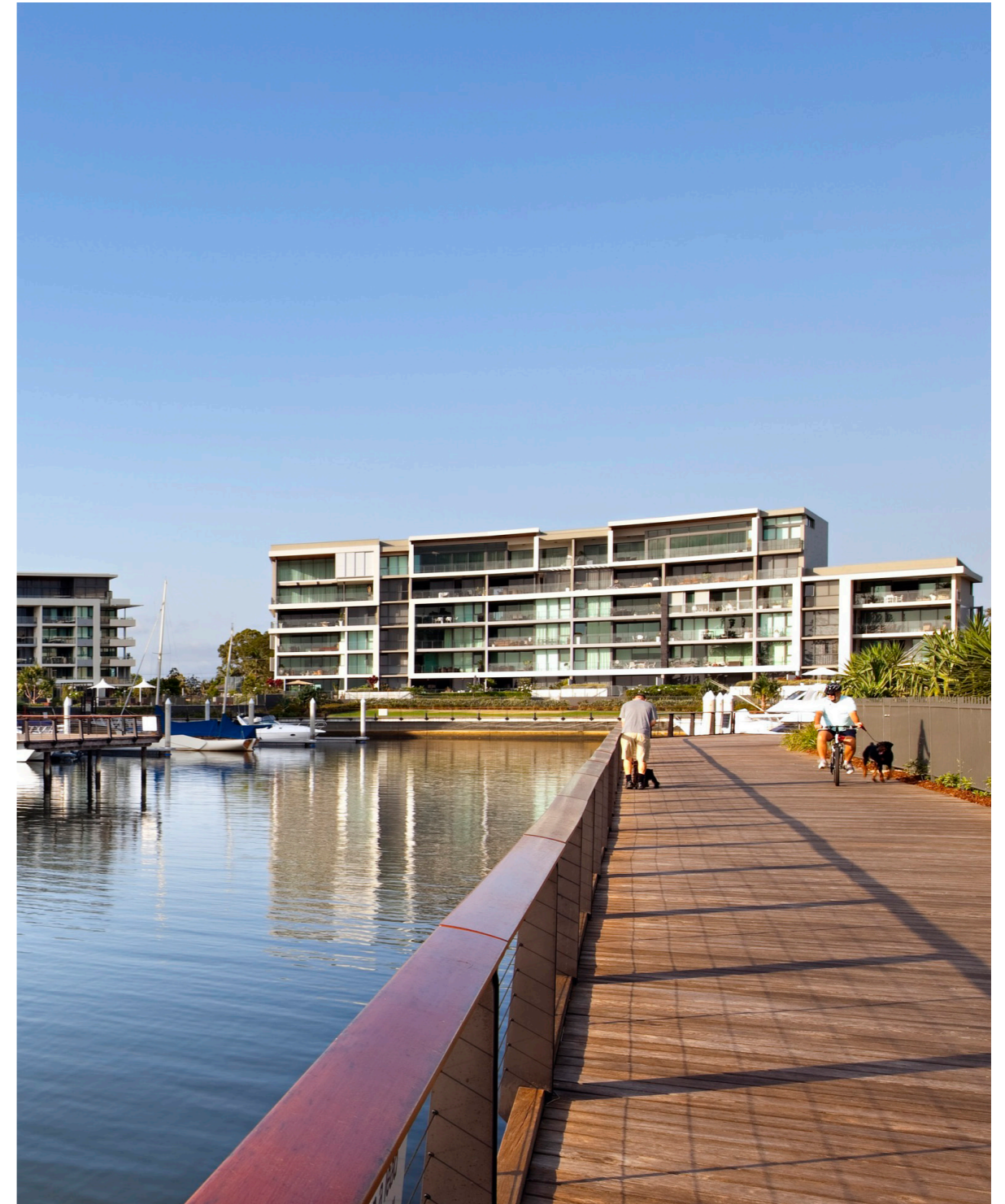
Appropriate densities are consistent with the area’s existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.”

Density has been carefully considered against the amenity of the public domain and streetscapes as well as the proposed residential buildings. This has been done to ensure a high quality mixed use development can be delivered without diminishing the quality of public or private amenities being provided.

Density and building placement has been carefully considered to ensure amenities such as solar access and cross ventilation can be achieved throughout all residential flat buildings.

Higher density is proposed within the town centre with a view to providing a comfortable, activated, pedestrian rich environment, that is constantly enlivened by both residential, retail and commercial uses throughout the day/night. The town centre has a strong framework capable of supporting an appropriate density and scale that will ensure both activity and a high level of public domain amenity.

Around the town centre a broad range of residential mix and product will ensure a density suitable to its surroundings, ranging in scale based on its context and the amenities provided. Medium density residential buildings have been located adjacent to larger open spaces and the marina foreshore, while lower scaled dwellings have been located on tree lined streets adjacent pocket parks and landscape corridors.



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## Principle 4: SUSTAINABILITY

“Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials, and deep soil zones for groundwater recharge and vegetation.”

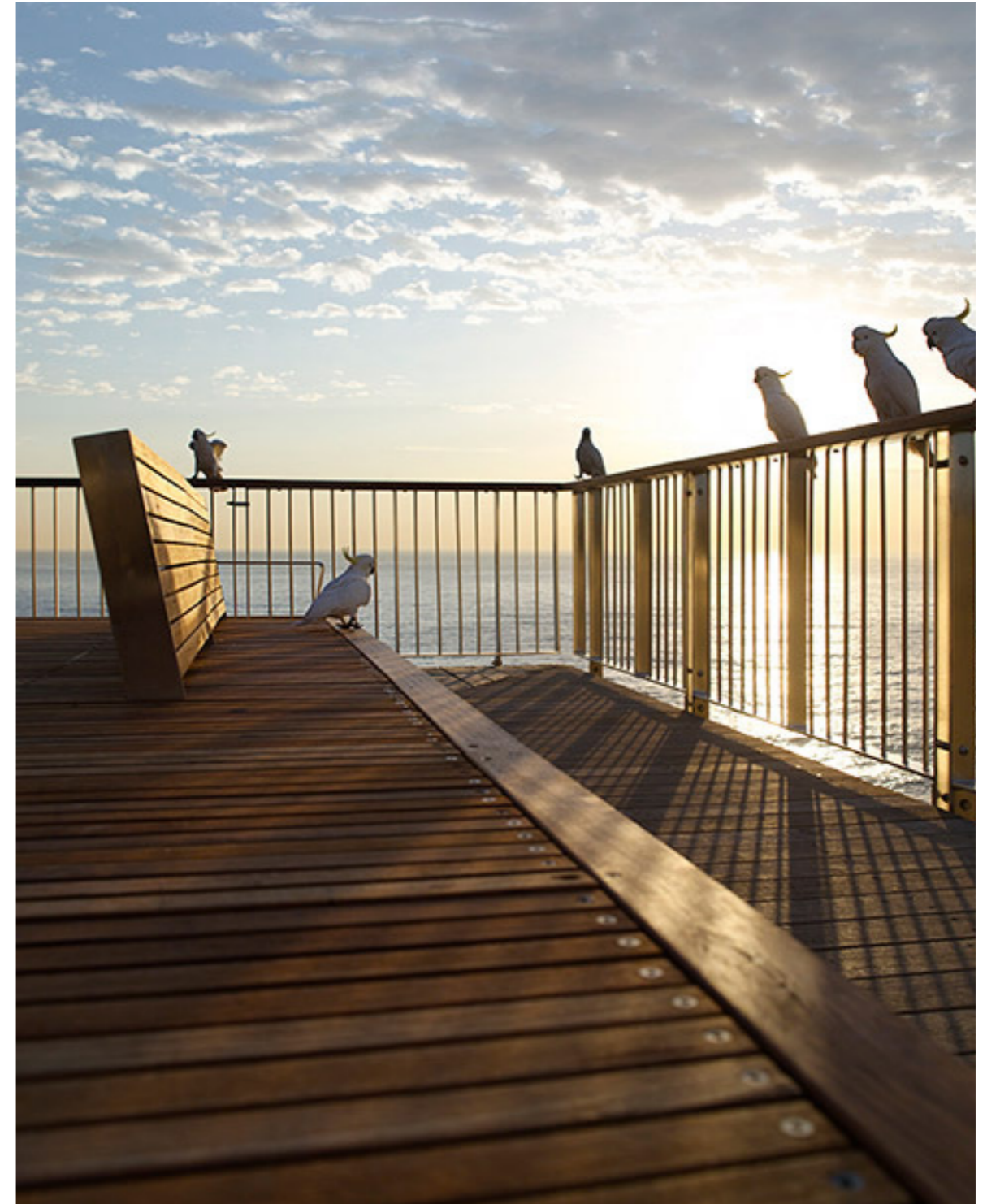
Sustainability is paramount to the success of any new master planned community, and key principles of sustainability will be used in the design approach to all future buildings, utilities, landscape and public domain.

Building envelopes have been designed and located to maximise solar access and cross ventilation, while all future DA's for individual residential flat buildings will achieve BASIX.

All new buildings will maximise the use of natural light and ventilation, use high performance yet robust materials suitable for their surroundings. Renewable energy generation is to be utilised where possible, and buildings should connect to resource efficiency utility supplies again where possible.

An overall precinct approach to rainwater harvesting and storm water collection will be employed across the development, while the maintenance of environmental flows above ground will be done using swales and rain gardens.

A well designed, connected and considered public domain will allow for maximum pedestrian and bicycle use within the precinct, minimising the need for local residents to rely on cars while moving throughout the precinct and its local amenities.



## 5. SEPP 65 Preliminary Analysis

### Principle 5: LANDSCAPE

“Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.

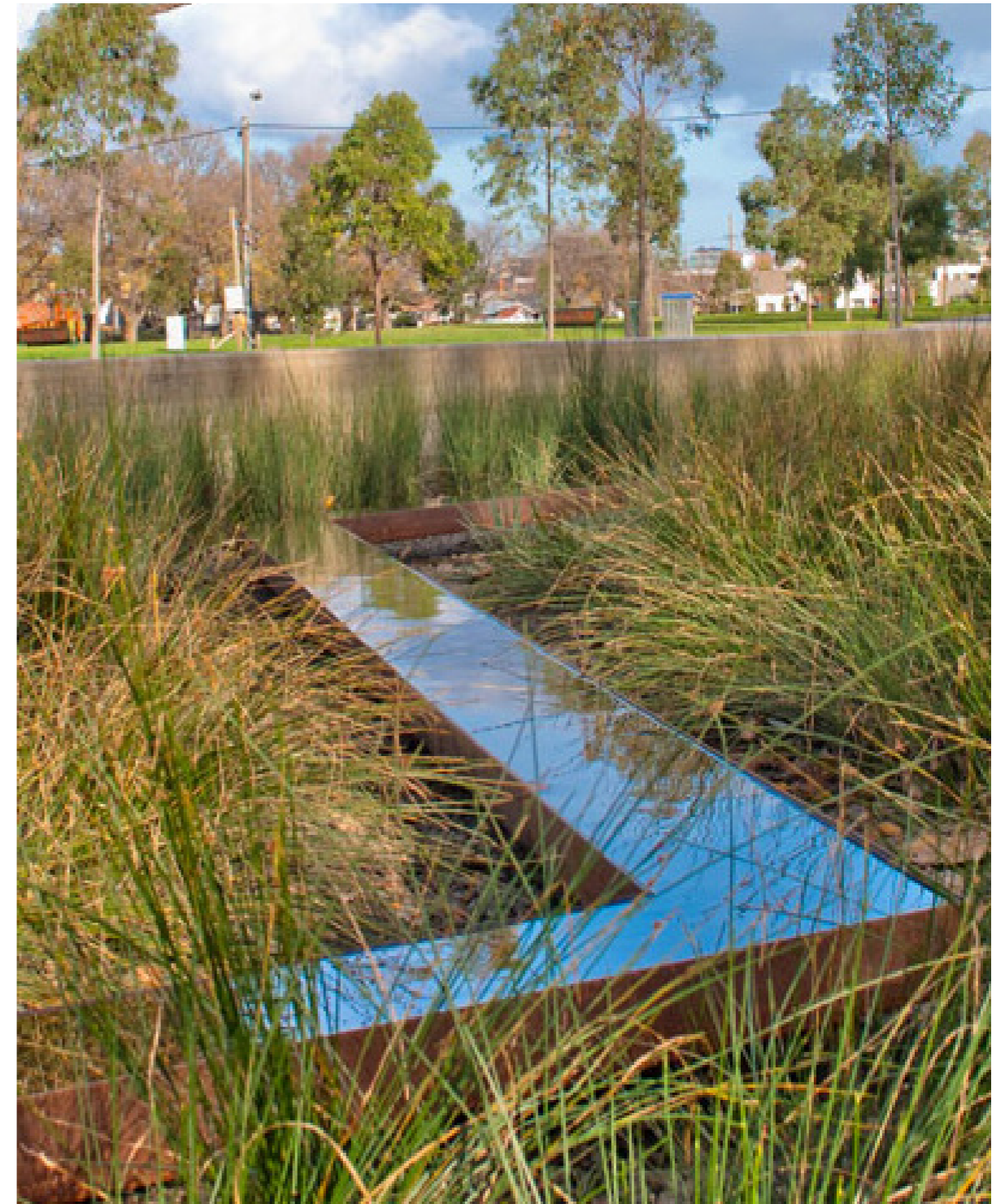
Good landscape design enhances the development’s environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values, and preserving green networks. Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours’ amenity, provides for practical establishment and long-term management.”

All major streets will be tree lined with axial roads designed to terminate with vistas of the new marina, while all main streets generally terminating in green spaces and open sky views. These landscaped streets will help draw the surrounding landscape into the town centre. Where public spaces are located for dining, relaxing and entertaining throughout the day.

A range of public open spaces will be provided throughout the new precinct in the form of urban plazas, a public park, pocket parks, green links, a landscaped buffer surrounding the new harbour and a harbour boardwalk surrounding the new marina providing public access for all to the water front. The diversity of open places provided, and the diversity of activities promoted by these spaces will ensure a strong connection to place, an active outdoor lifestyle and social engagement.

Lots containing residential flat buildings have been designed to accommodate private open space for each residential building. These spaces will offer residents quality usable open space, that although private will provide a visual extension of the public domain.

All private open space and building setbacks will be landscaped and planted to compliment and reinforce the overall landscape strategy that will be implemented across the new Shell Cove precinct.



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## Principle 6: AMENITY

“Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident wellbeing.

Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility.”

Shell Cove’s unique coastal location, surrounded by beautiful beaches, parklands and waterfront marina will ensure that amenity and wellbeing will be at the core of this new community. The proposed development and public domain has been designed to make the most of and reinforce the natural attributes of the site and to foster a strong sense of health and wellbeing. Residents will have ease of access to surrounding beaches, parklands and the new marina, all of which will be in walking distance of all residents.

Building envelopes have been designed with orientation, visual privacy, solar access and natural ventilation in mind. Individual envelopes have considered location, context, orientation and outlook to ensure ADG compliance and a balanced approach to resident amenity and public domain outcomes.

Typically, apartment buildings have been placed adjacent public open spaces, however they are typically separated from the public open space by public streets to minimise the potential of any overshadowing. Likewise, apartments and lots are sufficiently separated to ensure transition of scale and minimisation of any potential overshadowing.

Typically, private dwellings do not front onto the marina public domain to ensure the waterfront is not privatised and all residents can equitably enjoy the amenity provided.

Residential amenity is also considered through the provision of both public (public park, pocket parks, wetlands, boardwalk and harbour) and private open space (private gardens and BBQ areas), providing all residents regardless of age or mobility flexible spaces with multiple uses that can be used throughout the day.



Principle 7: SAFETY

“Good design optimises safety and security, within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.

A positive relationship between public and private spaces is achieved through clearly defined secure access points and well-lit and visible areas that are easily maintained and appropriate to the location and purpose.”

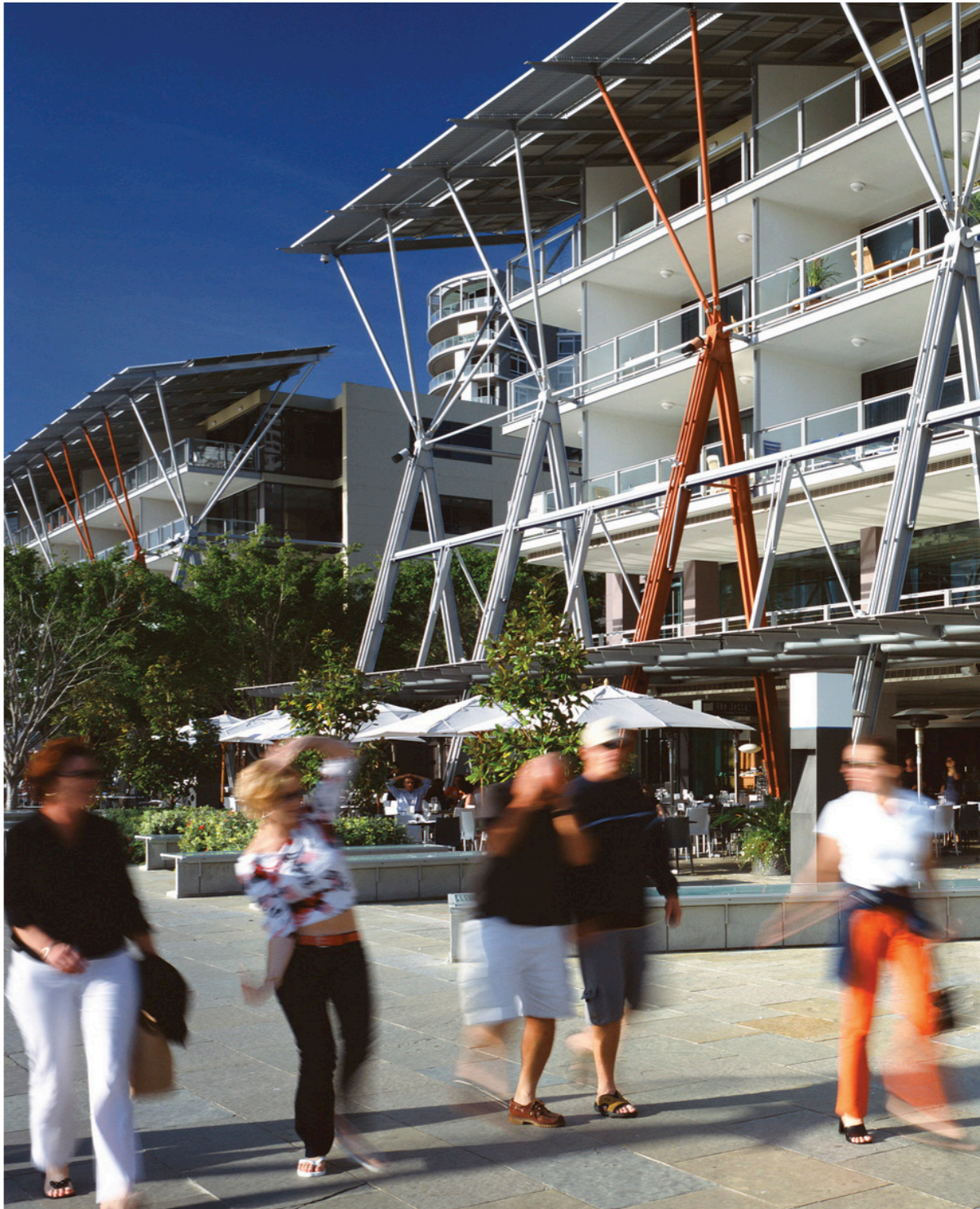
Paramount to the success of any new community is safety. This can be achieved through secure public domain outcomes, activated streets and secure residential flat buildings.

Shell Cove’s public domain will be clearly defined, legible and activated through a mix of commercial, retail, residential and community uses. This will ensure the public domain will be continually activated across the day-night period, ensuring activation, security, surveillance and safety.

Public and private spaces will be framed by activated built form, strategically placed apartment buildings along the edge of the marina foreshore will ensure a constant level of surveillance that single dwellings would not be able to offer.

Future DA’s for individual residential flat buildings will ensure all buildings are safe and secure for both residents and visitors.

Car and garage dominated streets have been avoided to ensure maximum activation and surveillance occurs along residential streets.



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## Principle 8: HOUSING DIVERSITY & SOCIAL INTERACTION

“Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.

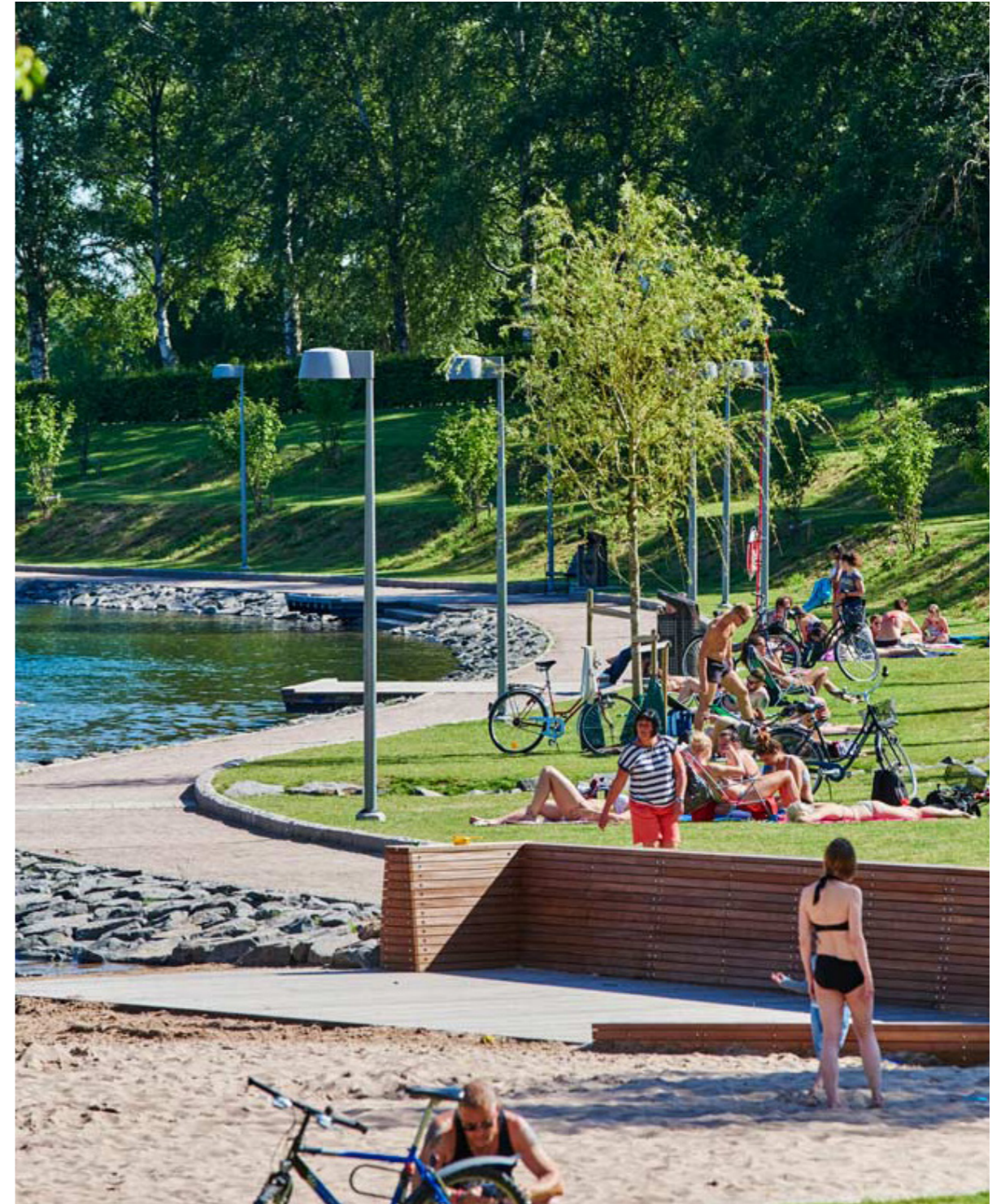
Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix. Good design involves practical and flexible features, including different types of communal spaces for a broad range of people, providing opportunities for social interaction amongst residents.”

The refined Shell Cove masterplan introduces the possibility of a broader range of dwelling types from the original masterplan, reflecting the maturing residential market in the area and the increased demand for housing diversity.

Residential flat buildings ranging from 4 to 6 storeys are proposed. These low to mid rise apartment buildings will offer a range of dwelling types from studios, 1 & 2 bedroom units up to 3 bedroom dwellings. The introduction of this broader range of home options, offers choices to a broad range of people.

Affordability, adaptability and flexibility will also ensure a rich and socially diverse community can develop throughout the precinct ensuring its future sustainability and vibrancy.

Diversity across the precinct will encourage the development and use of all publicly accessible spaces, creating a strong community feel and vibrant town centre activated throughout the day



## 5. SEPP 65 Preliminary Analysis

### Principle 9: AESTHETICS

“Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.

The visual appearance of well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.”

The overall design and aesthetic of the individual apartment buildings for Shell Cove will be detailed in future DA applications.

Building form and design will be individual and suitably articulated to avoid a uniform appearance across the precinct. Buildings located in the town centre are to display a suitable aesthetic for a more urban environment, while buildings along the waterfront will suitably reflect its more coastal environment.

Materiality will help define the individual nature of the buildings, drawing from a simple but robust palette of material suitable for its coastal location.

The build form aesthetic will complement and reinforce the strong public domain response, highlighting both the landscape and the unique sense of place.



# 6. Precinct Descriptions

This section addresses the individual precincts, describing proposed changes as well as key residential precinct characteristics. The non-residential areas of the Town Centre are described separately and have been examined by HDR Rice Daubney. Careful consideration has been paid to the relationship between the residential and non-residential parts of the precinct to ensure they are fully integrated.



Illustrative Precinct Plan

## 6. Precinct Descriptions

### 6.1 Precinct A

Precinct A (includes sub Precincts A1 and A2) is located on the south west edge of the Boat Harbour in close proximity to the beach as well as a public boat ramp, potential dry stack facility and boat maintenance yard. The precinct includes a variety of dwelling types ranging from the high value lower density houses facing Shellharbour South Beach, to low and medium density dwellings to the west of the public boat ramp.

The following urban design elements describe the particular characteristics of Precinct A

#### Site Access and Street Network

- Public streets provide access to the precinct from Harbour Boulevard to the south as well as from Precinct B to the west.
- Within the precinct streets link west to Precinct B

#### Views and Vistas

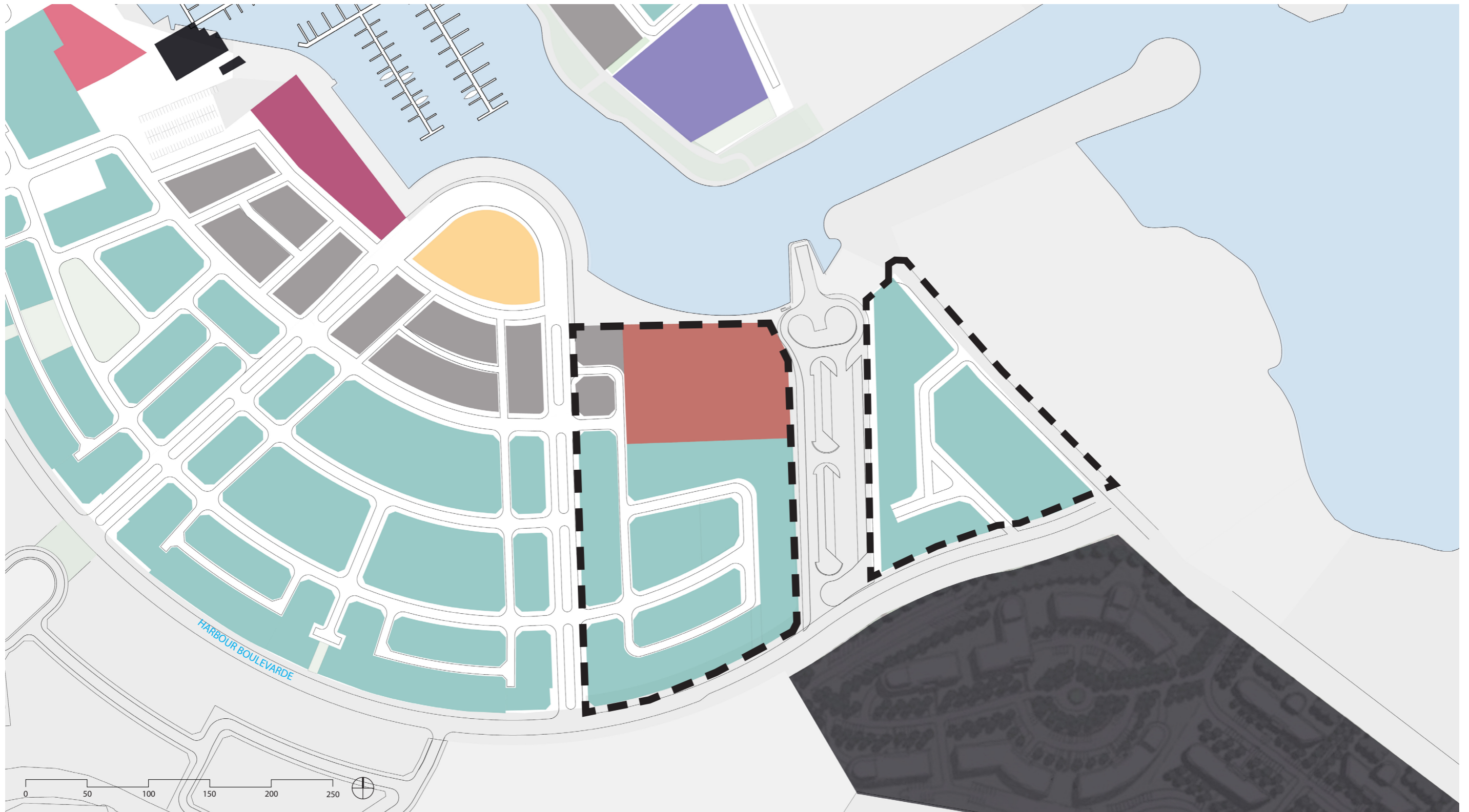
- A broad north south street with planted median provides a view corridor street to the harbour between precincts A and B
- There are extensive views towards Shellharbour South Beach, as well as to the Boat Harbour and public boat ramp

#### Residential Amenity

- All dwellings front public streets
- Dwellings are located to maximise solar access and views as described above
- A small park is proposed within the heart of the precinct to provide an informal play space within easy walking distance

#### Built Form and Typology

- Consistent with the broader built form strategy, predominantly lower density dwellings are located in this precinct which is at the outer southern edge of the Boat Harbour Precinct
- Building types in this precinct include houses and town houses
- The upper building heights have been amended from a mix of two and three storey in the approved plan to two storeys + attic with one block being up to three storeys. This allows for a more consistent built form with some subtle height variation
- Building setbacks will be defined within the Stage specific Design Guidelines.



## 6. Precinct Descriptions

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### 6.2 Precinct B

Precinct B (includes Sub Precincts B1 and B2) includes a diverse mix of dwelling types from houses to apartments, extending from Harbour Boulevard north to the Boat Harbour where a semicircular promontory extends into the Harbour. Its east and west edges are defined by broad tree lined view corridor streets

#### Site Access and Street Network

- Public streets provide access to the precinct from Harbour Boulevard to the south as well as from Precincts A and C to the east and west respectively
- The street network within the precinct is highly connective providing good pedestrian connections to the waterfront, public boat ramp and Town Centre. Additional streets are proposed in this Precinct from the approved plan

#### Views and Vistas

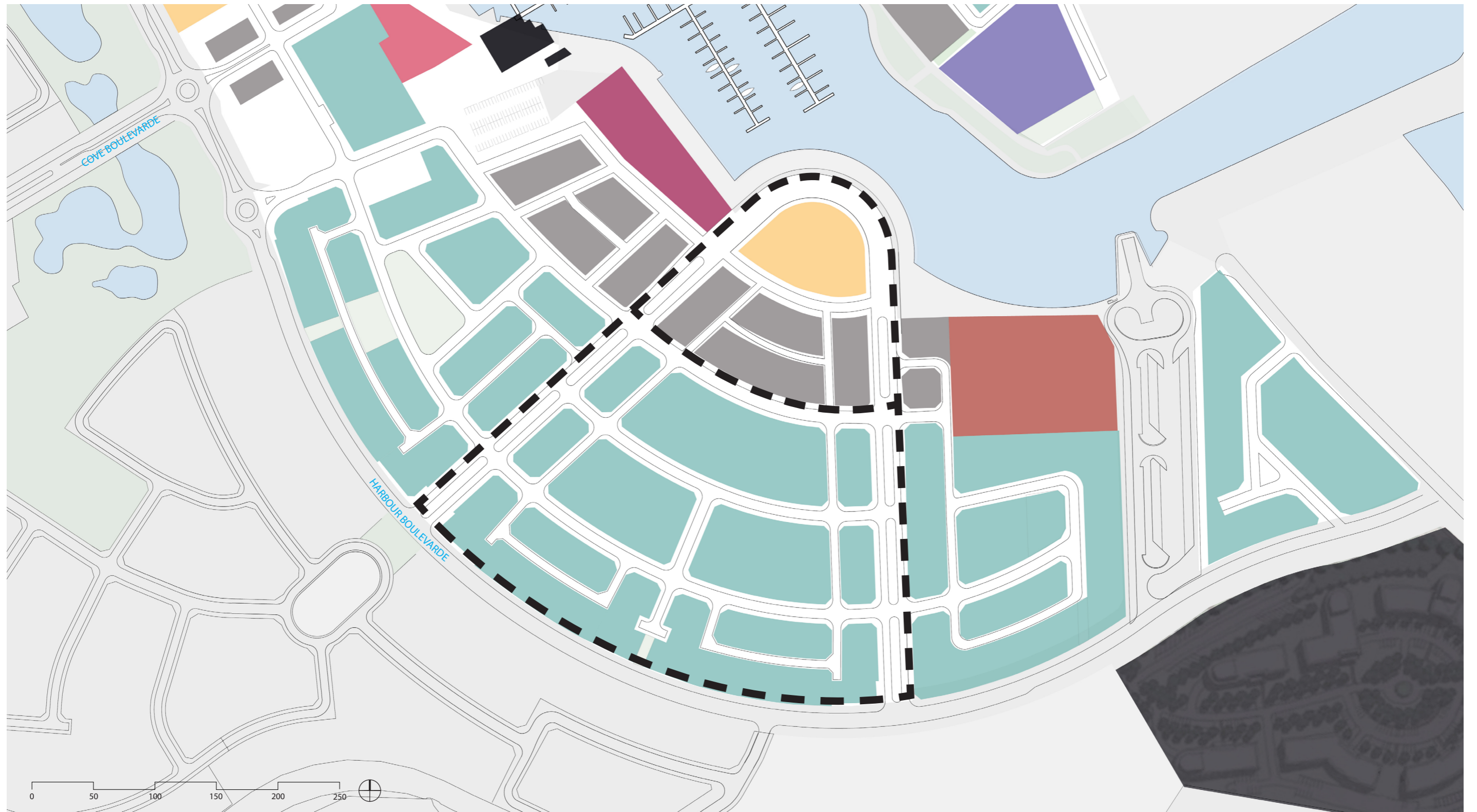
- View corridor streets to either side of the precinct provide connections to the Boat Harbour between precincts A and C
- There are also extended east west views along streets within the Precinct

#### Residential Amenity

- All dwellings front public streets
- Dwellings are located to maximise solar access and views
- The northern portion of Sub Precinct B2 enjoys expansive water views from proposed apartments
- All dwellings are in easy walking distance to the facilities noted above

#### Built Form and Typology

- Consistent with the broader built form strategy higher densities are located on the Waterfront. In this case a maximum of six storeys is proposed on the semicircular promontory, punctuating the south western edge of the Boat Harbour
- Building types in this precinct include houses, town houses and apartments
- The upper building heights have been amended from a mix of two, three and four storeys in the approved plan to two storeys + attic, three storeys, and six storeys. This permits more density in appropriate locations whilst still providing for grading down of height away from the waterfront blending with existing lower density development to the west. The solar analysis demonstrates that six storey apartments would not overshadow the public domain
- Building setback are defined within the Urban Design Guidelines that have been developed for this Precinct.
- The maximum height and apartment built form typology proposed along the waterfront does not preclude the future provision of townhouses in these locations. The Concept Plan seeks to provide flexibility in these locations to adapt to the future housing needs of the community.



## 6. Precinct Descriptions

### 6.3 Precinct C

Precinct C (includes Sub Precincts C1 and C2) is located to the immediate south east of the Town Centre and includes the full range of dwelling types grading away from the Boat Harbour. The maximum height is five storeys. The street pattern is connective, linked to the precincts on either side. There is a small public park in Sub Precinct C1. Like the other precincts, there is a public harbour boardwalk along the northern edge of the precinct

#### Site Access and Street Network

- View corridor streets to either side of the precinct provide connections to the harbour between the Town Centre and Precinct B
- Public streets provide access to the precinct from Harbour Boulevard to the south west as well as from the Town Centre and Precinct B to the north west and south east respectively
- The street network within the precinct is highly connective providing good pedestrian connections to the Boat Harbour, marina and Town Centre

#### Views and Vistas

- View corridor streets to either side of the precinct provide connections to the Boat Harbour between precincts the Town Centre and Precinct B
- There are also extended east west views along streets within the Precinct

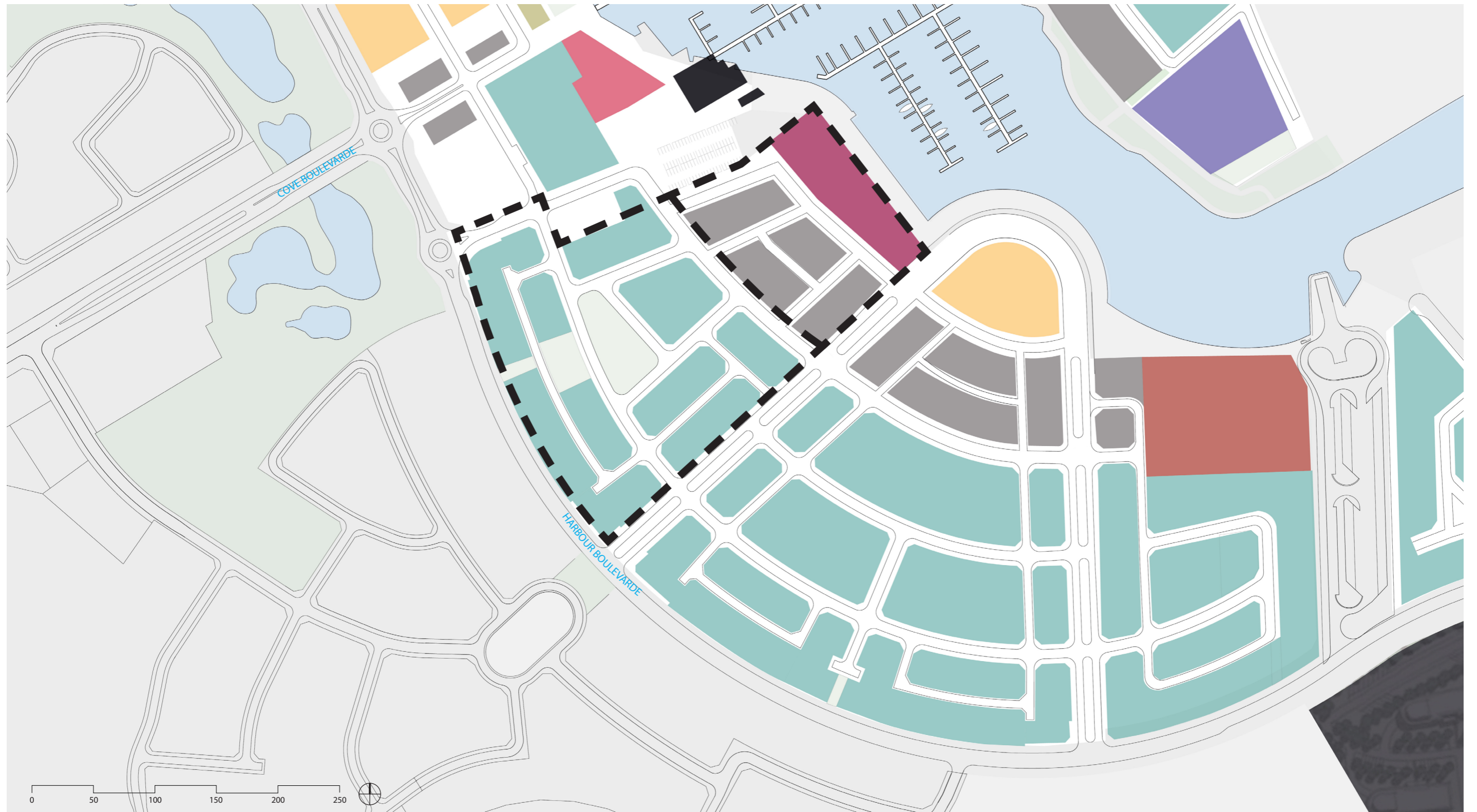
#### Residential Amenity

- All dwellings front public streets
- Dwellings are located to maximise solar access and views

- The northern portion of Sub Precinct C2 enjoys expansive water views from proposed apartments
- All dwellings are in easy walking distance to the facilities noted above
- A small public park is proposed in Sub Precinct C1

#### Built Form and Typology

- Consistent with the broader built form strategy higher densities are located on the Waterfront. In this case a maximum of five storeys is proposed stepping down from the apartments proposed in Precinct B
- Building types in this precinct include houses, town houses and apartments
- The upper building heights have been amended from four storeys to five on the waterfront. The solar analysis demonstrates that five storey apartments do not overshadow the public domain
- Building setbacks are in accordance with the Precinct Urban Design Guidelines.
- The maximum height and apartment built form typology proposed along the waterfront does not preclude the future provision of townhouses in these locations. The Concept Plan seeks to provide flexibility in these locations to adapt to the future housing needs of the community.



## 6. Precinct Descriptions

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### 6.4 Precinct D

Precinct D is the heart of the Boat Harbour and includes the Town Centre. The centre includes local amenities appropriate for a tourist and residential destination. This includes retail, community, tourist, commercial activities as well residential and tourist accommodation including hotel, serviced apartments and residential apartments. This mix will ensure activity year round during the day and evening. The street pattern is connective, providing easy pedestrian access from the surrounding precincts as well as allowing visitors convenient access to the public waterfront. The Main Street is centrally located terminating at the Harbour Plaza bookended by the hotel and food and beverage to draw people to the plaza and Main Street

#### Site Access and Street Network

- The Town Centre is accessed from Harbour Boulevard and Precinct B to the south west, as well as a public street to the north west running along the wetlands, and from the Boat Harbour marina
- The street network within the Town Centre is geared towards the pedestrian. The eastern end of Main Street is proposed to be a shared zone linking to the plaza and pedestrian boardwalk

#### Views and Vistas

- View corridor streets include Main Street as well as streets to either side of the Precinct

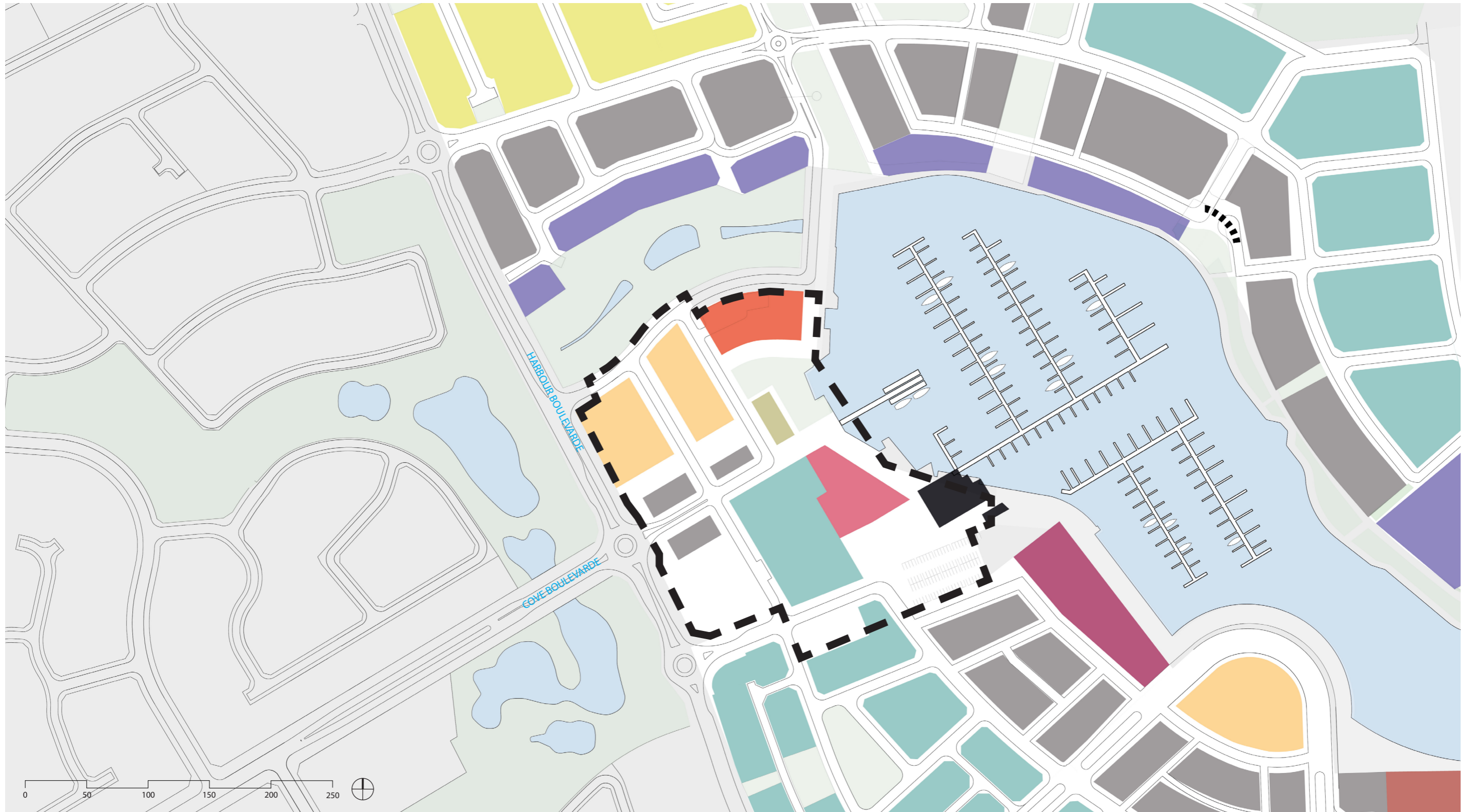
#### Residential Amenity

- Apartments in the Town Centre provide town centre living with convenient access to all facilities in walking distance

- Dwellings are located with extensive green views to the wetlands to the north and west as well as some water views

#### Built Form and Typology

- Six storey apartments are proposed in the Town Centre consistent with their central location. Three storey mixed use buildings are proposed along Main Street to provide a pedestrian scaled street frontage
- The retail area is proposed at two storeys
- An 11 storey hotel is proposed within the Town Centre
- The upper building heights for apartments located between Harbour Boulevard and the hotel have been amended from four storeys to six. The solar analysis demonstrates that six storey apartments do not overshadow the public domain. Further, they will provide an appropriate scale contextualised with the higher adjoining hotel.
- Building setbacks are nominated within the Precinct wide Urban Design Guidelines.
- The maximum height and apartment built form typology proposed along the waterfront does not preclude the future provision of townhouses in these locations. The Concept Plan seeks to provide flexibility in these locations to adapt to the future housing needs of the community.



## 6. Precinct Descriptions

### 6.5 Precinct E,F and G

Precincts E, F, and G are located at the northern edge of the Shell Cove Boat Harbour precinct. They form the transition between the Boat Harbour and existing Shellharbour Village to the north. There are also two ovals to the north east of Precinct G. Similar to Precincts A, B, and C, each precinct transitions from higher densities on the Boat Harbour to lower densities further away, in this case transitioning to the existing Shell Harbour Village. Each of the Precincts are defined at their edges by green spines that run south from the Shellharbour Village edge to the Boat Harbour providing overland flow for storm water and creating a strong sense of separation when seen from the Boat Harbour. The precincts accommodate the full range of dwelling types grading away from the Boat Harbour. The maximum height is four storeys. The street pattern is connective, linked to the precincts on either side. All precincts address the Boat Harbour, defined at the waterfront edge by a public foreshore boardwalk

#### Site Access and Street Network

- Broad green spine streets between each of the precincts provide connections to the Boat Harbour
- Public streets provide access to the precinct from Harbour Boulevard to Precinct E. From there a central spine road links the three precincts as well as Precinct H. There is also a direct link to the Town Centre
- The street network within the precincts is highly connective providing good pedestrian connections to the Boat Harbour, wetlands and adjoining ovals

#### Views and Vistas

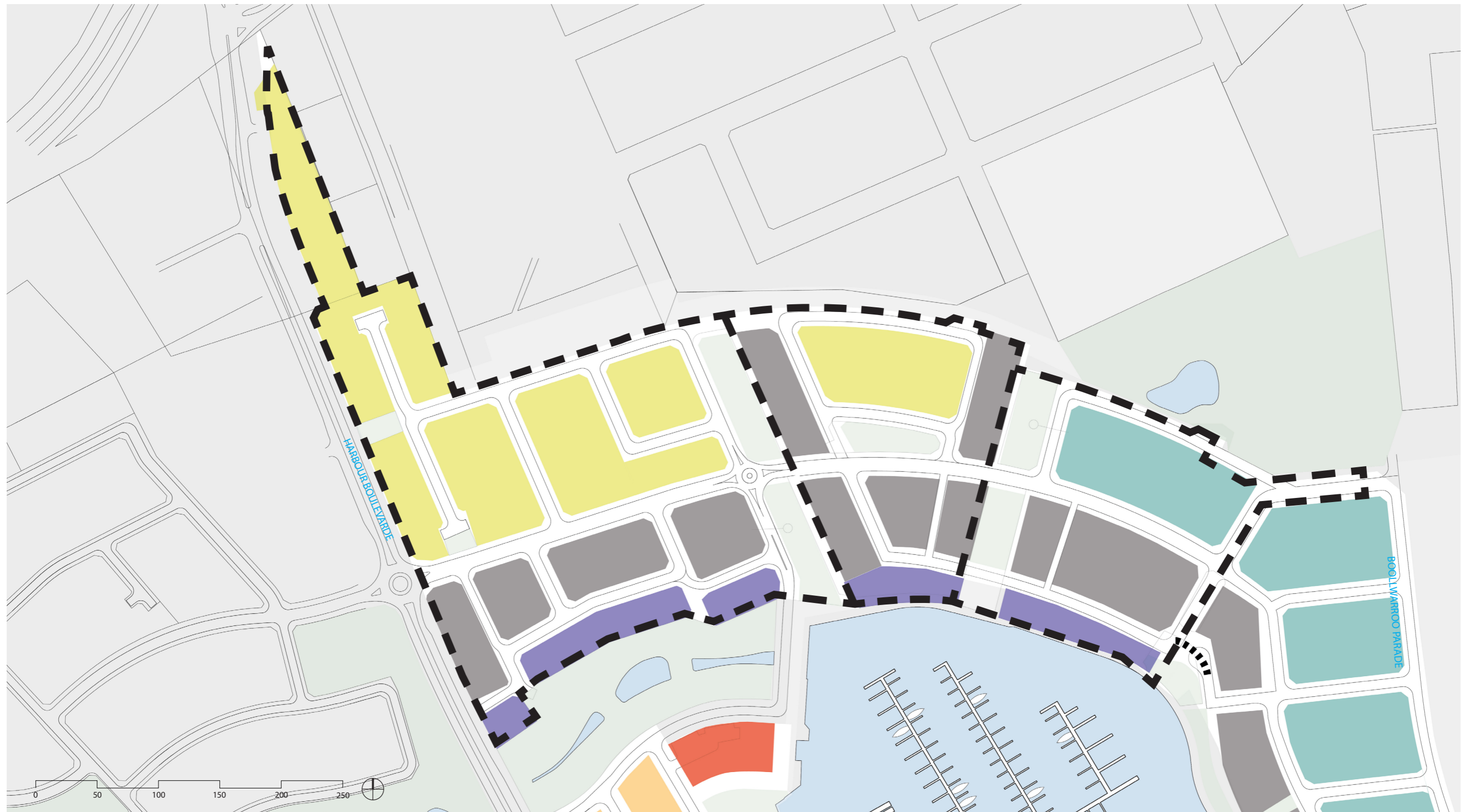
- View corridor streets between each precinct provide connections to the Boat Harbour
- There are also extended east west views along the central avenue

#### Residential Amenity

- All dwellings front public streets or pedestrian paths
- Dwellings are located to maximise solar access and views
- The southern portion of the three precincts enjoy expansive water views from proposed apartments or townhouses (Precincts F and G), as well as the expansive area of wetlands (Precinct E)
- All dwellings are in easy walking distance (300m - 500m) to the Boat Harbour and Town Centre
- A small public park is proposed in Precinct F

#### Built Form and Typology

- Consistent with the broader built form strategy, higher densities are located on the Waterfront. In this case a maximum of four storeys is proposed
- Building types in this precinct include houses, town houses and apartments
- The building heights in these precincts have not been amended
- Building setbacks will be nominated in the stage specific Urban Design Guidelines.
- The maximum height and apartment built form typology proposed along the waterfront does not preclude the future provision of townhouses in these locations. The Concept Plan seeks to provide flexibility in these locations to adapt to the future housing needs of the community.



## 6. Precinct Descriptions

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### 6.6 Precinct H

Precincts H is located on the eastern edge of the Shell Cove Boat Harbour precinct. On its eastern edge is the main street connection to Shellharbour Village. To the east of that road is the foreshore open space and Shellharbour Beach. There are also two ovals directly north of the precinct. Similar to Precincts E, F, and G, this precinct transitions from higher densities on the Boat Harbour to lower densities further away, in this case transitioning to the foreshore open space. The north western edge of the precinct is defined by a green spine road that runs to the Boat harbour terminating in open space and a public jetty. The precinct accommodates low and medium density dwelling types grading away from the Boat Harbour. The maximum height is four storeys. The street pattern is connective, linked to Precinct G to the west. All precincts address the Boat Harbour, defined at the waterfront edge by a public foreshore boardwalk terminating in a park to the south of the precinct and linking to pedestrian paths to the break wall. A mixed use site is proposed at the southern edge of the precinct. The mixed use site provides a number of alternate development options consistent with the original part 3A submission. This provides flexibility to accommodate a range of possible future uses.

#### Site Access and Street Network

- The precinct is accessed directly from Shellharbour Village to the north along a street running the length of the precinct on its eastern edge. A broad green spine street provides a connection to the Boat Harbour
- Public streets provide access to the precinct from Precincts E, F, and G to Precinct H. From there a central spine road links the three precincts as well as Precinct H.
- The street network within the precincts is highly connective providing good pedestrian connections to the Boat Harbour, wetlands and adjoining ovals

#### Views and Vistas

- View corridor streets running east west within the precinct provide connections to the Boat Harbour

#### Residential Amenity

- All dwellings front public streets or pedestrian paths
- Dwellings are located to maximise solar access and views
- The western edge of the precinct enjoys expansive water views from proposed apartments or townhouses
- All dwellings are in easy walking distance to the Boat Harbour
- All dwellings have convenient access to open space as well as the beach

#### Built Form and Typology

- Consistent with the broader built form strategy higher densities are located on the Waterfront. In this case a maximum of four storeys is proposed
- Building types in this precinct include houses, town houses and apartments
- The upper building heights in these precincts have been amended from three to four storeys on the waterfront consistent with waterfront areas in the other precincts
- Building setbacks will be determined in the stage specific Urban Design Guidelines.
- The maximum height and apartment built form typology proposed along the waterfront does not preclude the future provision of townhouses in these locations. The Concept Plan seeks to provide flexibility in these locations to adapt to the future housing needs of the community.

