

Fig. 3.08 - Town Centre Indicative Sections

- Commercial Precinct

- Town Centre

Investigations into the planning and design of the Town Centre stemmed from a series of workshops undertaken in 2007 between Cox Richardson, BHI Architects, Australand (Retail), Shellharbour Council and LFA. These workshops resulted in a refined Town Centre concept which includes retail, community, tourist and commercial facilities, residential components in the form of apartments/serviced apartments and a hotel site.

The Commercial Precinct/Town Centre is located centrally within the Boat Harbour Precinct and is directly accessed from surrounding streets and developments. Access to the harbour edge is enhanced by way of Harbour Square which offers dedicated open space and a transition from the Town Centre to the Marina. Wetlands separate the Town Centre from precincts to the north and public access is provided.

Within the Town Centre retail components are located along Main Street and Road B (perpendicular to and east of Main Street, see Fig. 4.12, pp 52 or 59). The sunny, southern side of Main Street will include uses with external seating such as cafes whilst the northern side will be dedicated to internal uses such as a Post Office, book shop, real estate agent, etc. A supermarket is located on the south side of Main Street, on the corner of Harbour Boulevard. The blank supermarket walls will be sleeved by other retail uses. Similarly parking is provided behind shopfronts and is located both north and south of Main Street.



Bird's Eye View

Fig. 3.09 - Town Centre Indicative Plans

Community facilities might include a branch library, tourist information centre and dedicated community spaces. These will be located towards the western end of Main Street and along Harbour Boulevard.

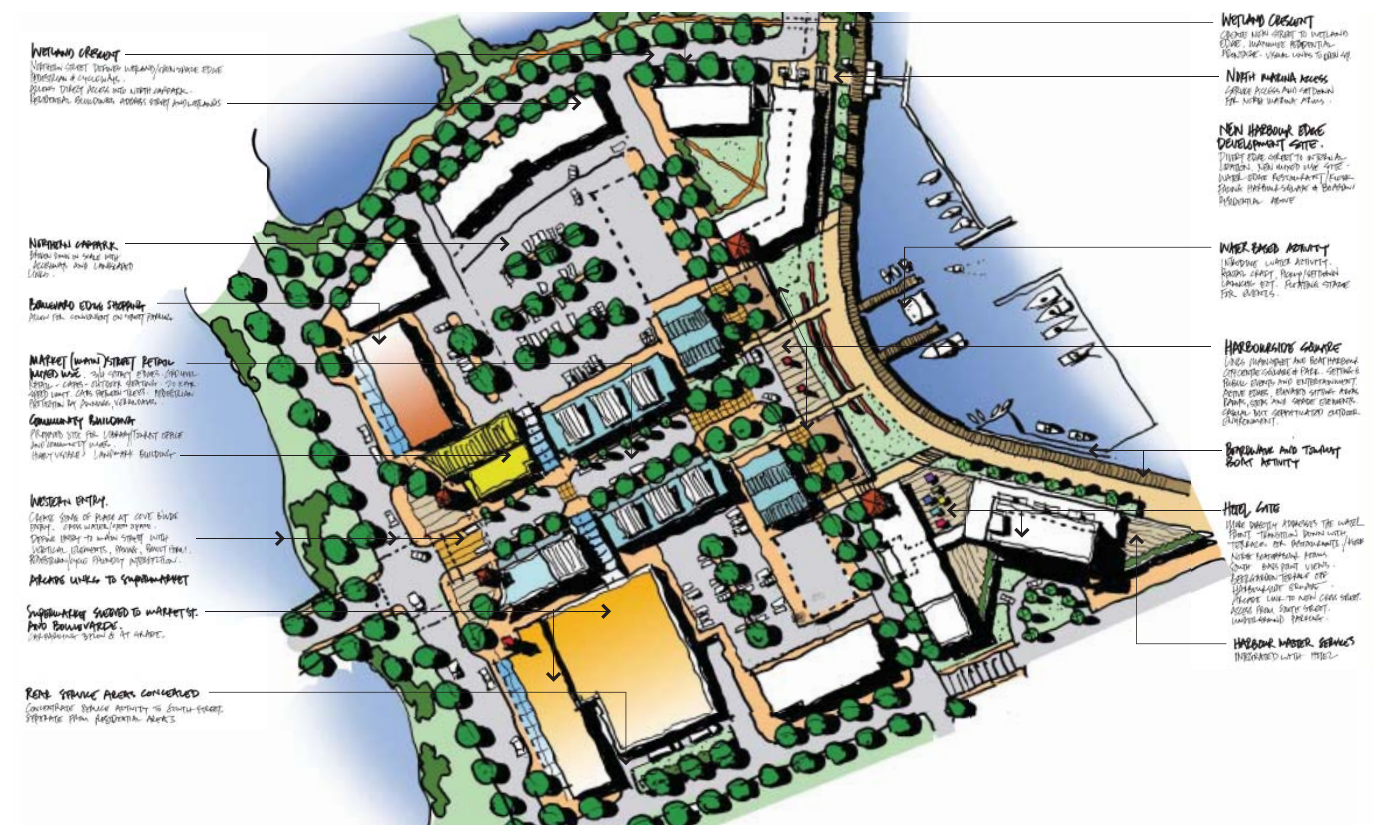
Tourist facilities will be clustered around the hotel, near to the boardwalk and marina, with some provided along Main Street.

Commercial suites will typically be located above shopfronts on Main Street but might also be provided near to the hotel on Road B as part of the marina management facilities.

Residential uses within the Town Centre will be confined to Road A (parallel to and south of Main Street, see Fig. 4.12, pp 52 or 59) and Road C (parallel to and north of Main Street, see Fig. 4.12, pp 52 or 59), with the latter offering views over the wetlands. However apartments may also be provided above shopfronts on Main Street and Road B to reinforce activity and vibrancy in this key location.

The maximum number of storeys in this precinct is 4 with the exception of the hotel which is 8 to 9 storeys. The setback of the built form from the street edge will be sufficient to allow for on-street activities such as external seating.

The Commercial Precinct/Town Centre represents one of three potential mixed use precincts within the Boat Harbour, with the other mixed use precincts (H2 and A2) located adjacent to the mouth of the harbour to service boating-related and tourism-related activities.



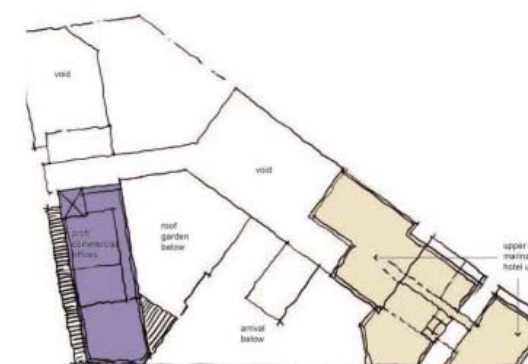
Refined Plan

Hand-drawn architectural section of a building, likely a hotel or resort, showing a cantilevered upper floor and ground-level activities.

Annotations and Dimensions:

- Dimensions:** 2.2, 6.0, 3.0, 9.0
- Structural/Functional Notes:**
 - JERRY Pick-up & Drop-off area to Boat Harbor
 - Palm in Close Proximity to Hotel Room
 - Work from Terrace
 - DIRECTION DIRECTION FOR SUN - BEACH & VIEW
- Ground Level Features:** A palm tree, a small structure labeled "Palm Court", and a group of people sitting on a bench.
- Waterfront Features:** A sailboat docked at a pier, with people walking along the shore.

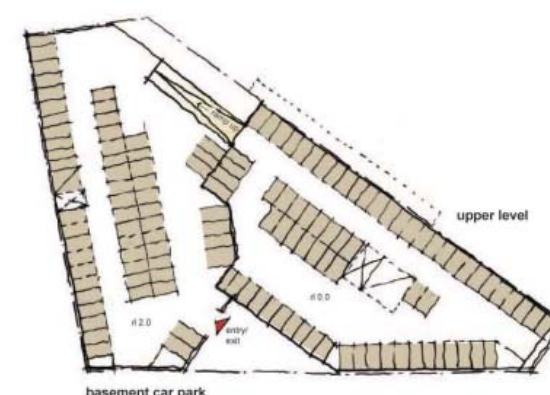
upper level hotel rooms



first floor plan

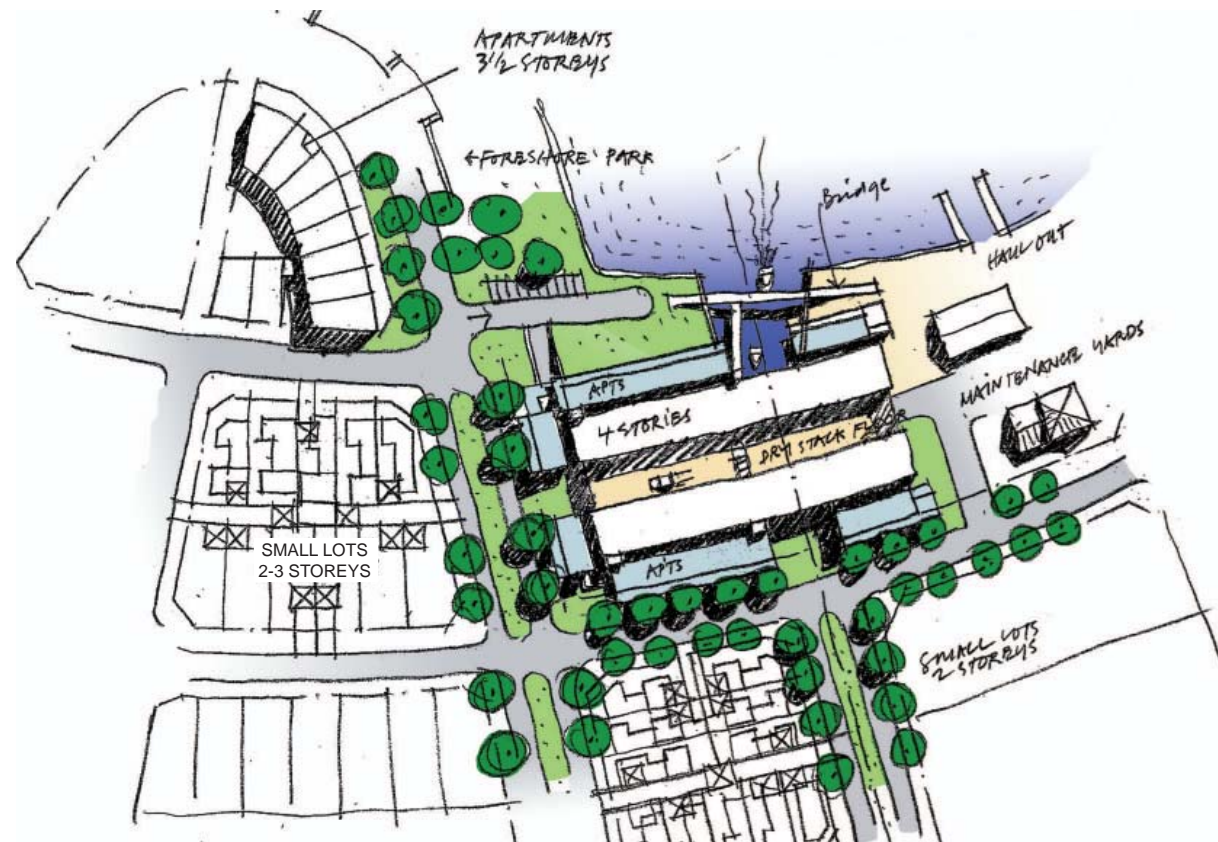


street level

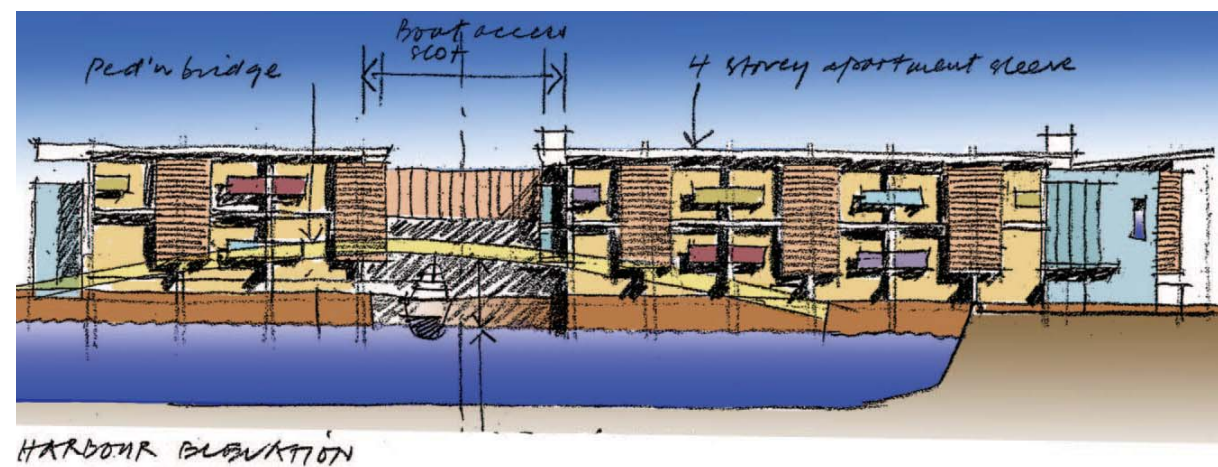
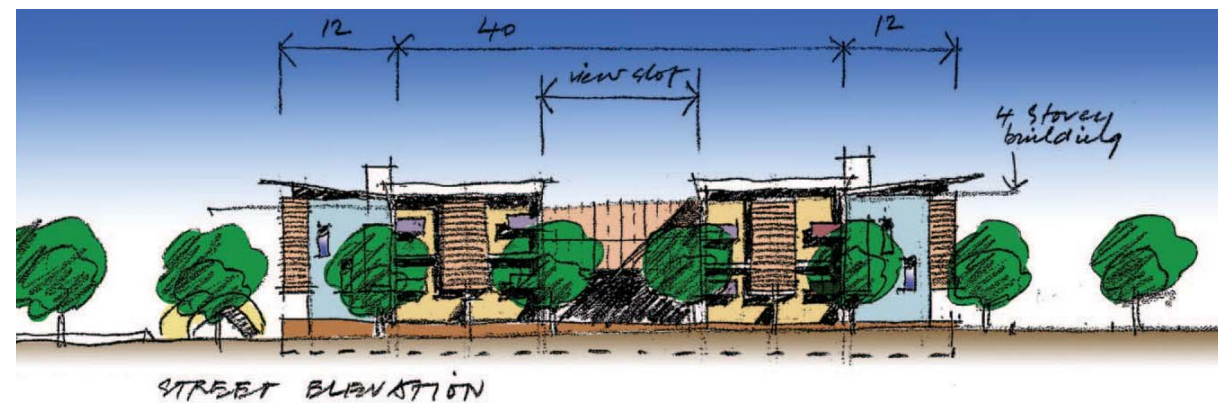


basement car park

33.



East/west Orientation Plan



East/west Orientation Elevations

Fig. 3.11 - Boat Storage Design Investigations

Boat Storage / A2

The Boat Storage precinct represents the third potential mixed use precinct within the Boat Harbour. Within this precinct an area adjacent to the public boat ramp and haul out area has been identified as a potential site for the dry stack building which will allow craft to be stored under cover.

Two options were developed during the design process - one that orientates the dry stack building approximately north/south and the other east/west. In both options the residential component surrounds the dry stack building ensuring that it is hidden from the sight lines of those on adjacent streets or the water. The maximum number of storeys is 4 and the typical setback is in the order of 3m.

Orientating the dry stack with an east/west axis was deemed to be the preferred option as it provides a predominately residential edge to the water and maximises water views from apartments. An acoustic treatment will be provided between the residences and the dry stack building to minimise any noise transfer (see Appendix J).

The harbour edge is addressed via access to the boat storage facility and connection to The Promontory to the north.



North/south Orientation Plan



Extract from Precincts B and C

- Residential Precincts

Detailed design investigations were undertaken for all residential sectors with selected precincts chosen to provide detailed layouts (see Fig. 3.12). Preliminary architectural guidelines were established in conjunction with BHI Architects. These reviewed the vernacular of the Illawarra region and Shellharbour Village and concluded that whilst the Boat Harbour Precinct should adopt some elements overall it could be more modern. Built form and materials are discussed in more detail in Part 4.0, pp 53.

Low and medium density residential components, predominately houses or 2 to 3 storey townhouses, are generally located toward the outer boundaries of the Boat Harbour Precinct. The built form is generally clustered in such a way that carparking and garages are kept off the street and access is provided to the rear of the group of properties. Shared streets provide views to the water and street planting provides houses with a natural outlook.

Medium density residential components, predominately apartments, are shown to be located on prominent streets and nearest to the water's edge thus keeping higher density residential towards the centre of the Precinct and maximising residents' views to the water. Within the Town Centre, apartments directly on the water's edge include retail uses at ground level to ensure activity and vibrancy.

- A1

Precinct A1 is a high-value standard/low density residential precinct where the maximum number of storeys is 2 and the likely setback from the street is in the order of 5.5m. The road and lot layout will take advantage of the precinct's premium location adjacent to Shellharbour South Beach.

A public boat ramp is located to the west of the precinct and is accessed via the harbour mouth to the north. The boat ramp is primarily for public boat access and temporary boat trailer/ car parking however some recreational uses will be facilitated.

- A3

Precinct A3 is comprised of standard/medium density housing of maximum 3 storeys. The typical setback is in the order of 3 to 5.5m. Precinct A3 responds to adjacent precincts by locating like housing types at its boundaries.

- B

The distribution of housing types within Precinct B is such that the number of storeys increases from 1 and/or 2 adjacent to Harbour Boulevard, to a maximum of 4 storeys at the harbour edge. Section A-A is provided to show this principle (see Fig. 3.14, pp 37). The setback varies from 0m, for apartments, to 5.5m for standard lots. The opportunity for a 0m setback is recommended in key locations where detailed design of the street edge conditions will provide an appropriate response.

The harbour edge is addressed via The Promontory which provides a park suitable for small and large group passive activities (see Appendix N).

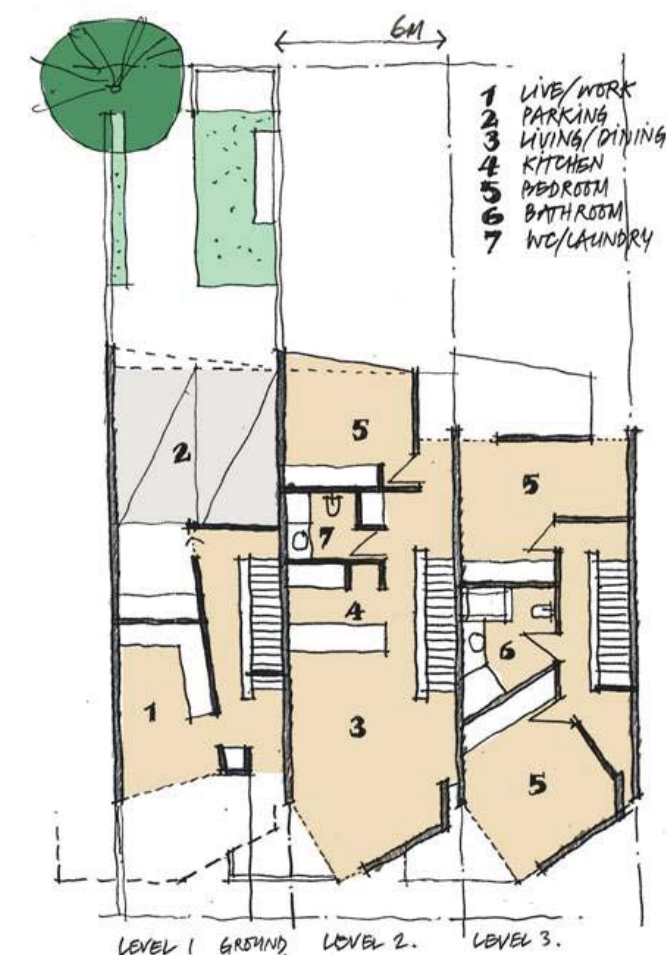


Extract from Precincts F and G

Fig. 3.12 - Residential Precincts Indicative Overall Plans



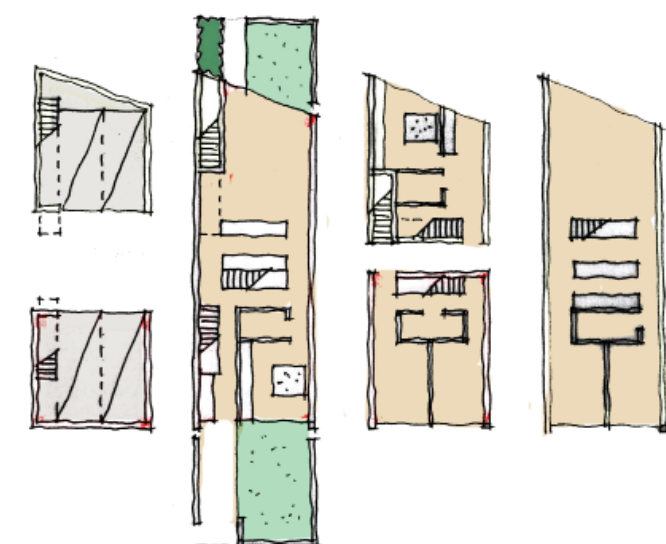
Precinct A1



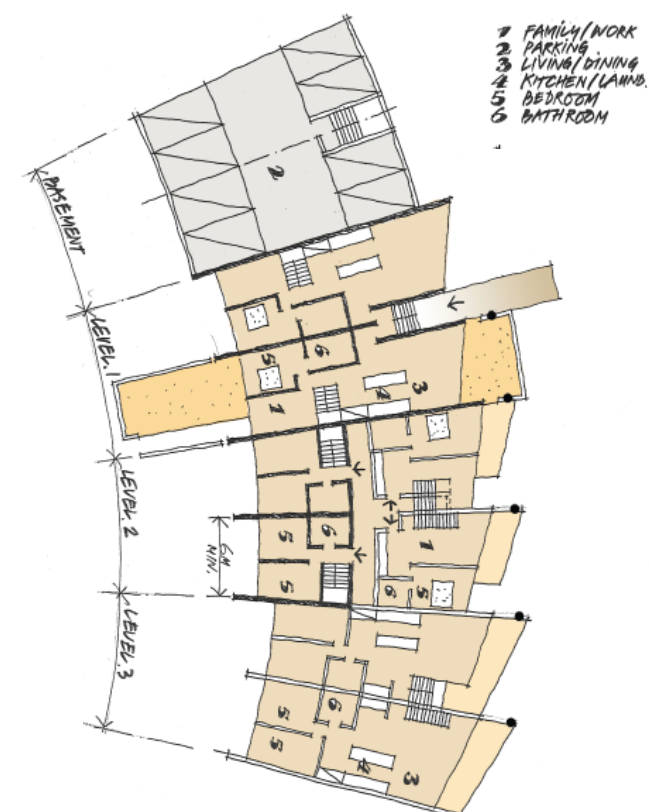
3 Storey Townhouse (typical to Precincts F and G)



Cross-Over Apartments (typical to Precinct A2, surrounding boat storage)



Cross-Over Townhouse (typical to Precincts F and G)



Curved Apartments (typical to Precincts B and C)

Fig. 3.13 - Residential Precincts Indicative Floor Plans

- C
Precinct C is located south of the Commercial Precinct and is comprised of medium/high density housing types. The number of storeys is a maximum of 4 adjacent to the harbour and at the northern boundary which responds directly to the Town Centre opposite. The typical setback is 3m with a recommendation that the high density housing type occupying a key corner adopt a 0m setback.

A buffer is provided between the built form and harbour edge by way of a boardwalk and grassed open space (see Appendix N).

- E
Precinct E provides a mix of housing types, from standard (1 to 2 storeys) to apartments (3 to 4 storeys). The medium/high density housing types overlook the wetlands which separate Precinct E from the Commercial Precinct to the south. The high density housing type also has views of the harbour. Within Precinct E setbacks range from 0 to 5.5m depending on the housing type and location.

The high density housing type has access to a boardwalk which extends from the Commercial Precinct. Precincts E, F and G are separated by floodways which provide landscaped view corridors to nearby Shellharbour Village and enhance the outlook of the residential components (see Appendix N).

- F
The distribution of housing types within Precinct F is such that the number of storeys increases from 1 and/or 2 adjacent to Shellharbour Village, to a maximum of 4 storeys at the harbour edge. Section B-B is provided to show this principle (see Fig. 3.14, pp 37). The setback varies from 0m, for apartments, to 5.5m for standard lots. The opportunity for a 0m setback is recommended in key locations where detailed design of the street edge conditions will provide an appropriate response.

The high density housing type overlooks the harbour and has views across the moorings to the Town Centre and adjacent open space. A boardwalk separates the residential component from the harbour edge. Precincts E, F and G are separated by floodways which provide landscaped view corridors to nearby Shellharbour Village and enhance the outlook of the residential components (see Appendix N).

- G
Precinct G provides a mix of housing types with medium/high density housing located on the eastern, southern and western boundaries and standard lots provided to the north adjacent to existing open space, including the Ron Costello Oval and Keith Hockey Field, as well as Shellharbour Village. The number of storeys ranges from 1 to 4 and setbacks range from 0 to 5.5m depending on the housing type and location. Precinct G responds to adjacent precincts by locating like housing types at its boundaries.

A boardwalk separates the residential component from the harbour edge and Precincts E, F and G are separated by floodways which provide landscaped view corridors to nearby Shellharbour Village and enhance the outlook of the residential components (see Appendix N).

- H1
Precinct H1 provides a mix of housing types dominated by standard/medium density with a small high density component overlooking the harbour. The standard lots are provided with views towards Shellharbour South Beach. The number of storeys ranges from 1 to 4 and setbacks range from 0 to 5.5m depending on the housing type and location. Precinct H1 responds to adjacent precincts by locating like housing types at its boundaries.

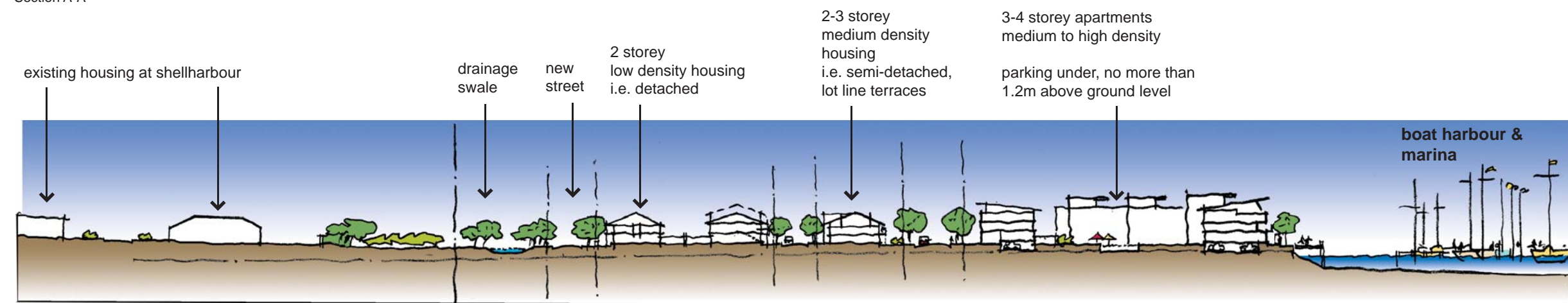
The harbour edge is addressed via a park which offers opportunities for passive recreation and provides breakout sections from adjacent streets (see Appendix N).



Locality Plan

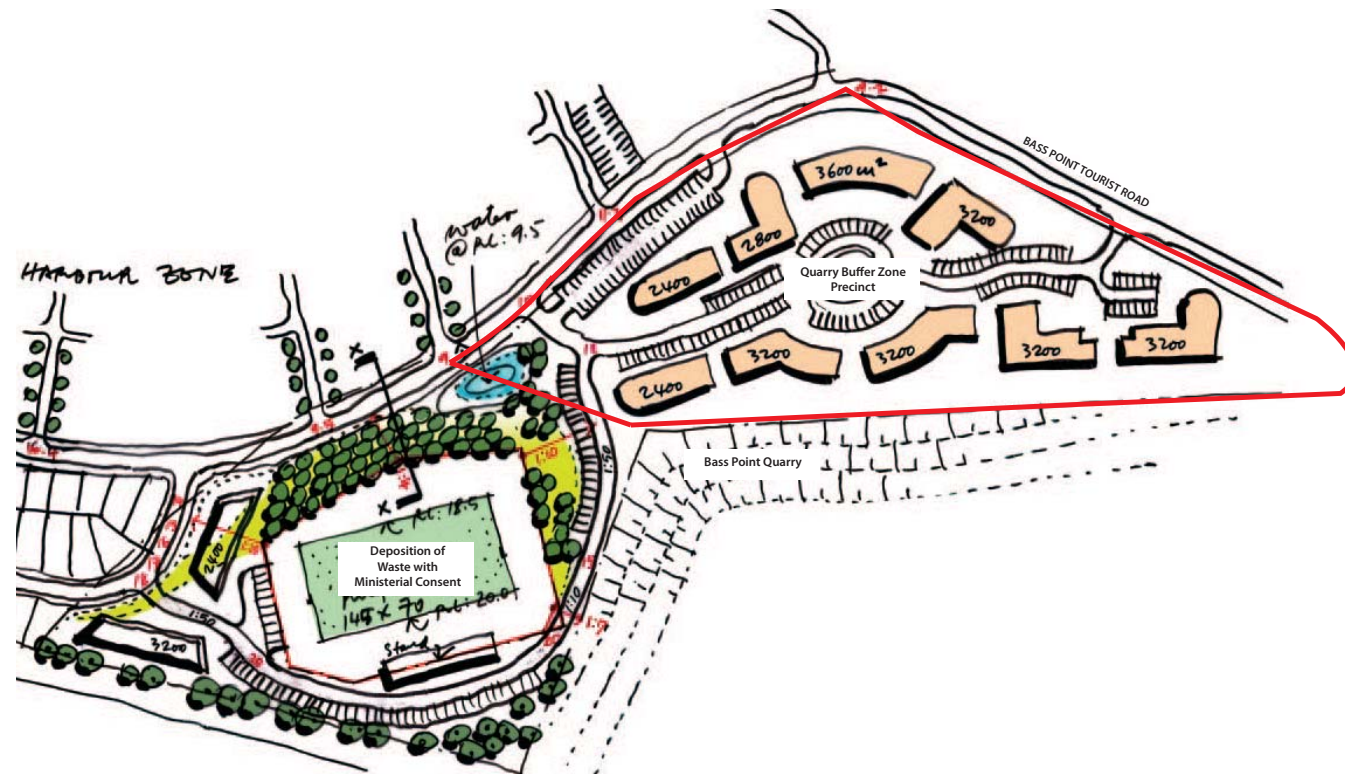


Section A-A

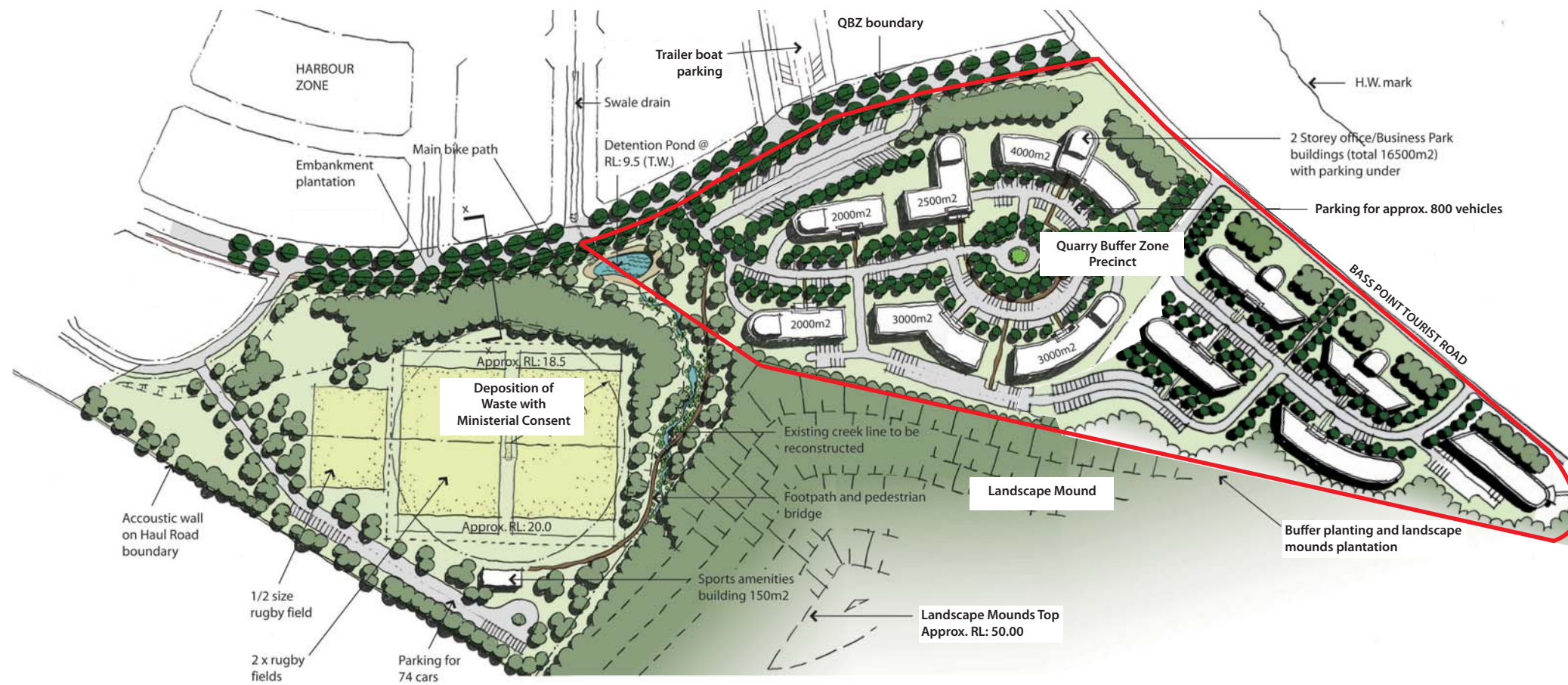


Section B-B

Fig. 3.14 - Indicative Housing Type Distribution Sections



Preliminary Plan



Preferred Plan

Fig. 3.15 - QBZ Precinct Design Investigations

- Quarry Buffer Zone Precinct

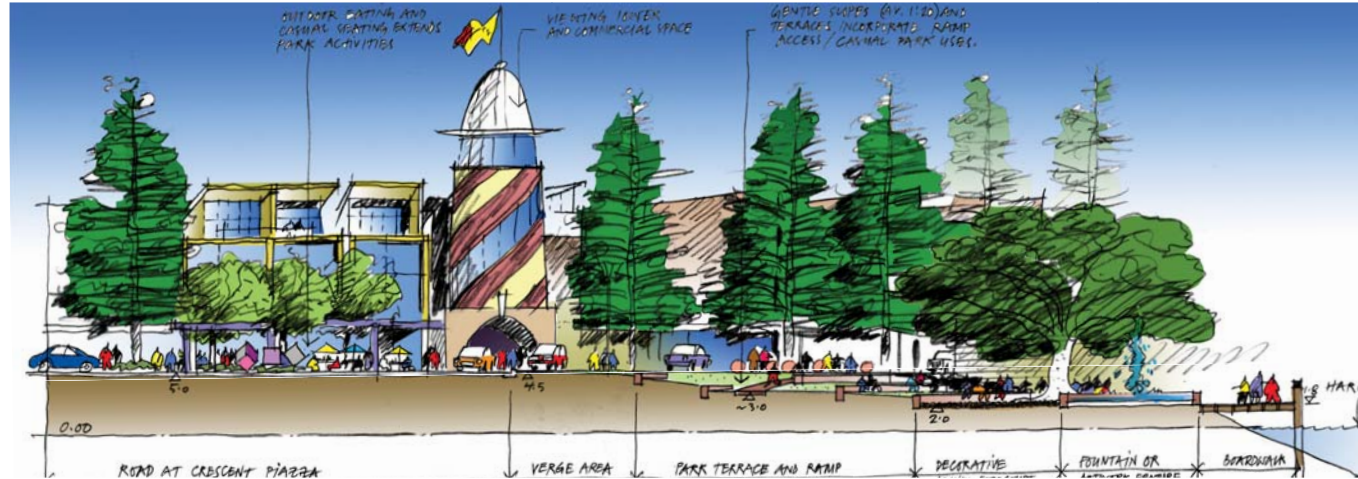
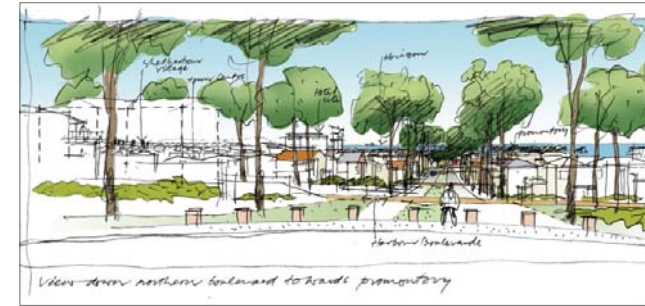
The SLEP zones the QBZ as Residential 2(f) Mixed Use. However, there are restrictions stemming from the Quarry operations that control permissible development, in particular, residential development is prohibited. This has resulted in the precinct being allocated to Business Park uses.

It is proposed that multiple individual buildings are placed on the site and that their scale, form and function are developed to provide a suitable interface between the activities of the quarry and those of the residential areas within the Boat Harbour Precinct. The total floor area is approximately 30,000m² spread over 2 storeys. Parking for approximately 800 vehicles is also proposed.

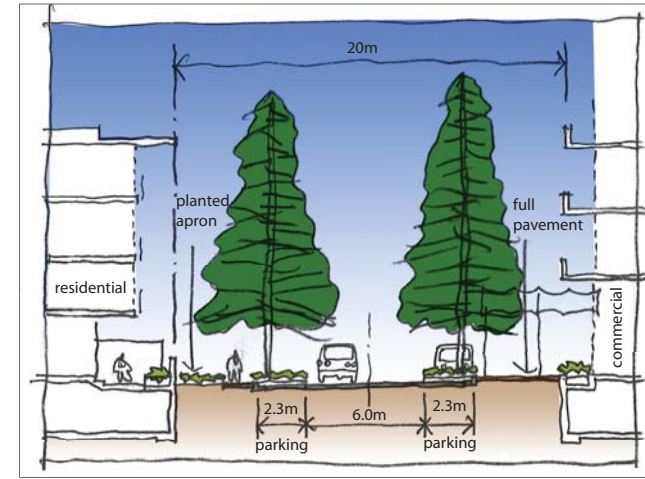
Employment opportunities within the precinct may be provided by a university and/or marine research and marine biology units. The likely employment potential is in the order of 1,000 jobs.



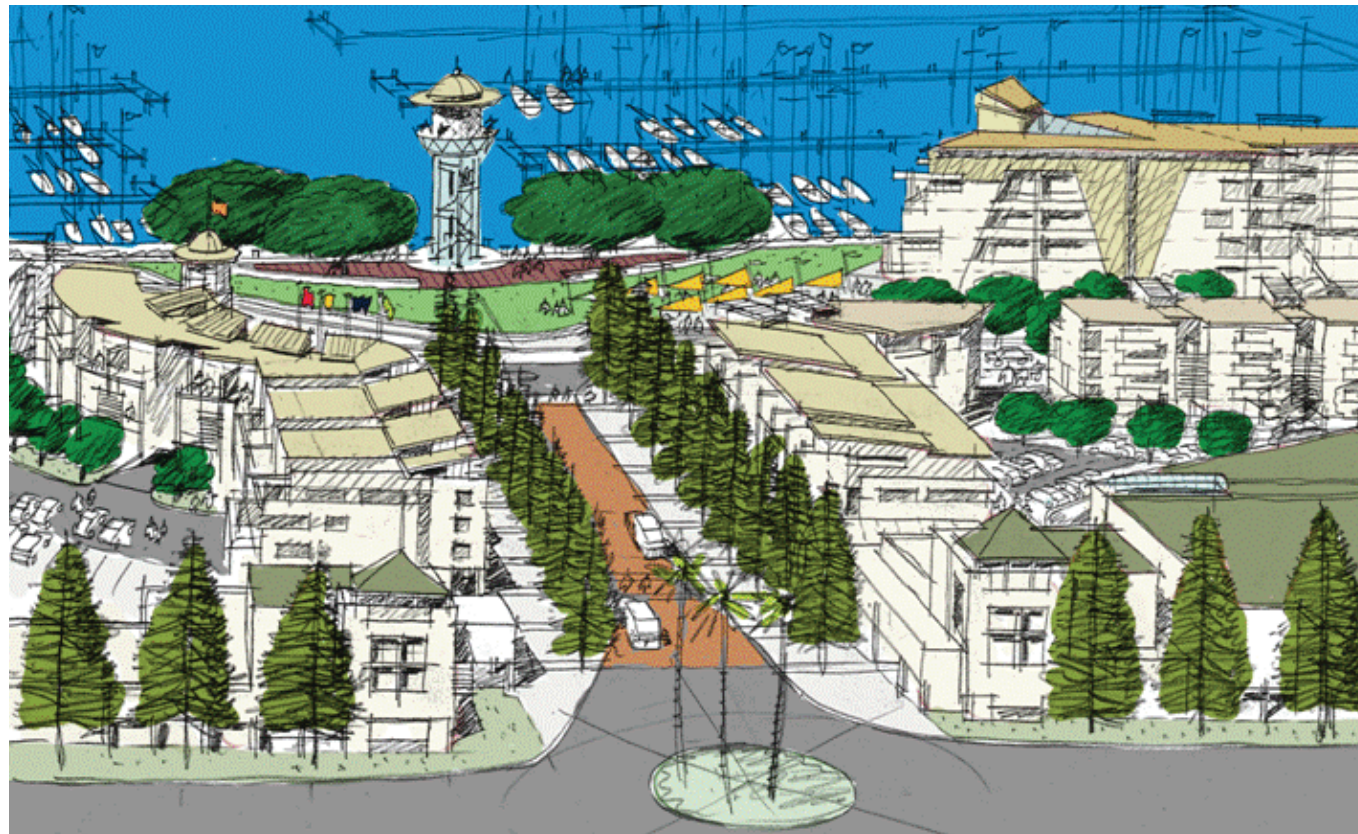
Views Towards the Harbour and Promontory



Harbour Square Section



Main Street Section



Main Street and Harbour Square Bird's Eye View

Fig. 3.16 - Public Open Space Design Investigations



Wetlands

- Public Open Space

Public Open Space includes the incorporation of parks such as Harbour Square at the eastern end of Main Street, the articulation of edge conditions to the harbour perimeter and the design parameters of precinct streets. To define these components both Open Space and Street Guidelines were established during the design process. These are included at Appendices N and O and are briefly described below. (It should be noted that the guidelines are indicative of the design intent and are subject to change as the relevant Project Applications are developed).

Harbour Square has evolved from a reconsideration of the earlier park options located between Main Street and the water's edge. Design investigations indicated that the 'green park' was too large and potentially a separating rather than integrating element. Instead, the proposed Harbour Square is seen as a flexible space for active and passive recreational uses, providing access to the boardwalk promenade, and interacting with active uses at the water's edge such as a performance stage. Harbour Square provides a strategic location for a major public artwork, special lighting and integrated street furniture.

Draft Conceptual Open Space Guidelines have been developed in recognition of the importance of the water's edge to the overall design of the Boat Harbour Precinct. Whilst design of the Boat Harbour was approved under a separate application the relationship between the harbour edge and the Precinct is critical and the guidelines outline the preferred design response. In particular guidance is provided for Main Street, Harbour Square, parkland/ open space, harbour edge park and harbour boardwalk. The floodways and wetlands to the north of the Precinct are also identified.

Draft Conceptual Street Guidelines have been established for key roads within the Boat Harbour Precinct and provide indicative parameters for the widths of: overall road reserves, roads, footpaths and verges. The guidelines also suggest the tree form and character of landscaping to achieve the design intent of each street type.