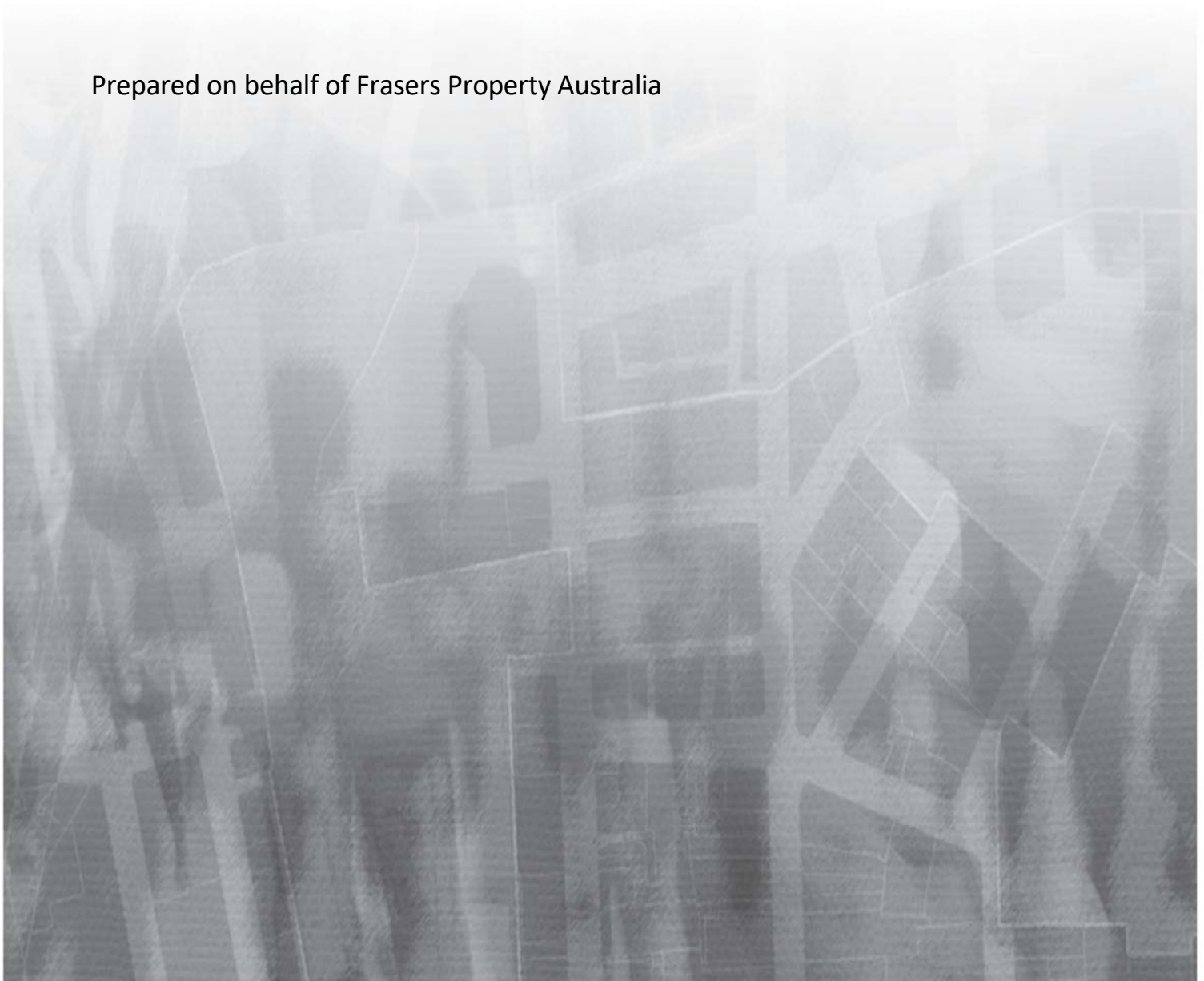




Shell Cove - Precinct D

Urban Design Guidelines

Prepared on behalf of Frasers Property Australia



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The Urban Design Guidelines have been prepared by JBA for Frasers Property Australia and Shellharbour City Council

The Precinct D Urban Design Guidelines were adopted by Shellharbour City Council are effective from 10th June 2017. There have been the following amendments to date to this UDG:

- Amendment No. 1 (minor housekeeping amendment) – effective from 29 March 2019 to delete text relating to future amendments to Major Project Approval 07/0027
- Amendment No. 2 – effective from 8 May 2019. Changes to parking requirements resulting from Southern Regional Planning Panel meeting of 16 April 2019.

The Urban Design Guidelines have been informed by the architectural, urban design and landscaping work undertaken by HDR Rice Daubney, Group GSA and Cox Richardson; the flood modelling undertaken by Advisian; and the traffic and parking analysis undertaken by Colston, Budd, Rogers and Kafes.

The Urban Design Guidelines have been reviewed by Shellharbour City Council and endorsed by Geoff Hoynes – Group Manager City Planning, Shellharbour City Council.



8 May 2019

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1.0 Introduction

1.1 Name of this document

This document is called the “Shell Cove Precinct D - Urban Design Guidelines” (the Urban Design Guidelines).

1.2 Purpose of the Urban Design Guidelines

The purpose of the Urban Design Guidelines is to support the Shell Cove Concept Approval in guiding development of land within Precinct D, which will be the future Shell Cove town centre. The Urban Design Guidelines have been prepared as required by Schedule 3 Part D Further Environmental Assessment Requirements No. 1 under the Concept Approval which states that:

“The proponent must submit detailed urban design guidelines for the project prepared by a suitably qualified architect or urban designer, for each stage. The guidelines must establish design controls which achieve the following where relevant to the particular stage:

- *Architectural diversity within all stages which complements the site's coastal context*
- *A variety of detailed designs which avoids monotones and repetition*
- *Design of the mixed use landmark (hotel) building and public square in the commercial precinct which define street and water edges, and create visual interest*
- *A mixed use landmark (hotel) building with tower angled to maximise views to the coast to the north and south and reduce impacts on the boat harbour and which may comprise a 3-4 storey high podium*
- *Demonstration of a mix of dwelling types and sizes for each residential precinct, including consideration of affordable and adaptable housing*
- *Building separation, setbacks, solar access, visual and acoustic privacy, view corridors and an adequate level of environmental amenity*
- *The location and distribution of car parks*
- *Where applicable, that SEPP 65 principles and the Residential Flat Design Code (now ADG) can be achieved*
- *Appropriate density, bulk, scale, textures and colours in relation to surrounding development, topography and streetscape*
- *Consistency with the NSW Coastal Policy 1997 and Coastal Design Guidelines NSW in terms of visual impact, bulk, scale and amenity*
- *Layout and design which satisfies the design considerations in Healthy by Design: A Planners Guide to Environment's for Active Living, National Heart Foundation of Australia*
- *Clear addresses for buildings fronting public walkways along the harbour and direct access from walkways where possible*
- *An indicative staging plan identifying the likely timing and sequence for each stage*
- *Buildings which address main avenues or boulevards and serviced by rear laneways/access ways to improve legibility and prevent gated communities*
- *Design and layout to minimise noise impacts to sensitive residential areas near the quarry boundary*
- *Demonstrate adequate on-site parking is provided for the mixed-use landmark (hotel) building, to not adversely impact on-street parking in the town centre and surrounding precincts.”*

1.3 Land to which the Urban Design Guidelines apply

The Urban Design Guidelines apply to development on land known as Shell Cove Precinct D as shown at **Figure 1**.



Figure 1 – Land to which the Urban Design Guidelines apply

1.4 Application of the Urban Design Guidelines

The Urban Design Guidelines provide a performance based framework in which to consider each development application on its merits. A key feature of this framework is to facilitate innovation through enabling alternative design solutions that can demonstrate achievement of the relevant performance criteria or vision and principles.

Vision and principles

The vision and principles represent the overall outcomes for the site.

Character Areas

Precinct D has been planned and designed to comprise a series of interconnected areas that are intended to each develop their own distinct character. To achieve this character, development must be consistent with the statements included in this part. The character statements outline the key elements of each area to expand on the vision and principles.

Urban Design Guidelines

The Urban Design Guidelines comprise performance criteria and design guidelines. The performance criteria are consistent with and provide further detail on the vision and principles. They address matters that are considered important to achieving quality development outcomes in Precinct D. The design guidelines represent the preferred way of demonstrating achievement of the performance criteria. Should development

adopt a design guideline, it will be taken that it has achieved the relevant performance criteria.

Alternative design solutions

Should development not adopt a design guideline, it may propose an alternative. This alternative solution will be assessed against the relevant performance criteria. Should the relevant performance criteria not be satisfied, the applicant is to demonstrate that the proposal achieves the vision and principles. Facilitating innovation through alternative design solutions is a fundamental aim of this planning framework. Consequently, when assessing a development application, the consent authority is to apply a flexible approach that allows consideration of reasonable alternative design solutions.

1.5 Relationship to other planning documents

The Urban Design Guidelines provide guidance for development in Precinct D. They are to be read and applied in conjunction with other relevant documents including the Shell Cove Concept Plan approval, which includes:

- Shell Cove Boat Harbour Precinct Concept Approval 07_0027 (15 February 2011) and the following supporting documents:
 - Statement of Commitments (Concept Approval Schedule 4) as amended by the updated Statement of Commitments prepared by Ethos Urban (8 August 2017);
 - Shell Cove Boat Harbour Precinct Concept Plan Application and Environmental Assessment (26 February 2010);
 - Shell Cove Boat Harbour Precinct Preferred Project Report (November 2010); and
 - Section 75W Modification (8 August 2017) prepared by Ethos Urban and Response to Submissions, prepared by Ethos Urban, dated 7 February 2018, 31 March 2018 and 31 July 2018.

The Concept Approval documents listed above set out the land use, floor space, dwelling yield and building height controls for Precinct D. They also outline Precinct D's overall characteristics and provide indicative conceptual plans and illustrations addressing land use, built form and street layouts. The intention of the plans and illustrations is to demonstrate that the Shell Cove master plan design principles and precinct characteristics can be achieved. The Environmental Assessment states that:

*“All illustrations are **indicative only** and the built form will be considered in further detail prior to the submission of subsequent [development] applications.”*

As such, the plans and illustrations in the Concept Plan have provided the basis for the Precinct D Urban Design Guidelines. In this regard, the Urban Design Guidelines provide an additional layer of guidance, while remaining flexible, to allow Precinct D to evolve and allow its design to be ‘considered in further detail’ while ensuring the overall structure, design principles and development objectives are achieved in a manner that remains consistent with the Concept Approval.

Modifications to the Concept Approval

Notwithstanding the discussion above, the design of Precinct D has evolved over the 6 years following the Concept Approval in 2011. The evolution has resulted in changes to the layout, built form and floor space proposed within Precinct D. Specifically, the changes proposed are:

- Relocating the proposed hotel to the northern edge of Precinct D;
- Increase the maximum height of the hotel to permit 11 levels, and the residential flat buildings in the town centre to six storeys;

- Reclassify the hotel as a building that can also accommodate serviced apartments and residential apartments;
- Increase the permissible number of total residential dwellings;
- Remove the community and hotel uses from the town centre gross floor area cap of 22,000m²;
- Updates to the road network.

Figures

All figures in these guidelines are indicative only. Given that Precinct D is a greenfield site, the consent authority is to apply reasonable flexibility in the interpretation of boundaries and elements. The figures are also not to scale.

1.6 Indicative Staging

Figure 2 illustrates an indicative staging sequence and timeframes for the development of Precinct D.

LEGEND

—	PRECINCT "D"
- - -	LOT BOUNDARY
01	MARCH 2018
02	JUNE 2019
03	DECEMBER 2019
04	DECEMBER 2019
05	JUNE 2020
06	DECEMBER 2020
07	DECEMBER 2021
08	DECEMBER 2022
09	DECEMBER 2024

NOTE: INDICATIVE BUILDING FOOTPRINTS. PROGRAM TIMING IS INDICATIVE ONLY AND SUBJECT TO CHANGE.



Figure 2 – Precinct D – Indicative Staging Plan

Source: Group GSA

2.0 Vision and Principles

2.1 Vision

The vision for Precinct D is:

Provide the Shell Cove coastal community with a cultural and commercial heart – a wonderfully open, natural place to discover, shop, eat, relax, live and play.

2.2 Principles

To achieve this vision, development should comply with the following principles:
Development will:

- Respect and complement Shell Cove's coastal setting;
- Maintain identified public view corridors to the ocean and boat harbour and define key street and water edges;
- Provide public access to the boat harbour;
- Provide a range of uses including supermarket retail, tourist (i.e. tavern and hotel), commercial, community facilities and residential components in the form of apartments and serviced apartments;
- Create landmark spaces, views, built forms and landscapes which will contribute to a sense of place in a manner consistent with the New South Wales Coastal Policy 1997 and the Coastal Design Guidelines New South Wales;
- Deliver high quality architecture and spaces that contribute to a human scale of development and provide active ground floor uses, where appropriate, to generate a vibrant street environment;
- Include street furniture, lighting and landscaping which will enhance the public realm, encourage pedestrian activity and engender a slow speed traffic environment;
- Have a density, bulk, scale, textures and colours that respects surrounding topography, development and streetscapes;
- Provide a mix of apartment types and sizes designed in accordance with the principles of State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development and the Apartment Design Guide;
- Promote the principles of Crime Prevention Through Environmental Design (CPTED);
- Provide conveniently located car, motorbike and bicycle parking to cater for forecast demand; and
- Provide a layout and design that fosters the development of a healthy community.

3.0 Precinct D – Character Areas

Precinct D will accommodate a number of areas each with a particular function. The areas are illustrated in **Figure 3** with character statements below. The areas are defined as follows:

- Town Centre Core;
- Residential Area;
- Community Area;
- Hotel Area;
- Tavern Area; and
- Waterfront Mixed Use Area.

LEGEND

- PRECINCT "D"
- - - LOT BOUNDARY
- A TOWN CENTRE CORE
- B RESIDENTIAL AREA
- C COMMUNITY AREA
- D HOTEL AREA
- E TAVERN AREA
- F WATERFRONT MIXED USE AREA

NOTE: INDICATIVE BUILDING FOOTPRINTS



Figure 3 – Precinct D – Character Areas

3.1 Town Centre Core

The Town Centre Core is the primary retail /commercial hub for Precinct D. It is anchored by a supermarket, and contains a number of supporting specialty shops (refer **Figure 4**). Mixed use commercial residential buildings along the western edge of Road 10 (Main Street) will provide activation at and above street level. **Tables 1, 2 and 3** outline the overarching characteristics of the Town Centre Core and the public domain and movement network.



Figure 4 – Town Centre Core

Source: Group GSA

Table 1 – Town Centre Overarching Characteristics

Key Elements	Characteristics
Land use	Primarily a retail destination, with a supermarket providing for day to day to weekly food shopping. The supermarket is supported by specialty shops. Shop top housing is also provided.
Built form	- A general height pattern comprising low rise (up to 3 storeys), human scale buildings. - Buildings have a high quality, coastal influenced architecture. - Buildings create coherent streetscapes, however include diversity and variety of architectural expression to provide visual interest and reduce the appearance of bulk and scale. - Buildings fronting Road 10 (Main Street) frame views towards the waterfront and define the boulevard entrance.
Public Domain	- Primary areas of public domain connect and integrate to enable seamless pedestrian movement. - Road 10 (Main Street) is an eastward extension of Cove Boulevard, and has an orientation and design that maximises views to the boat harbour. - Tree planting along Road 10 (Main Street) screens car parking and frames views towards the waterfront. - Retail Plaza provides an entry to the full line supermarket.

	Water play area to provide interest and activity in the civic plaza. <i>Note: the exact location of the water play area in the civic plaza will be confirmed as part of the relevant development application. It may be located across both the Town Centre Core and the Waterfront Mixed Use Area.</i>
Movement	- Choice and ease of movement is facilitated by a permeable, grid-like structure of streets. - Pedestrian movement is prioritised over vehicular movement to encourage active movement, with strong pedestrian connections established between the Town Centre Core Sub-precinct and adjoining areas. - East-west streets are aligned to provide views to the boat harbour.
Community	Informal community interaction and gathering is facilitated by an attractive, comfortable public domain.

Table 2 – Town Centre Public Domain Characteristics

Public Domain	Characteristics
Retail Plaza	- A small scale, regular shaped space with an urban character. - Its primary function is for seamless movement between the supermarket and Road 10 (Main Street). However, it also caters for informal community gathering and interaction, and may include a small pavilion used for retail purposes to activate and enliven the space. - It is physically and visually connected to Road 10 (Main Street) and Waterfront Square. - It is defined by buildings on three sides.
Road 10 (Main Street)	- Provides a well-defined entrance to Shell Cove. - High quality materials and tree planting frame views towards the waterfront.
Laneway	- Provides a convenient, attractive and safe connections between key parts of the town centre. - Is publicly accessible but held in private ownership.
Parking	- Parking areas contain planting to soften infrastructure. - Parking is screened from adjacent active uses through built form or tree planting.

Table 3 – Town Centre Core – Movement Network Characteristics

Road	Characteristics
Road 10 (Main Street)	▪ The Town Centre's primary street. ▪ Includes a shared zone at its eastern end. ▪ Includes parallel parking on both sides of the street, a central median planting and sculpture zone, extensive, co-ordinated street tree planting and wide footpaths.
Road MC01 (Marina Drive)	▪ Connects Harbour Boulevard to the Tavern Area and at grade car parking. ▪ Provides vehicular access to the Waterfront Mixed Use Area and egress from the supermarket basement car park. ▪ Provides access to the Private Road.



Figure 5 – Indicative visualisation of the Town Centre Core looking east towards the civic plaza, retail plaza and the community building. Source: HDR Rice Daubney

3.2 Residential Area

The Residential Area accommodates the majority of the residential apartment buildings for Precinct D. The residential buildings offer a combination of pleasant views to the harbour, over the wetlands, and to the escarpment. The residential buildings will ensure that Precinct D enjoys activation throughout the day and into the evening.

Tables 4, 5 and 6 outline the overarching characteristics of the Residential Area and the public domain and movement network.

LEGEND

- PRECINCT "D"
- - - LOT BOUNDARY
- 01 RESIDENTIAL FLAT BUILDINGS
- ▶ INDICATIVE BASEMENT ENTRIES

NOTE: INDICATIVE BUILDING FOOTPRINTS



Figure 6 – Residential Area

Source: Group GSA

Table 4 – Residential Stage – Overarching Characteristics

Key Element	Characteristics
Land use	Residential
Built form	- Apartments, up to six storeys, face open spaces to the north and west. - Buildings have a high quality, coastal influenced architecture. - Buildings create coherent streetscapes, however include diversity and variety of architectural expression to provide visual interest and reduce the appearance of bulk and scale. - Buildings frame views towards the waterfront and define the public domain.
Public Domain	- Primary areas of public domain connect and integrate to enable seamless pedestrian movement. - Tree planting along roads provides a human scale to the street.
Movement	Pedestrian movement is prioritised over vehicular movement to encourage active movement, with strong pedestrian connections established between the Residential Area and adjoining areas.
Community	Informal community interaction and gathering is facilitated by an attractive, comfortable public domain.

Table 5 – Residential Stage – Public Domain Characteristics

Public Domain	Characteristics
Residential interfaces	- Tree planting within the streets will provide a human scale. - High quality and well located pedestrian crossing points ensure ease of movement between the residential buildings and adjacent public spaces and commercial areas. - Residential building entry points are well located to ensure legibility and ease of pedestrian movement.

Table 6 – Residential Stage – Movement Network Characteristics

Road	Characteristics
Road 10 (East)	- Provides access between Road 11 and Road 10 (Main Street). - Includes 90-degree parking on the eastern side of the street. - Includes co-ordinated street tree planting and pedestrian footpaths to ensure an attractive pedestrian environment.
Road 11	- Provides access from Harbour Boulevard to the Hotel Precinct. - Includes co-ordinated street tree planting and pedestrian footpaths to ensure an attractive pedestrian environment.
Road 12	- Provides access from Road 11 to Road 10 (Main Street). - Includes co-ordinated street tree planting and pedestrian footpaths to ensure an attractive pedestrian environment.

3.3 Community Area

The Community Area provides a focal point for the community and could include a branch library, tourist information centre and dedicated community spaces. It will provide the civic heart to Precinct D and accommodates extensive areas of public open space adjacent to the harbour and will draw people along Road 10 (Main Street) and activate the boat harbour waterfront and promenade (refer **Figure 7**). The Community Stage will be complementary to the location and function of the hotel. **Tables 7, 8 and 9** outline the overarching characteristics of the Community Area and the public domain and movement network.



Figure 7 – Community Area
Source: Group GSA

Table 7 – Community Area – Overarching Characteristics

Key Element	Characteristics
Land use	Civic core, including public library, community facilities, tourist facilities and public open space.
Built form	Community centre and library front the harbour and provide a civic presence and architectural counterpoint to the commercial uses.
Public Domain	- Extensive area of public open space provides a forecourt to the community centre and library and the civic heart of Shell Cove. - Public open space provides visual and physical connection between the Residential Area and the harbour, through the Community Area. - Boardwalk design allows direct public access to the water. - Ramp and step access creates a variety of movement options while creating fully accessible public spaces. - A variety of seating options are provided. - Tree planting provides shade and aids legibility.

Movement	▪ A continuous public open space is created along the waterfront which prioritises pedestrian movement. ▪ Strong links are created between the Community Area and adjacent precincts.
Community	▪ Informal community interaction and gathering is facilitated by an attractive, comfortable public domain. ▪ Space is provided for large scale community events and gatherings. ▪ A variety of seating options are provided for incidental meeting and relaxation. ▪ Public open space provides space for community recreation.

Table 8 – Community Area – Public Domain Characteristics

Public Domain	Characteristics
Building forecourt	▪ Creates a well-defined frontage to the waterfront. ▪ Provides ramped and stepped access between the waterfront and the library. ▪ Provides opportunity for a variety of planting.
Public open space	▪ Provides the civic heart of Shell Cove and significant community asset. ▪ Creates a large area of flexible space for community activity. ▪ Creates connections between the Residential Area and the harbour. ▪ Provides a public frontage to the Hotel Area.
Waterfront	▪ Provides direct water access. ▪ Changes in level create a number of seating and gathering options. ▪ Open space adjacent to the water create smaller more intimate spaces. ▪ Provides access to the waterfront promenade provides active linkages to adjacent precincts. ▪ Public art will create a distinctive, coastal character. ▪ Provides connectivity to the boat harbour beach play area. ▪ Informal seating areas will be provided.

Table 9 – Community Area – Movement Network Characteristics

Road	Characteristics
Road 10 (East)	- Provides 90-degree parking for users of the community facility and library which is mostly screened from the waterfront by the community/library building and tree planting. - Provides parallel parking on the western edge. - Tree planting creates a human scale.
Waterfront	Major north south axis with continuous harbour views.



Figure 8 – Indicative visualisation of the community area looking south east across the public open space

Source: HDR Rice Daubney

3.4 Hotel Area

The Hotel Area is located on the water's edge to the north of the Community Area¹ and will provide tourist accommodation which anchors the northern edge of Precinct D. The Hotel Area will be complementary to the location and function of the Community Area. **Tables 10, 11 and 12** outline the overarching characteristics of the Community Area and the public domain and movement network.



Figure 9 – Hotel Area

Source: Group GSA

Table 10 – Hotel Area – Overarching Characteristics

Key Element	Characteristics
Land use	- Hotel and car parking. - Serviced apartments. - Residential accommodation.
Built form	11 storey building that may be above a 3-4 storey podium. The building should face north south with an eastern frontage overlooking the waterfront. - The hotel building defines the street and water's edge.
Public Domain	- The Hotel Area provides an interface with the public realm associated with the Community Area, and additional open space to the north. - Tree planting screens car parking area along Road 11.
Movement	Vehicular access onto car parking area is provided from Road 11

Table 11 – Hotel Area – Movement Network Characteristics

Road	Characteristics
Road 11	- Tree planting screens hotel car parking area. - Open views are provided over Road 11 between the Hotel and public space.



Figure 10 – Indicative visualisation of the waterfront looking west including the hotel, community area, and the waterfront restaurants. *Source: HDR Rice Daubney*

3.5 Tavern Area

The Tavern Area provides an iconic waterfront destination and adjacent area of public open space (refer **Figure 11**). The Tavern Stage provides a large food and beverage offering adjacent to the waterfront with a northerly and eastern aspect and includes substantial areas of high quality waterfront space for people to engage with and enjoy the relaxed outdoor lifestyle offered by the coastal location. The marine services building and public car parking is provided close to the waterfront and the Tavern. **Tables 12, 13 and 14** outline the characteristics of the Tavern Area.



Figure 11 – Tavern Area
Source: Group GSA

Table 12 – Tavern Area – Overarching Characteristics

Key Element	Characteristics
Land use	Tavern (food and beverage), car parking and public realm.
Built form	Low rise tavern and marine services building that have a strong architectural outcome adopting a maritime coastal vernacular.
Public Domain	- Extensive area of public open space provides continuous waterfront access and north south links. - Public open space to the south of the precinct provides area for community recreation and open harbour views. - The Tavern and public open space to the south screens views from the waterfront towards the car parking area. - Planting within surface car parking areas soften infrastructure.
Movement	- A continuous public open space is created along the waterfront which prioritises pedestrian movement. - Strong links are created between the Tavern and adjacent areas.
Community	Informal community interaction and gathering is facilitated by an attractive, comfortable public domain.

Table 13 – Tavern Area – Public Domain Characteristics

Public Domain	Characteristics
Waterfront	Provides access to the waterfront promenade which provides active linkages to adjacent precincts.
Public open space	- Public art will create a distinctive, coastal character. - Informal seating areas will be provided.
Car parking	- Car parking areas contain planting to soften infrastructure. - Car parking is screened from adjacent active uses and road MC01 (Marina Drive) and road MC04 through built form or tree planting.



Figure 12 – Indicative visualisation of the Tavern looking north-west.
 Source: HDR Rice Daubney

3.6 Waterfront Mixed Use Area

The Waterfront provides an area of specialty retail (i.e. food and beverage) which enlivens the waterfront area with opportunities for apartments above maximising views north, south and east along the coastline (refer **Figure 13**). The Waterfront will be active throughout the day and into the evening and includes substantial areas of high quality public domain for people to engage with and enjoy the relaxed outdoor lifestyle. **Tables 14, 15 and 16** outline the characteristics of the Waterfront Area.



Figure 13 – Waterfront Mixed Use Area
Source: Group GSA

Table 14 – Waterfront Mixed Use Area – Overarching Characteristics

Key Element	Characteristics
Land use	Retail (i.e. food and beverage) and outdoor dining, shop top housing, carparking and public realm.
Built form	- Up to 5 storey built form overlooking the water. - Retail uses on the ground floor provide active frontages to the public realm. - Residential upper floors provide passive surveillance while maintaining privacy to apartments.
Public Domain	- Provides access to the waterfront promenade - a flexible area of public open space with expansive harbour views. - A change in level defines the retail forecourt and provides a separation between north south movement along the waterfront promenade.
Movement	- A continuous public open space is created along the waterfront which prioritises pedestrian movement. - Strong links are created between the Waterfront Mixed Use Area and adjacent areas.

- | | |
|-----------|--|
| Community | <ul style="list-style-type: none"> ▪ Informal community interaction and gathering is facilitated by an attractive, comfortable public domain. ▪ Provides connectivity to seating along the waterfront promenade. |
|-----------|--|

Table 15 – Waterfront Mixed Use Area – Public Domain Network Characteristics

Public Domain	Characteristics
Waterfront	▪ Level changes provides definition between the waterfront area and retail forecourt. ▪ Changes in level create a number of seating and gathering options. ▪ Waterfront promenade provides active linkages to adjacent precincts. ▪ A water feature will provide a focal point for the civic plaza. <i>Note: the exact location of the water play area in the civic plaza will be confirmed as part of the relevant development application. It may be located across both the Town Centre Core and the Waterfront mixed Use Area.</i> ▪ Informal seating areas will be provided in the civic plaza.
Retail forecourt	▪ Creates a well-defined frontage to the retail area. ▪ Provides opportunity for outdoor dining and trading. ▪ Provides well designed linkages to the Tavern. ▪ Provides opportunity for a variety of seating and planting options.

Table 16 – Waterfront Mixed Use Area – Movement Network Characteristics

Public Domain	Characteristics
Waterfront	▪ Provides access to the waterfront promenade.



Figure 14 – Indicative visualisation of the Waterfront Mixed Use Area character looking south towards the mixed-use building and the Tavern.
 Source: HDR Rice Daubney

4.0 Urban Design Guidelines

4.1 Street Network and Public Domain

The following objectives are key to the planning and design of the public domain:

- high quality public open spaces of varying character and structure, providing a range of amenity and recreational uses to suit formal and informal use, as well as accommodating for large and small gatherings;
- a safe and accessible pedestrian network throughout the centre with connections to adjacent residential areas and recreation areas (suited to night time use);
- sustainable environmental practices where possible, appropriate long term maintenance requirements, waterwise irrigation strategies, and stormwater management;
- public art to provide identity within the public domain to create a unique and meaningful sense of place;
- integration and connectivity between the open spaces and surrounding built form to provide safety through appropriate surveillance and encourage liveliness to all spaces.

The urban design guidelines that relate specifically to the road network and parking are based on modelling and analysis undertaken by the traffic and parking engineers Colston Budd Rogers and Kafes (CBRK) and the Car Parking Assessment Strategy submitted to the Southern Regional Planning Panel meeting of 16 April 2019. See **Schedule B** of these guidelines.

4.1.1 Street & Pedestrian Network

Performance Criteria	
PC1	To create a legible street network.
PC2	Parking areas are safe, legible, softened by vegetation and visually concealed when viewed from the street and other public areas, as far as reasonably possible.
PC3	Road 10 (Main Street) is a vibrant street.
Design Guidelines	
DG1	Streets and car parks are to be provided generally in accordance with Figure 15 – Indicative Street Network and Parking Plan.
DG3	Street design and layout is permitted to vary from the Indicative Sections provided Precinct D will function in accordance with and remain generally consistent with the Concept Approval.
DG4	Streets and spaces are to prioritise the movement of pedestrians over cars and should be designed to reflect the pedestrian network illustrated in Figure 16 – Indicative Pedestrian Network.
DG5	Road 10 (Main Street) is orientated to frame views towards the waterfront.
DG6	Development Applications should include details of pavement treatments, raised thresholds and pedestrian crossings where relevant.
DG7	The shared zone at the eastern end of Road 10 (Main Street) is to be designed to reduce traffic speed and create a pedestrian friendly space in accordance with the requirements of NSW Roads and Maritime Services.

DG8

Public bus circulation routes are to be consistent with **Figure 17** - Precinct D – Indicative Bus Route.

DG9

Parking areas are well lit and avoid hidden and enclosed areas.

LEGEND

- PRECINCT "D"
- - - LOT BOUNDARY
- 01 TOWN CENTRE MAIN STREET
- 02 SHARED ZONE
- 03 RESIDENTIAL STREET
- 04 HARBOUR BOULEVARDE
- 05 ACCESS STREET
- 06 STREET: PRIVATE TITLE PUBLIC ACCESS
- 07 CAR PARK: PRIVATE TITLE, PUBLIC USE
- 08 CAR PARK: PUBLIC
- 09 CAR PARK: PRIVATE
- 10 BASEMENT PARK
- ON STREET PARKING



Figure 15 – Precinct D - Indicative Street Network and Parking Plan

Source: Group GSA

LEGEND

- PRECINCT "D"
- - - LOT BOUNDARY
- WATERFRONT PEDESTRIAN AREAS
- PRIMARY PEDESTRIAN ROUTE
- SECONDARY PEDESTRIAN ROUTE
- PEDESTRIAN CROSSING



Figure 16 – Precinct D – Indicative Pedestrian Network

Source: Group GSA



Figure 17 – Precinct D – Indicative Bus Route

Source: Group GSA

4.1.2 Public Domain – General

Performance Criteria	
PC1	To create a public domain that is an integrated part of the proposal for the whole of Shell Cove. The public space and landscape design must provide for a richness of experience and a variety of spaces that are designed to have specific character and functions, not just dressing to the edges of buildings.
PC2	To create a public open space network that provides a variety of usable spaces for different activities.
PC3	The waterfront promenade will be the civic focus of Shell Cove and will be a high quality public space accessible to a range of users
PC4	Public spaces are designed to be legible and enable people to readily perceive and understand the character of each space, its intended use and its relationship to other spaces within the network
PC5	Create a connected series of high quality public spaces along the waterfront that support a wide range of activities day and night.
Design Guidelines	
DG1	The key public spaces are provided generally in accordance with Figure 18 – Precinct D - Key Public Spaces
DG2	A choice of seating and resting options are designed into each area of public open space.
DG3	Tree planting and structure provide shade and a comfortable environment.
DG4	50% of the key public spaces identified in Figure 18 is to achieve 3 hours direct solar access on 21 June between 9am and 4pm

- DG5 The public domain along Road 10 (Main Street) and the Waterfront Mixed Use Area should include 'pause places' are designed into the public realm to encourage casual interactions.
- DG6 Precinct D should include both formal and informal places, with hard and soft landscaping, that will support small to large-scale gatherings. It may include features such as artworks, entertainment spaces, commemorative works, landscape features, gardens, recreation spaces, play spaces, water features and outdoor dining areas.
- DG7 Streets and spaces are well lit and overlooked and designed using CPTED principles.
- DG8 Design spaces with clear lines of sight to enable visibility of hazards and to maintain safety of pedestrians. Design out blind spot opportunities.

LEGEND

- PRECINCT "D"
- - - LOT BOUNDARY
- KEY PUBLIC SPACES



Figure 18 – Key public spaces
Source: Group GSA

4.1.3 Materials and landscaping

Performance Criteria	
PC1	Materials and landscaping are robust, well detailed and support the local character of the area whilst contributing to architectural diversity.
Design Guidelines	
DG1	Materials, planting and design detail celebrate and represent the coastal character.
DG2	Provide shade trees and feature trees that are appropriate to the sites coastal location (indicative street tree planting is illustrated at Schedule A).
DG3	Landscaping is to be provided generally accordance with Figure 19 - Precinct D Indicative Landscape Plan.
DG4	Use tree planting to frame important views and screen car parking areas.

- DG5 Landscape treatment and street trees should be designed to provide physical and design connection to the surrounding precincts.
- DG6 Planter boxes may be used to complement spaces and movement networks, and be of human scale and proportion.
- DG7 Simple designs using high quality materials maintain the character of spaces when activity is absent. Indicative materials are illustrated at Schedule A.
- DG8 Robust, unrestrictive designs ensure that the public realm can adapt and respond to the rhythms and patterns of use by time of day, day of week and season.
- DG9 Street furniture is encouraged to have multiple functions – for example using planter walls as seats and to also incorporate signage. Indicative examples are provided at Schedule A.
- DG10 Street furniture, signage, lighting and other streetscape infrastructure should be simple, elegant and robust and read as a unified design language throughout the precinct. Indicative examples are provided at Schedule A.



Figure 19 – Precinct D – Indicative Landscape Plan
Source: Group GSA

4.1.4 View corridors

Performance Criteria	
PC1	To provide a visual link to the boat harbour from within the Town Centre.
Design Guidelines	
DG1	New development along Road 10 (Main Street) frames the view to the boat harbour from the intersection of Cove Boulevard and Harbour Boulevard.

4.2 Land use mix

Performance Criteria	
PC1	Provide the range of land uses envisaged under the Concept Approval.
PC2	Land uses should serve to activate the public domain at appropriate locations throughout Precinct D.
PC3	Buildings fronting the waterfront promenade should have clear addresses and direct access from the public walkway.
Design Guidelines	
DG1	Land uses should be located generally in accordance with Figure 20 – Precinct D – Indicative Land Use and Active Frontages .
PC2	Development should provide active ground floor uses in accordance with Figure 20 – Precinct D – Indicative Land Use and Active Frontages .

- LEGEND**
- PRECINCT 'D'
 - LOT BOUNDARY
 - ACTIVE FRONTAGE ZONE
WHERE LEVELS ARE SUITABLE
 - 01 RETAIL
 - 02 MIXED USE
 - 03 COMMUNITY
 - 04 TAVERN
 - 05 HOTEL / MIX USE
 - 06 RESIDENTIAL



Figure 20 – Precinct D – Indicative Land Use and Active Frontages
Source: Group GSA

4.3 Built form and design

4.3.1 Floor space and dwelling numbers

Floor space and dwelling numbers are to be generally consistent with the Concept Approval (07_0027).

4.3.2 Building height

Building heights are not to exceed the maximum height approved under the Concept Approval (07_0027). **Figure 21** illustrates the indicative Precinct D building heights.



Figure 21 – Precinct D – Indicative Building Heights
Source: Group GSA

4.3.3 Architectural Design

Performance Criteria	
PC1	Provide architectural diversity complementary to the coastal setting.
PC2	Precinct D is to be composed of a variety of building types and forms which will together form a coherent town centre.
Design Guidelines	
DG1	Buildings should be designed using the materials suggested under 4.3.7 below.
DG2	Buildings should provide a diversity and variety of form.
DG3	Building frontages are to be articulated into separate building frontages and bays, using shop front separations, attached columns and steps in the façade.
DG4	Excessive lengths or heights of blank walls which are highly visible to any area of public domain (including streets, lanes and car courts) should be avoided.
DG6	Lift tower, stair towers, air conditioning plants etc. are to be integrated into the design of the buildings.

4.3.4 Setbacks

Performance Criteria	
PC1	Buildings are sited to: ■ activate and define the town centre streets, ■ enable on-site landscaping to soften the visual impact of buildings; ■ be setback from the boat harbour to provide for a wide, unobstructed publicly accessible pedestrian promenade; and ■ provide a high level of amenity on-site and for adjoining properties, including enabling adequate sunlight, daylight access and natural ventilation.
Design Guidelines	
DG1	The ground floor of buildings fronting Road 10 (Main Street) are built to the street boundary with a 0m setback.
DG2	Buildings on the northern side of Road 10 (Main Street) are to be setback above the third storey.
DG3	Residential flat buildings fronting Roads 10 (East), 11 and 12 are setback a minimum of 3.5m from the street boundary. Articulation zones (i.e. balconies) can be setback a minimum of 2m from the street boundary.
DG4	Side and rear boundary setbacks for residential flat buildings are to be consistent with the requirements of Part 3F of the Apartment Design Guide where relevant.
DG5	Basement parking may protrude into the front setback provided any visual impacts on the public domain are appropriately addressed.
DG6	The tavern building can protrude over the boat harbour provided continuous pedestrian access is maintained along the boat harbour waterfront.
DG7	Buildings (excluding the Tavern, marina services and hotel) are to be setback a minimum of 6m from the boardwalk promenade.
DG8	The hotel can be setback a minimum of zero metres to Road 11 and a Road 10 (East) to provide definition to the street edge.
DG9	The hotel building is to be orientated east west and should provide an appropriate interface to the public open space; maximise views to the boat harbour and north and south along the coastline.
DG10	The community building can be setback a minimum of zero metres to Road 10 and the civic plaza.

4.3.5 Residential Apartment Design

Performance Criteria	
PC1	Residential dwellings are to be designed and located to achieve high levels of amenity such as solar access, privacy, noise, views, security, landscaped open space, convenience of access and parking to the occupants and to adjacent properties.
PC2	Provide independent living opportunities for different ages and abilities.
PC3	Provide a mix of apartment types that cater to the needs of a variety of household

Design Guidelines	
DG1	Development for residential flat buildings or shop top housing is subject to the requirements of <i>State Environmental Planning Policy 65 – Design Quality of Residential Flat Development</i> including the Design Quality Principles and the Apartment Design Guide.
DG2	Adaptable housing is to be provided in accordance with the requirements of the Apartment Design Guide.
DG3	Precinct D is to provide a range of 1, 2 and 3 bedroom apartments.

4.3.6 Parking and Access

Performance Criteria	
PC1	Parking and access: - provides for an adequate amount of car, motorcycle and bicycle parking to service forecast demand. - is provided in suitable locations. - is safe, functional and convenient. - ensures buildings can be adequately serviced. - provides loading areas in locations that do not visually dominate Road 10 (Main Street).
PC2	Waterfront buildings address the promenade.
PC3	Buildings fronting Road 10 (Main Street) address the street.

Design Guidelines	
DG1	Car parking is to be provided with consideration of the following rates: - Commercial premises – 1 space / 40m² - Retail shop – 1 space / 35m² - Supermarket – 1 space / 20m² - Food and drink premises – 15 spaces / 100m² GFA - Hotel – 0.8 spaces / hotel room - Serviced apartments – 0.6 spaces / 1 bedroom apartments & 0.9 spaces / 2 & 3 bedroom apartments. - Residential apartments - 1 space / 1 bedroom & 1.5 spaces / 2+ bedrooms - Residential visitors – 0.25 spaces / 1 bedroom & 0.5 spaces / 2+ bedrooms (to be provided on-site) Note: alternative rates may be provided where justified. Consideration shall be applied to peak demand analysis where shared trips may occur and where uses have different peak demands.

DG2	On-site parking areas comply with the current version of AS2890.1.
DG3	Car parking is to be located on site to the rear of buildings and where possible behind the front building line.
DG4	Entries to basement car parks are to be located above the Probable Maximum Flood (PMF) level and generally in accordance with the locations shown on Figure 22, unless an alternative solution has been agreed with Shellharbour City Council. The proposed basement entries identified in Figure 22 have been informed by flood modelling and analysis undertaken by Advisian which has been outlined in "Updated Assessment for Probable Maximum Flood" dated 13 January 2017 and submitted to Shellharbour City Council.
DG5	On-site carparking does not directly face the Road 10 (Main Street).
DG6	Building servicing and loading facilities adequately cater for forecast building demand and are provided in accordance with AS2890. 2:2002.
DG7	Ensure service areas and facilities do not adversely impact on the visual amenity of the streetscape.
DG8	Motorcycle and bicycle parking rates are to be provided in accordance with the Shellharbour DCP <i>(Note: alternative rates may be provided where justified).</i> Motorcycle and bicycle parking is to be delivered on a Precinct wide basis, whereby the required total quantum of motorcycle and bicycle parking can be provided across multiple locations or can be consolidated dependent on constraints. Where public motorcycle or bicycle parking cannot be provided immediately adjacent to the proposed use, it is to be provided at another parking location in Precinct D.
DG9	A right of carriageway for future access must be created over the land identified in Figure 22 – Precinct D – Indicative Basement Entry Locations and Access Easement prior to the at grade supermarket car park commencing operation.
DG10	Buildings along the waterfront are to provide direct pedestrian access to the waterfront public domain where appropriate.
DG11	All car parking spaces not in public ownership to ensure there are easements to allow use to all patrons to the centre. Note: This does not apply to private residential parking.
DG12	All future developments for residential purposes within Precinct D to be fully compliant for the purposes of residential and visitor spaces to be provided on site.
DG13	Details for the bus service for Tavern site to be included in the required Plan of Management for the premises.
DG14	Establish a Memorandum of Understanding between Council and Frasers for monitoring for Stage 3 of the Marina parking demands.



Figure 22 – Precinct D – Indicative Basement Entry Locations and Access Easement
Source: Group GSA

4.3.7 Materials

Performance Criteria	
PC1	Buildings are to be constructed with materials that reflect the coastal vernacular.
Design Guidelines	
DG1	Buildings are to be generally constructed using primarily timber, ply, steel and glazing on the external facades. This does not preclude the use of other materials that reflect the coastal vernacular where appropriate. Indicative building materials are illustrated in Figures 23 and 24 below.



Figure 23 – Indicative building materials and architectural design
Source: HDR Rice Daubney



Figure 24 – Indicative building materials and architectural design
Source: HDR Rice Daubney

4.4 Crime Prevention Through Environmental Design

Performance Criteria	
PC1	Precinct D provides a safe and welcoming environment that discourages antisocial behaviour.
Performance Criteria	
DG1	Development Applications are to demonstrate that CPTED principles have been achieved.

4.5 Environmentally Responsive Design

Performance Criteria	
PC1	To use environmentally responsive design principles throughout the public realm to achieve: ▪ A comfortable and long term cost efficient development. ▪ Improvements in resident, employee and construction workers' comfort and health. ▪ Minimise pollution of air, soil and water. ▪ Encourage design for durability and long life.
Design Guidelines	
DG1	Orientate residential buildings to maximise solar access and cross ventilation.
DG2	Enhance biodiversity, flora and fauna habitat value, energy conservation, and microclimate wherever practical and possible
DG4	Recycle building materials are used wherever practical.

DG5

Use energy efficient lighting such as solar lighting and low voltage electrical facilities (e.g. public barbeques etc.).

SCHEDULE A – INDICATIVE PUBLIC DOMAIN MATERIALS AND PLANTING

Indicative Paving Materials



TIMBER BOARDWALK



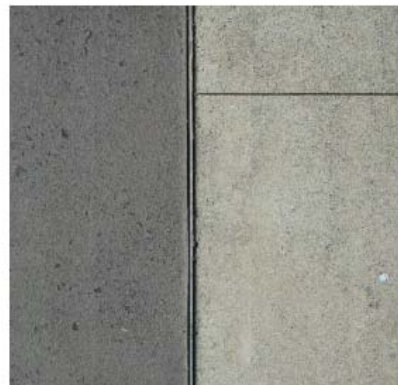
FLOAT FINISH AND SHOTBLAST FINISHES



BANDING INLAID TO PAVEMENT



STONE SETT PAVERS



COLOURED CONCRETE



EXPOSED AGGREGATE CONCRETE



SEALED CONCRETE FINISH IN RETAIL AREAS

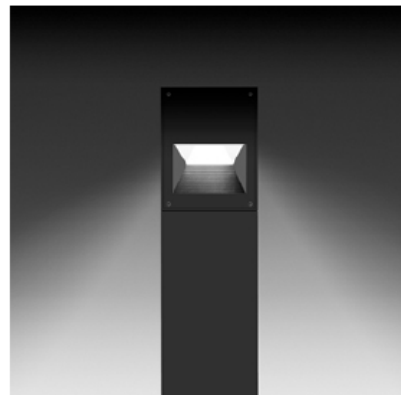
Indicative Lighting



LARGE SCALE LIGHTING: ESCOFET



STREET LIGHTING: EDEN POLE



BOLLARD LIGHTING: BEGA / 450 HIGH



DECK LIGHTING: BEGA / 40 HIGH



LARGE SCALE LIGHTING: ESCOFET



EDGE LIGHTING: BEGA / 170 HIGH

Indicative Seating



MAIN STREET PEDESTAL SEATING



PUBLIC SEATING LARGE SCALE BENCHES



RELAXED SEATING FORMS



ROBUST DETAILING



MARITIME SCALE SEATING ELEMENTS



MARITIME SCALE SEATING ELEMENTS



RELAXED SEATING FORMS



CUSTOM SEATING WITH A MARITIM THEME

Indicative Seating with Enhanced Accessibility



PRECEDENT: TORONTO, LAKE MACQUARIE



PRECEDENT: DARLING POINT WHARF,
BALMAIN



PRECEDENT: TORONTO, LAKE MACQUARIE



PRECEDENT: DARLING POINT WHARF,
BALMAIN

Indicative Street Furniture

SIMPLE FORMS, ROBUST ELEMENTS



BENCH / BOTTON AND GARDINER



BENCH / BOTTON AND GARDINER



BINS / BOTTON AND GARDINER



BIKE RACK / STREET +GARDEN



BENCH / BOTTON AND GARDINER



BOLLARD / BOTTON AND GARDINER



BOLLARD+ LIGHT / STREET +GARDEN

SIMPLE FORMS, TIMBER MATERIALS, ROBUST ELEMENTS



BENCH / SANTA AND COLE



BENCH / SANTA AND COLE



TRAFFIC BOLLARD



BIKE RACK



SEAT / SANTA AND COLE



BIN / STREET AND GARDEN



LIGHT BOLLARD

EXPRESSED STEEL, SIMPLE COLOUR PALETTE, CIVIC CHARACTER



SMALL SEAT / CSA



BIN / CSA



SEAT / CSA



BIKE RACK / BIKE RACKS AUSTRALIA



TIMBER BENCH / CSA



504 Table with two TM4503 benches

PICNIC / CSA



BOLLARD - LIGHT / LEDA



BOLLARD / LEDA

Indicative Street Trees



COOKS PINE



CABBAGE TREE PALM



WATERHOUSIA



FIG TREE



HOOP PINE



KENTIA PALM



QUANDONG



SWAMP MAHOGANY



TUCKEROO

Schedule B

Precinct D – Car Parking Assessment Strategy

Introduction

This report is presented to the Southern Regional Planning Panel (SRPP) to demonstrate the assessment undertaken of the parking to be delivered within the Waterfront area of Shell Cove Town Centre.

The report is to respond to (matters raised at determination meeting 17 December 2018 relating to DA0005/2018 2018SRPP0006) and specifically for the development applications presented to the SRPP (2017STH025 and 2018STH006) at its meeting of 16 April 2019.

The report makes recommendations on the provisions of car parking that aims to ensure the usability and functionality of the Waterfront developments and is capable of serving the current and future uses planned for within the centre.

Background

The assessment pulls together a demand and needs analysis for the carparking areas which will include land uses of a mixed use development, tavern, community and library facility, shops, supermarket and the boat harbour marina.

The catchment of the area (known as Precinct D) is also illustrated in Figure 1 and shows the different land uses within Precinct D.



Figure 1 - Character Areas within Precinct D

The car parking assessment is justified by a multi-trip and shared use logic that will be shared within the Precinct D catchment area. This is supported by the Urban Design Guidelines at 4.3.6 Parking and Access, Design Guidelines DG1 which states *'alternative rates may be provided where justified. Considerations shall be applied to peak demand analysis where shared trips may occur and where uses have different peak demands'*.

Except for the requirement of the residential portion of the mixed use development proposed within DA 385/2017 (2017STH025), all parking will be delivered as public car parking within the Precinct and are shown in the below map.

The parking within the basement of Woolworths (shown as Area A in Figure 1 above) are also included within the public car parking spaces calculations and is discussed in more detail below. (This parking was approved as part of the retail component of Shell Cove Boat Harbour Precinct DA0012/2016 2016STH007 on 12/01/2016)

This report provides an assessment on the shared trip parking allocation and strategies to support the future of car parking within the precinct. This forms part of the reasons for recommendation to approve development applications (2017STH025 and 2018STH006) being considered by the SRPP.

Context

Precinct D will accommodate a number of land uses with a particular function and are supported by specific character statements. A more detailed explanation of the desired character statements are found with the Urban Design Guidelines for Precinct D.

The different areas are defined as:

A – Town Centre Core

B – Residential Area

C – Community Area

D – Hotel Area

E – Tavern Area

F – Waterfront Mixed Use Area

Area A consists of a retail core of 4,623sqm of floor space and includes a supermarkets, liquor tenancy and specialty shops. There is a total of 256 car spaces with 132 spaces located within the basement and 122 spaces at grade. This development, together with the car parking spaces have been constructed and is in operation. As part of the development consent conditions, all car parking spaces will remain available for public use to service the precinct. The below conditions was imposed for the retail component DA0012/2016 2016STH007:

Prior to the issue of an Occupation Certificate for the development, the Proponent must provide documentary evidence to the Principal Certifying Authority of the registration of a positive covenant on the title of so much of the land to be used for car parking which has Shellharbour City Council as the benefiting authority and which obliges the owner of the land from time to time

to ensure that those parts of the land subject to the covenant are available for use as a car park by the public. Council is the authority permitted to alter, modify, or remove the restriction.

Area A also consists mixed use developments that will be subject to future DA's. The area also includes a specific single storey retail outlet that provides 23 parking spaces that are publicly available. This building has been approved under Council delegation in 2018.

Area B provides for residential flat buildings and will be subject to future DA's. The car parking spaces for these developments must ensure full compliance with the car parking requirements to be provided on the site.

Area C will see a community centre and library facility with public open space. The car parking for the community facility and library will be absorbed within the public car parking spaces around the Waterfront precinct.

Area D aims to deliver a mixed-used hotel. There is no current development application for this land use however this parking strategy assumes all vehicle spaces to service the development will be contained wholly within the site.

Area E is designated for the Tavern area and details are contained within the report subject to SRPP considerations at its meeting of 16 April 2019. The car parking for this use is proposed to be absorbed within the public car parking areas.

Area F contains the mixed use development and details contained within the report subject to the SRPP consideration at its meeting of 16 April 2019. As noted above, the retail, food and drink premises of this development relies on the public car parking area. The requirements for the visitor spaces to the residential portion of the development is proposed to also be absorbed within the public domain.

The car parking requirements for the residential portion of the development will be delivered within the building and in the private domain. The DA's subject to this mixed use also proposes to deliver 146 public spaces required for the totality of the public car parking.

Other uses relying on this car parking area include the actual boat marina precinct.

At the time of writing this report the status of the supply of car parking is as follows:

- 21 spaces have been constructed and are operational under the Harbour Boulevard (Road) DA consent,
- 14 spaces have been constructed and are operational under the Precinct D Roads DA consent, with another 81 to be constructed in the coming weeks,
- 254 spaces have been constructed and are operational under the Stage 1 Retail DA consent,
- 23 spaces will commence construction under the Stage 3 Retail DA consent,
- A further 146 spaces will be provided with the approval and construction of the open air public car park delivered with the mixed use DA and well in advance of the following uses being completed;
 - Community Centre & Library
 - Marina Berths Stages 2 and 3
 - Tavern

- A further 75 public spaces are to be constructed with the remaining DA's to be submitted in precinct D.

Statutory Assessment – Parking Assessment

The parking requirements have been refined through the various stages of the planning process (from the broad identification of parking requirements set out in the Concept Approval where a framework for future development has been established to a more detailed assessment at the DA stage when the scale of development has been determined) and why the current parking rates for the DA's have been adopted.

The key documents reviewed are:

- Shell Cove Boat Harbour Traffic Study (Maunsell – March 2009),
- Preferred Project Report for the Approved Concept Plan (LFA - 2010),
- Shell Cove Boat Harbour Masterplan Traffic and Parking Assessment (CHA May 2015),
- Shell Cove Precinct D – Urban Design Guidelines (JBA – June 2017),
- Shell Cove Stage 2 DA – Response to Traffic Matters (CBRK – July 2018), and
- Proposed Tavern, Shell Cove – Response to Council RFI (CBRK – August 2018).
- Colston Budd Rogers & Kafes Pty Ltd*, dated 17 December 2018.
- Bitzios Consulting Review Feedback, dated 2 November 2018 (commissioned by Council).

This report also outlines how the outcome to car parking is not inconsistent with the Preferred Project Report for the Approved Concept Plan.

The assessment shows that the peak parking demand will be at Saturday midday for the land uses within precinct D. Table 1 shows the rate required by statutory documentation together with the adjusted rate based on the shared trips ratios' that will occur for people visiting the town center.

	Calculation of Peak Parking Requirements – Saturday Midday					
Land Use	Size	Rate	Source	Policy requirement	Adjustment based on shared use	Shared Use Parking outcome

Supermarket	3,577sqm	1/20sqm	UDG's	179	Nil adjustment	179
Shops	1,280	1/35	UDG's	37	Nil adjustment	37
Tavern	870sqm	15/100sqm	UDG's	130	90% (13 spaces less)	117
Tavern staff	30 staff	1 / 2 staff	Merit *	15	Nil adjustment	15
Restaurant	500 seats	1 / 3 seats	Merit **	166	90% (17 spaces less)	149
Community	500sqm	1/40sqm	SDCP ***	13	70% (4 spaces less)	9
Library	600sqm	1/50sqm		12	70% (4 spaces less)	8
Marina	268 berths	0.4 per berth	AS3962-2001****	107	Nil adjustment	107
MUD visitor spaces	45 units	0.25/1 bedroom & 0.5/2+ bedrooms	UDG 's	21 (6 x 1 bed units, 18 x 2 bed units, 21 x 3 bed units)	50% shared	11
Policy requirements				668	Adjusted requirements	632

Table 1 Car parking calculation

* The UDG's do not provide staff parking rates for food and drink premises. The rate was taken from *Shellharbour Development Control Plan 2013*.

** The rates within the UDGs (15 spaces / 100sqm = 122.55 spaces). A more conservative approach was taken. See later notes.

*** The UDG's do not provide rates for a Community Facility. The rate was taken from *Shellharbour Development Control Plan 2013*.

****AS3962-2001 Guidelines for design of marinas (berth rate only).

Figure 1 below illustrates the Town Centre Masterplan Parking Allocation which shows a total of 614 spaces to service the precinct. Based on the figures above, there would be 18 spaces under the requirement of the total shared use figure. However it is important to note that a more conservative rate was used for the restaurant (food and drink) use. The UDG's require 15 spaces per 100sqm (GFA) and using this policy requirement only 123 spaces would be required compared to 166 spaces with the adopted formula.

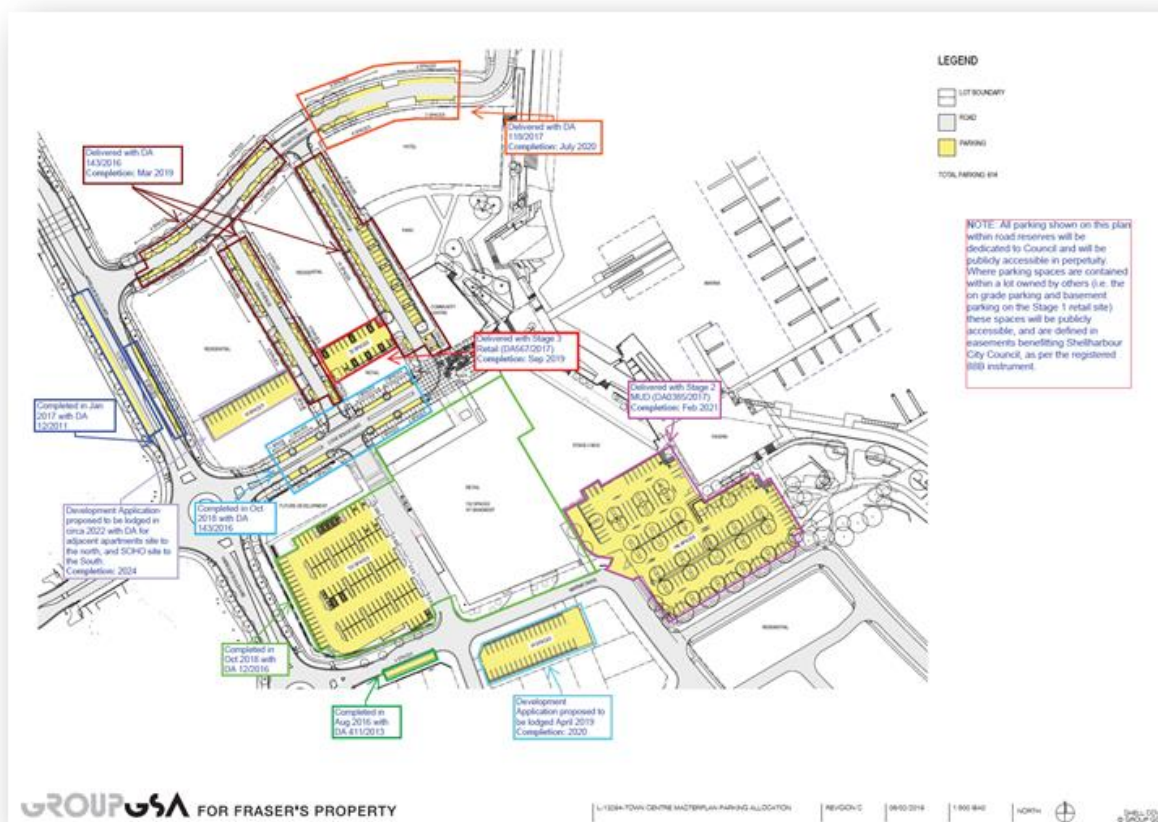


Figure 1 - Town Centre Masterplan Parking Allocation

In addition, during the assessment the proponent (Fraser's Property Australia) also provided adjustment rates for the marina use to equal 0.3 spaces per berth. It is understood that this comparison data is similar to the provisions of Sanctuary Cove and Toondah Harbour however a full compliance rate was required to ensure the robustness of the parking provisions and future use of the Marina in the context of the Shellharbour area.

In any instance, Fraser's Property Australia has noted that the *current approved layout for the Marina includes for 258 berths for vessels ranging from 10m to 30m in length with potential to increase to 268 berths provided within the consent. It is understood that installation of the berths will be staged in accordance with market demand to ensure that the marina is scaled appropriately as the marine business develops and to ensure that the number of vacant berths are limited.*

The attached plan details the staging sequence (Figure 2) of the marina with stage 1 comprising 115 berths, stage 2 comprising 52 berths and stage 3 comprising 94 berths. The scale of the first stage has been based on recent marina demand analysis which suggests that this quantum of berths will likely be fully leased within 2 years. Stages 2 and 3 are programmed for delivery 2 years and 4 years respectively after the completion of the first stage to permit demand to build for the additional stages.

The full allocation of parking provided for the marina will therefore not be required until the marina is fully completed, possibly 5 years after opening of the first stage.



Figure 2 - Marina Staging Sequence Plan

Therefore the immediate demand for the full complement of parking requirements for the Marina is not necessary, due to the staging approach planned over a 5 year period. The shortfall of the 18 spaces could be addressed during the delivery of the final stage of the Marina if necessary. Opportunities exist to deliver these spaces by way of a transfer service between the precinct and the future technology park. A monitoring program could be proposed and developed between Fraser's Property Australia and Council who will be the ultimate land managers of the marina. At the time stage 3 is being delivered, options to cater for the shortfall in parking will be explored. Importantly, this offsite parking provides a more attractive service to the marina users in that parking will be away from any main pedestrian activity of the core retail area. This could be supported by a shuttle service operated by the marina management and as demand requires it.

In addition, the proponent has also agreed to provide a shuttle bus service within the Shell Cove area which would operate during the weekend peak periods (midday and evening Saturday and Sunday) and would typically operate on a 30 minute shuttle. It would follow a designated route and operate on a hail and ride basis (that is no designated bus stops). The bus would drop passengers off at the tavern location. This will provide further alternative transport solutions for visitors to the area and staff for the proposed commercial tenancies that will ease parking demand within the precincts. This service has been incorporated within the plan of management for the Tavern.

Recommendations

Based on the above, the assessment demonstrates that the parking provision for the Shell Cove Town Center precinct is capable of servicing the intended uses outlined in the Urban Design Guidelines for Precinct D.

To ensure the robustness of this strategy the following is recommended:

- All car parking spaces not in public ownership to ensure there are easements to allow use to all patrons to the centre.
- All future developments for residential purposes within Precinct D to be fully compliant for the purpose of residential and visitor spaces to be provided on site.
- Details for the bus service for Tavern site to be included in the required Plan of Management for the premises.
- Establish a Memorandum of Understanding between Council and Fraser's for monitoring for stage 3 of the Marina parking demands.