



Shop Top Housing

31-35 Addison Street
Shellharbour

APRIL 2022

RESPONSE TO COUNCIL'S COMMENTS

(6 APRIL 2022)

PROPOSED SHOP TOP HOUSING DEVELOPMENT
31-35 ADDISON STREET, SHELLHARBOUR

DATE: 21 / 04 / 2022



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Client	Harbour Cove Development Pty Ltd C/ Johnston Advisory
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Consultants Architect Planner	Drew Dickson Architects HDC Planning

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INTRODUCTION

This response to Council's Comments has been prepared by Drew Dickson Architects on behalf of Harbour Cove Development Pty Ltd C/ Johnston Advisory and forms part of the Development Application for the site at 31-35 Addison Street, Shellharbour.

This Response to Council's Comments should be read in conjunction with full set of updated DA architectural drawings (Rev.G) and HDC Planning Statements and Construction Management Plan that form parts of this submission.

It is noted that Council's letter items listed below will be address/ submitted separately (refer to email from DDA dated Wednesday 20/04/22).

- item 2.1.2 - Council Owned Land - Owners Consent
- item 2.3 dot point 2 - A Conservation Management Plan;
- item 3.2 - Design Specifications and Documentation;
- item 4 - Traffic

We believe that additional information included in this submission as Council requested will enable Council's final processing of the development application of 31-35 Addison Street, Shellharbour.

Harbour Cove Development Pty Ltd is seeking to secure approval for a mixed use development comprising ground floor retail / commercial, 4 storey residential levels and basement parking levels located at 31-35 Addison Street, Shellharbour.



RESPONSE TO COUNCIL'S COMMENTS

COUNCIL'S COMMENTS

1. Southern Regional Planning Panel – Briefing Meeting

Despite numerous attempts, Council has not been able to obtain a copy of the Panels briefing notes or a time frame within which these notes are to be expected. To enable the further progression of the proposal and to assist in guiding further changes to address the matters raised by the Panel during the briefing meeting, the following summary notes are provide. Please be advised that these notes provide a summary based on the notes taken by Council staff and are provided in good faith to assist in refining the proposal. Further additional information may be required and/or matters identified once the Panels formal briefing notes are released.

1.1 Building Height Exceedance

The SRPP raised concerns in relation to the proposed exceedance to the building height development standards. The concerns specifically related to the visual impact of the uppermost storey on the character of the wider Shellharbour Village Centre and the height exceedance setting a precedent for future development. In the event of approval, the subject application will be the first development to have a height exceedance in Shellharbour Village Centre.

Council advised general support for the exception, and noted to the SRPP that the retention of the heritage item and the minimal visibility of the uppermost storey were key factors in its support. The SRPP stated that the submitted documentation did not provide a sufficient view analysis of how the proposal will sit within the wider streetscape of the Shellharbour Village Centre. Due to the topography of Addison Street, the built form would be expected to be visible from different standing points.

OUR RESPONSE

Noted

Additional street views are included in this Response to Council's Comments as Council has requested.

The street views (page 5-10) demonstrate that the portion of level 4 which exceeds the 15M height of building does not generate significant visual impact from Addison Street, between Mary Street and Wentworth Street.

The built form and scale of proposed development achieves an appropriate built form in terms of building alignment, proportion and articulation of building elements. The built form of the proposed development is similar to other developments on Addison Street that includes a two storey base and upper levels set back from Addison Street. It is considered consistent with the future character of the locality.



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To address the concerns raised by the SRPP, the following information is to be submitted:

. A visual impact study consisting of a series of perspectives taken from various viewpoints (see attachment) illustrating the existing and future streetscape (with the proposed development).

Location of street views as Council requested:



OUR RESPONSE

Street view looking west from the intersection of Addison Street and Wentworth Street.

Proposed Level 4, which has been significantly setback from Addison Street, **is not visible** from Addison Street when looking west.



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Existing street view looking north from the intersection of Addison Street and Mary Street

OUR RESPONSE

3D view looking east, 10m south from the intersection of Addison Street and Mary Street that includes proposed development of 43-45 Addison Street, Shellharbour. Proposed development **is not visible** from Addison Street when looking east.



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Existing street view looking north from intersection of Addison Street and Mary Street

OUR RESPONSE

3D view looking east from intersection of Addison Street and Mary Street that includes proposed development of 43-45 Addison Street, Shellharbour.
Proposed Level 4, which has been significantly setback from Addison Street, does **not generate significant visual impact**.



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Existing street view looking north from Addison Street

OUR RESPONSE

3D view looking east from Addison Street that includes proposed development of 31-35 Addison Street on the right.
Proposed Level 4, which has been significantly setback from Addison Street, is **not visible** in this view.



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Existing street view looking north from Addison Street

OUR RESPONSE

3D view looking toward the development from Addison Street.
Proposed Level 4, which has been significantly setback from Addison Street, **is not visible** this view.



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Existing street view looking south from the intersection of Addison Street and Wentworth Street

OUR RESPONSE

3D view looking west from corner Addison Street and Wentworth Street that includes proposed development of 31-35 Addison Street, Shellharbour.
Proposed Level 4, which has been significantly setback from Addison Street, does **not generate significant visual impact**.



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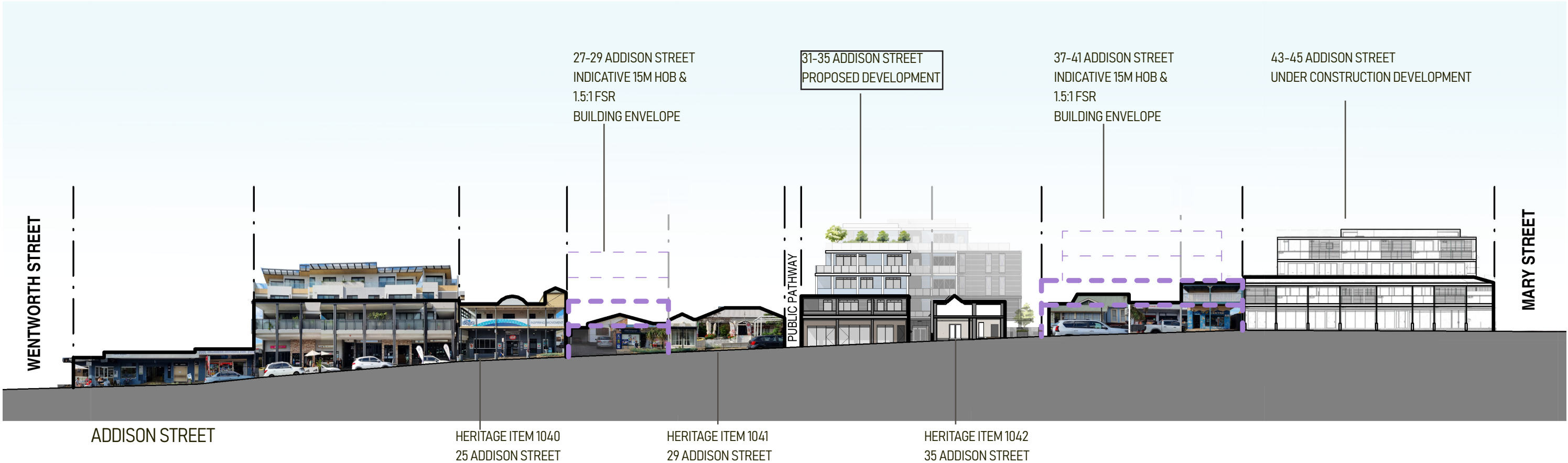
. An elevation plan for the full frontage of Addison Street from Wentworth Street to Mary Street including existing built form and approved / under construction development at 43 Addison Street and including the proposed development.

OUR RESPONSE

Addison Street Elevation below demonstrates that built form and scale of proposed development of 31-35 Addison Street, Shellharbour achieves an appropriate built form in terms of building alignment, proportion and articulation of building elements. The proposed development sits comfortably with the local context.

Proposed development is read as a 4 story building from Addison Street. Greater building setback of level 4 of the proposed development minimizes negative impact in street alignment and building articulation. Furthermore, Addison Street has a fall from Mary Street to Wentworth Street, this coupled with the significant setback of level 4 does not generate visual impact significantly from Addison Street.

The built form of the proposed development is similar to other developments on Addison Street that includes a two storey base and upper levels setback from Addison Street. It is considered consistent with the future character of the locality.



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. Re-development potential of allotments with heritage items and 15m building height standard. This is to demonstrate where Clause 4.6 for building height development standard and using heritage as justification could occur.

OUR RESPONSE

Refer to HDC Planning letter, dated 21st of April, included within this submission.



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1.3 SEPP No. 55 Remediation of Land

The SRPP noted that the Statement of Environmental Effects states that a Preliminary Site Investigation document accompanied the development application, however this document was not included in the documentation provided to the Panel. It is noted the referenced Preliminary Site Investigation document has been submitted since the Briefing Meeting. Council is satisfied that the requirements of SEPP No. 55 have been met.

2. Additional Information / Amended Plans

2.1 Public Laneway

2.1.1 Awning

The submitted plans indicate that a small portion of the awning along Addison Street will encroach into the Council owned laneway. This is not supported and amended plans illustrating that the awning will be wholly within the subject site property boundaries are to be submitted.

OUR RESPONSE

Noted

Updated elevation below demonstrates that small portion of awning which encroaches into the public pathway has been removed.

Refer to architectural drawing No. A-1200-North Elevation- Addison Street (Rev. G)

Awning which encroaches into the public pathway has been removed.



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2.1.2 Council Owned Land – Owners Consent

It has been identified that works are proposed within Lot 4 DP 238804. However, this lot was not identified on the development application form and owner's consent from Council as the land owner has not been obtained. Please provide owners consent from Council Property Department for these works. Once this owners consent has been obtained, please provide a cover letter that this allotment is to be included as part of the scope of the development proposal.

OUR RESPONSE

It is noted that Council's letter item 2.1.2 – Council Owned Land – Owners Consent will be address/ submitted separately (refer to email from DDA dated Wednesday 20/04/22).



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2.1.3 Works Within The Laneway

The main purpose of the laneway is to provide clear access between Addison Street and the public car park. As such, the proposed tree planting is not supported as it will impede access. A condition of consent will be imposed requiring final landscaping plans for the public laneway to be approved by Council prior to the issue of a Construction Certificate. Any further revisions of the documentation should include the deletion of the trees from within this area.

OUR RESPONSE

Proposed trees located along the public pathway have been removed.

Refer to the following architectural drawings

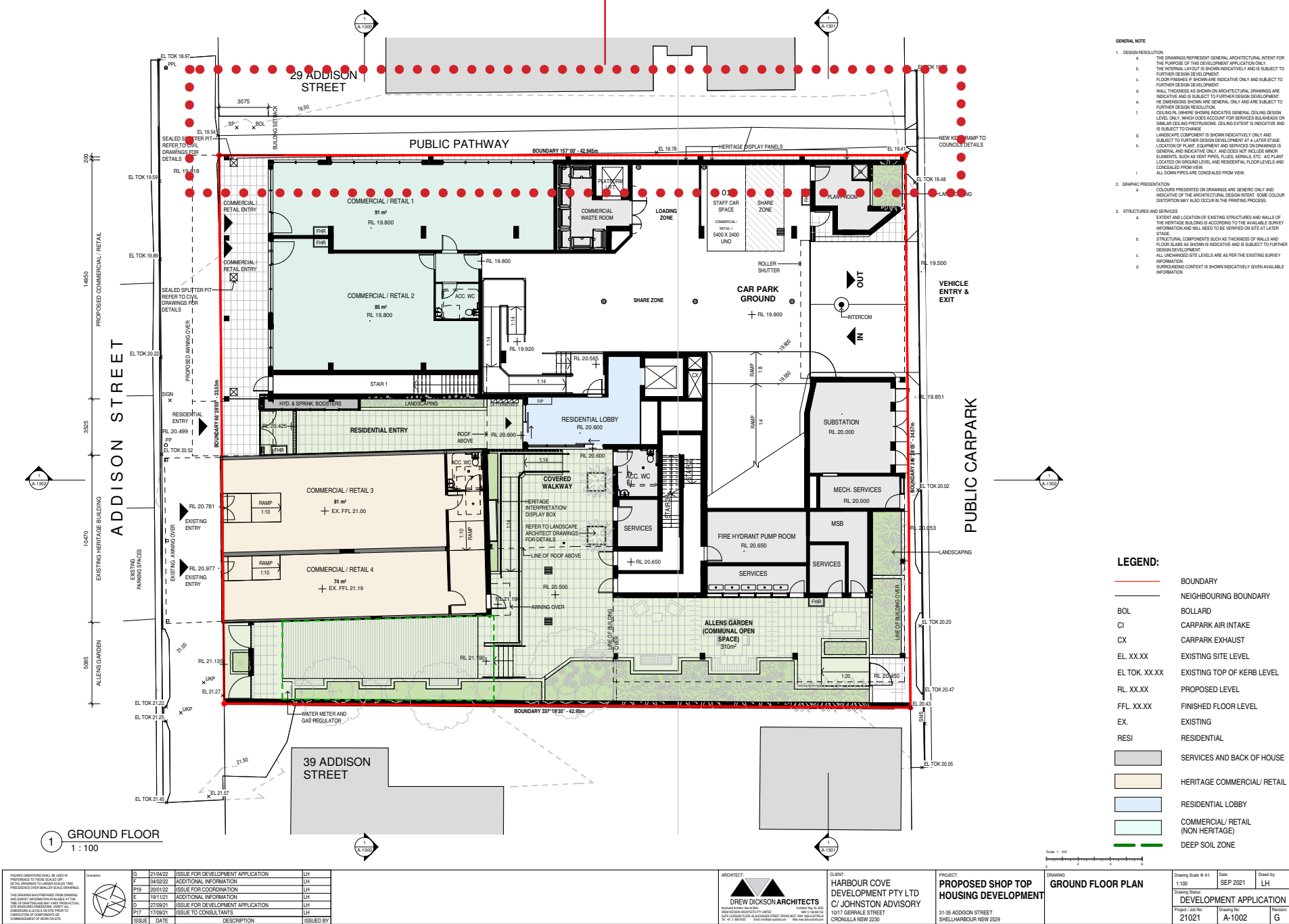
- A-0010-Site Plan (Rev. G)
- A-1002-Ground Floor Plan (Rev. G)
- A-1201-East Elevation-Public Pathway (Rev. G)

Trees located at public pathway previously have been removed.



PUBLIC PATHWAY ELEVATION

Proposed trees located at public pathway have been removed.



DREW DICKSON ARCHITECTS

HARBOUR COVE DEVELOPMENT PTY LTD C/ JOHNSTON ADVISORY

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2. Additional Information / Amended Plans

2.2.1 Awning

Awnings are an important component along Addison Street as they provide continuous weather protection from the elements for pedestrians. Although there is an existing awning at No. 35 Addison St and over the proposed commercial tenancies, no awning is proposed in front of the residential entrance (Figure 1). It is requested that a small glass awning is incorporated to provide continuous weather protection for pedestrians/residents whilst being sympathetic to the heritage building.



Figure 1: Proposed northern elevation (Addison St)

OUR RESPONSE

Awning over residential entry gate has been provided.
Refer to architectural drawing No. A1200-\North
Elevation-Addison Street (Rev. G)



1 NORTH ELEVATION - ADDISON STREET
1 : 100

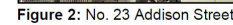


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COUNCIL'S COMMENTS

The location and size of business identification signage is an important element in creating an active street frontage. The building façade of the proposed tenancies has not anticipated potential locations for future business identification signage. Council does not encourage windows to be the main source for business identification signage. The pre-dominant location for business signage along Addison Street is a top hamper as shown below (Figure 2). Amended plans incorporating opportunities for business identification signage are to be submitted.



A zone for potential shopfront signage has been allowed for.
Refer to architectural drawing No. A1200-North Elevation-Addison Street (Rev. G)

[illegible]

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2.3 Heritage Item

The following amendments and additional information is to be submitted.

. Show corrugated steel cladding on the heritage item to be galvanised in keeping with the heritage significance of the fabric of the heritage item.

. A Conservation Management Plan – Identifies measures to ensure the long term conservation of the item. This was requested on 24th February 2022. Please note that is required prior to determination.

. Construction Management Plan – Demonstrating how the fabric and structure of heritage items at No. 35 and 29 Addison St will be protected prior to commencement of excavation, during excavation and during construction. This was requested on 24th February 2022. Please note that this is required prior to determination.

OUR RESPONSE

Elevations have been updated which show corrugated steel cladding on the heritage item.
Refer to architectural drawing No. A1200-\North Elevation-Addison Street (Rev. G)

A Construction Management Plan has been included in this Response to Council's Comments. The Conservation Management Plan is currently being prepared and will be submitted to Council separately.



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3. Vehicle Access – Right of Way

3.1 Request for Creation of Right of Way

Vehicle access to the development is proposed via Mary Street and the Council owned public car park. Accordingly, a letter must be submitted to Council (as the land owner) requesting a Right of Carriage Way be created over the land for the purpose of vehicle access. The letter is to request that a 6m wide Right of Carriage Way (to enable two way traffic) be created over the allotments shown in Figure 3 below. Following this request, Councils Property Officers will consider and ultimately issue an in-principal agreement to the creation of the easement, and enable the process for obtaining the easement to formally commence. The issue of the in-principal agreement would then allow the subject Development Application to progress to determination, which would include a deferred commencement condition requiring the registration of the easement prior to the issue of an operational consent (should the easement not be registered at the time of determination of the development application).



Figure 3: Allotments requiring Right of Carriage Way for vehicle access purposes.

Please note that the process for issuing the in-principle agreement and for processing of the easement following determination will incur fees. As a guide, the following costs apply at the time of preparing this letter:

. Application fee - \$450 (Shellharbour Council Fees and Charges 21/22;

. Survey preparation, valuation and legal fees (Council will obtain quotes);

, Compensation (determined by valuation); and

, Compensation (determined by valuation); and

Please note that these charges and subsequent negotiations will occur with Councils Property Officers, as land owners.

OUR RESPONSE

Refer to HDC Planning letter, dated 21st of April, included within this submission.



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3.2 Design Specifications and Documentation

In addition to the above, the following documentation is to be submitted for Council's consideration and comments:

- . Scope of works along Mary Street and Council owned land, this must include but not limited to:*
- . Pedestrian path from subject site to Mary Street;*
- . Redundant driveway to be replaced with kerb and gutter and/or pedestrian path;*
- . Driveway width at the intersection of Mary Street and Allen's lane be upgrade to 6m to 9m*
- . Plan of Management – Outlining how the Right of Carriage Way is to function*

OUR RESPONSE

It is noted that Council's letter item 3.2 - Design Specifications and Documentation will be address/ submitted separately (refer to email from DDA dated Wednesday 20/04/22).



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4. Traffic

The proposed development has been designed to allow for servicing by a small rigid vehicle only where generally, and in accordance with the Shellharbour Development Control Plan 2013, servicing on site by larger vehicles would be required. Council is prepared to support the reduced servicing/loading area, subject to a loading area being formalised within the car parking area. Councils preference would be for this to be located within Lot 13 DP 238804 and accommodate a vehicle of similar size to the Endeavour Energy service vehicle (preferable, but a medium rigid vehicle at a minimum). This may require the removal of two tandem car parking spaces and the median strip between them. The design should enable the vehicle to enter and exit the car park in a forward direction via Mary Street. Appropriate signage and line marking is to be provided. Additional plans are to be provided indicating the proposed works.

We have deferred the assessment of your application until we receive amended plans addressing the above mentioned matters.

Upon receipt of the amended plans the application will be re-notified in accordance with the Shellharbour Community Participation Plan. Please note that the re-notification of the application will incur a fee.

It is noted that multiple billboards advertising the proposed development have been erected on the site. The advertisement includes a photomontage of the superseded design. To minimise confusion in the community during the re-notification period, you are encouraged to replace the photomontage with the latest design or omit any images of the proposal.

OUR RESPONSE

It is noted that Council's letter item 4 - Traffic will be address/ submitted separately (refer to email from DDA dated Wednesday 20/04/22).

Noted that full set of architectural DA drawings have been included in this submission.

Billboards had been removed.





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