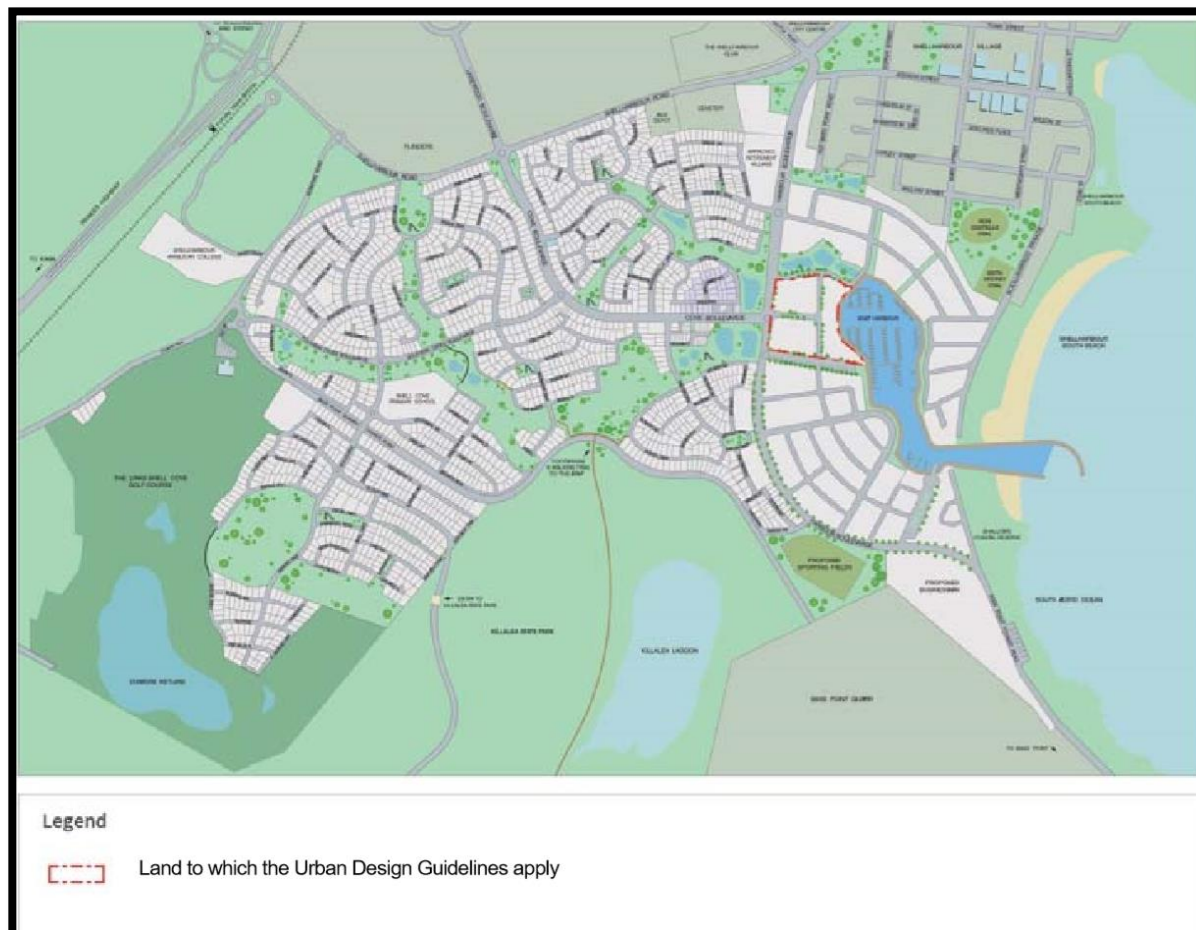


## Attachment 9 – Assessment of compliance with Shell Cove Precinct D Urban Design Guidelines

### Shell Cove Precinct D Urban Design Guidelines

#### 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 in figure 9.1.



**Figure 9.1** – Land to which Urban Design Guidelines apply (denoted in red)

Design Guidelines	Proposed	Comments

## Character Areas

Precinct D will accommodate a number of areas each with a particular function. The areas are illustrated in **figure 9.2** and defined as follows:

- Town Centre Core
- Residential Area
- Community Area
- Hotel Area
- Tavern Area
- Town Centre Core

The Residential Area is located adjoining the main access road, Harbour Boulevard, to the west of the Marina, hotel, and community area. The area acts as a gateway to the Town Centre from the north

The Town Centre Core includes the existing commercial/retail/food and drink premises and car park. The area acts as a gateway to the Town Centre from Cove Boulevard to the west.



**Figure 9.2 – Precinct D Character Areas**

Key Element	Characteristics	Comment
Land Use	Residential accommodation - residential area	Proposed development is for a two residential flat buildings with a retail unit proposed on the ground floor of

	<p>Town Centre Core - 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.</p>	<p>Building B. The inclusion of a retail unit within this development does not comply with the land use as detailed in the Design Guidelines. Recommended that this unit is removed by condition.</p> <p>Building C proposes shop top housing and retail units on the ground floor.</p>
Built Form	<p>Residential Area</p> <ul style="list-style-type: none"> <li>• Apartments, up to six storeys, face open spaces to the north and west.</li> <li>• Buildings have a high quality, coastal influenced architecture.</li> <li>• Buildings create coherent streetscapes, however include diversity and variety of architectural expression to provide visual interest and reduce the appearance of bulk and scale.</li> <li>• Buildings frame views towards the waterfront and define the public domain.</li> </ul> <p>Town Centre Core</p> <ul style="list-style-type: none"> <li>• A general height pattern comprising low rise (up to 3 storeys), human scale buildings.</li> <li>• Buildings have a high quality, coastal influenced architecture.</li> <li>• Buildings create coherent streetscapes, however include diversity and variety of</li> </ul>	<p>Residential Area</p> <p>RFBs proposed six storeys high. Apartments will front northern wetlands and western Town Centre park area. Proposed RFBs area considered to be suitable designed to reflect the coastal location with suitable colours, materials and finishes.</p> <p>RFBs both designed with two 'towers'. Building B including a gap in between to maintain views/ solar access and visual interest and Building A including a glazed area between the towers which include the communal open and internal spaces. The design links into the public domain by placement of the lobbies and entrances and use of raised crossing points.</p> <p>Town Centre Core</p> <p>Shop top housing proposed three storeys high at a suitable scale. Shop top housing considered to be suitable designed to reflect the coastal location with suitable colours, materials and finishes.</p>

architectural expression to provide visual interest and reduce the appearance of bulk and scale.

- Buildings fronting Road 10 (Cove Boulevard) frame views towards the waterfront and define the boulevard entrance.

Building C will front Cove Boulevard (Road 10) and will be the gateway development at the entrance to the Town Centre precinct. The building will be suitable scale to balance the existing development that fronts Cove Boulevard with suitable architectural design to add interest to this area. The curved elevation will be unique to this lot utilizing materials and finishes that reflect the coastal nature of the location. Snip of relevant elevation included in figure 9.3 below.

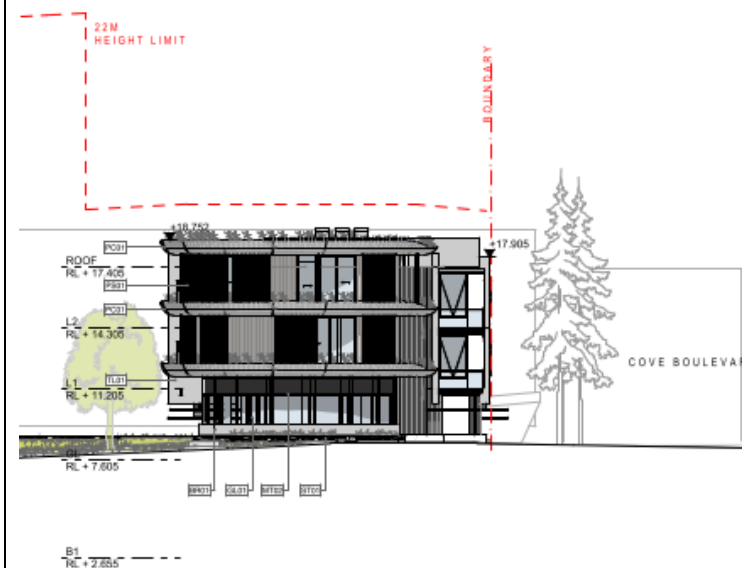



Figure 9.3 - eastern elevation building C

Public Domain	<p>Town Centre Core</p> <ul style="list-style-type: none"> <li>• Primary areas of public domain connect and integrate to enable seamless pedestrian movement.</li> <li>• Road 10 (Main Street) is an eastward extension of Cove Boulevard, and has an orientation and design that maximises views to the boat harbour.</li> <li>• Tree planting along Road 10 (Main Street) screens car parking and frames views towards the waterfront.</li> </ul> <p>Residential Area</p> <ul style="list-style-type: none"> <li>• Primary areas of public domain connect and integrate to enable seamless pedestrian movement.</li> <li>• Tree planting along roads provides a human scale to the street.</li> </ul>	<p>Shop top housing development maintains the existing street layout and will not impact on areas of public domain or tree planting.</p> <p>RFB's proposed includes integrated approach to the Town Centre park within Precinct D. The raised pedestrian crossings proposed for Waterfront Parade and Civic Avenue will also enable pedestrian movement through lot 4204 from Building A.</p>
Movement	<p>Town Centre Core</p> <ul style="list-style-type: none"> <li>• Choice and ease of movement is facilitated by a permeable, grid-like structure of streets.</li> <li>• 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.</li> <li>• East-west streets are aligned to provide views to the boat harbour.</li> </ul> <p>Residential Areas</p>	<p>Street pattern and layout as per approved subdivision layout. Development will not impact on this.</p> <p>The raised pedestrian crossings proposed for Waterfront Parade and Civic Avenue will also enable pedestrian movement through lot 4204 from Building A.</p>

	<ul style="list-style-type: none"> <li>• Pedestrian movement is prioritised over vehicular movement to encourage active movement, with strong pedestrian connections established between the Residential Area and adjoining areas.</li> </ul>	
Chapter	Design Guidelines	Comment
4.1.3 Materials and Landscaping	Design Guideline 1 Materials, planting and design detail celebrate and represent the coastal character.	Suitably compliant.
	Design Guidelines 2 Provide shade trees and feature trees that are appropriate to the sites coastal location.	Provided outside of the application site within street tree planting and public park adjacent to site.
	Design Guideline 3 Landscaping is to be provided generally in accordance with Precinct D Indicative Landscape Plan	Suitably compliant
	Design Guideline 4 Use tree planting to frame important views and screen car parking areas.	Majority of parking is undercover within development. Exception of open air customer parking area between Building A and C. Suitable landscaping within the car park proposed to soften the car parking area in addition to existing street trees along all adjoining roads.
	Design Guideline 5 Landscape treatment and street trees should be designed to provide physical and design connection to the surrounding precincts.	Suitable landscaping throughout the development and on boundaries.
	Design Guideline 6 Planter boxes may be used to complement spaces and movement networks, and be of human scale and proportion.	Planter boxes used on terrace and upper level communal open space to provide suitable planting and shading across whole development.
	Design Guideline 7	Suitable materials proposed and design successfully reflects coastal character and the existing context of the Shell Cove area.


	Simple designs using high quality materials maintain the character of spaces when activity is absent.	
	Design Guideline 8 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.	Application site does not include any public realm. The interface proposed between Building B and the future Town Centre Park and community centre is considered acceptable, with pedestrian access through the proposed RFB and raised pedestrian crossings across Waterfront Parade and Civic Avenue. .
Chapter	Design Guidelines	Comment
4.2 Land Use Mix	<p>Design Guideline 1 Land uses should be located generally in accordance with Precinct D – Indicative land use and active frontages figure 9.4 below.</p>  <p>Figure 9.4 – Precinct D – Indicative land use and active frontages.</p>	Figure 9.4 details site land use as residential (labelled 06 in figure 9.4) and mixed use (labelled 02 in figure 9.4). The proposed use for Building A and B is residential with the exception of the retail kiosk proposed. It is recommended to condition this retail unit to be removed. Building C is proposed as shop top housing with commercial units on the ground floor and residential apartments above. This use is compatible with section 4.2 and suitably complies.

	Design Guideline 2 Development should provide active ground floor uses in accordance with Precinct D – Indicative land use and active frontages figure 9.4 above.	The ground floor of the proposed development for Building C will include commercial units. Suitably complies with the active ground floor uses required by figure 9.4.
Chapter	Design Guidelines	Comment
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.	The Concept Approval limits development on this site to a minimum of three storeys and a maximum of six storeys and a minimum height of 12 metres and maximum height of 22 metres. Proposal suitably complies.  Dwelling numbers as required by the Concept Approval for Precinct D are between 200-250.  This development includes 155 residential apartments. In addition to the dwellings already approved this leaves a maximum of 8 dwellings for the remaining mixed use/residential lot within Precinct D.  Satisfactory.
4.3.2 Building Height	Building heights are not to exceed the maximum height approved under the Concept Approval. 22 metres/12 metres.	Satisfactory .
4.3.3 Architectural Design	Design Guideline 1 Buildings should be designed using the materials suggested within guidelines.	Proposed materials and colours suitably compliant.
	Design Guideline 2 Buildings should provide a diversity and variety of form.	The design of the proposed development includes suitable articulation and interest in the built form, with a variety of materials and landscaping.
	Design Guideline 3	Suitably compliant.

	Building frontages are to be articulated into separate building frontages and bays, using shop front separations, attached columns and steps in the façade.	
	Design Guideline 4 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.	Blank walls have been limited to service areas only along the elevation fronting Harbour Boulevard. The site is limited as it is visible on all four sides from the public domain (including streets). The Harbour Boulevard elevation is considered the most suitable to include these necessary service areas. Figure 9.5 at the end of this attachment shows the blank wall referred to. This area is suitably designed and compliant with this design guideline.
	Design Guideline 6 Lift tower, stair towers, air conditioning plants etc. are to be integrated into the design of the buildings.	Suitably complies with this infrastructure integrated into the design of the building.
4.3.4 Setbacks	Design Guideline 1 The ground floor of buildings fronting Road 10 (Cove Boulevard) are built to the street boundary with a 0m setback.	Suitably complies for Building C
	Design Guideline 2 Buildings on the northern side of Road 10 (Cove Boulevard) are to be setback above the third storey.	Building C fronting Cove Boulevard will not extend above the third storey.
	Design Guideline 3 Residential flat buildings fronting Roads 10 (Waterfront Promenade), 11 (Aquatic Drive) and 12 (Civic Avenue) 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.	Suitably complies

	Design Guideline 4 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.	Suitably complies subject to non-compliances identified and addressed in section 4.2.4 of the assessment report. Full compliance table included as attachment 6.
	Design Guideline 5 Basement parking may protrude into the front setback provided any visual impacts on the public domain are appropriately addressed.	Suitably complies – no visual impact of basement parking on public domain.
4.3.5 Residential Apartment Design	Design Guideline 1 Development for residential flat buildings or shop top housing is subject to the requirements of State Environmental Planning Policy 65 – Design Quality of Residential Flat Development including the Design Quality Principles and the Apartment Design Guide.	Assessment undertaken against SEPP 65 see section 4.2.4 of assessment report. Assessment undertaken against ADGs see attachment 7.
	Design Guideline 2 Adaptable housing is to be provided in accordance with the requirements of the Apartment Design Guide.	Of the 155 apartments, it is noted in the supporting information that 15 apartments (10%) are proposed to be designed in accordance with <i>Australian Standard 4299-1995 Adaptable housing</i> , these apartments and an additional 18 (11.6%) of the total apartments also incorporate the Liveable Housing Design (LHD) Guidelines silver level universal design features. Suitable conditions recommended.
	Design Guideline 3 Precinct D is to provide a range of 1, 2 and 3 bedroom apartments.	Range of apartments proposed as follows: 1 bedroom – 27 2 bedrooms – 60 3 bedrooms – 65 4 bedrooms - 3
4.3.6 Parking and Access	Design Guideline 1	Residential parking - 1 space per 1 bedroom apartment (27) = 27 spaces

	<ul style="list-style-type: none"> <li>• Car parking is to be provided with consideration of the following rates:</li> <li>• Commercial premises – 1 space / 40m2</li> <li>• <b>Retail shop – 1 space / 35m2</b></li> <li>• Supermarket – 1 space / 20m2</li> <li>• Food and drink premises – 15 spaces / 100m2 GFA</li> <li>• Hotel – 0.8 spaces / hotel room</li> <li>• Serviced apartments – 0.6 spaces / 1 bedroom apartments &amp; 0.9 spaces / 2 &amp; 3 bedroom apartments.</li> <li>• <b>Residential apartments - 1 space / 1 bedroom &amp; 1.5 spaces / 2+ bedrooms</b></li> <li>• <b>Residential visitors – 0.25 spaces / 1 bedroom &amp; 0.5 spaces / 2+ bedrooms (to be provided on-site)</b></li> </ul>	<p>- 1.5 spaces per two+ bedroom apartments (128) = 192 spaces</p> <p>Visitor parking</p> <p>- 0.25 spaces per one bedroom apartments (27) = 6.75 spaces</p> <p>- 0.5 spaces per two + bedroom apartments (128) = 64 spaces.</p> <p>Total residential + visitor = 289.75 spaces.</p> <p>Retail units requirements 1 space per 35sqm.</p> <p>Total retail 330 sqm = 9.4 spaces required</p> <p>Plus additional 19 spaces re-located from on street parking and public car park.</p> <p>Overall total required – 299.15 spaces – rounded up to 300 spaces</p> <p>Parking provision is as follows:</p> <p>Building A</p> <p>Open air car park – 29 spaces (public)</p> <p>Ground floor parking area – 23 spaces (10 retail, 5 residential visitor and 8 public)</p> <p>Basement 1 – 164 spaces (residential and visitor)</p> <p>Building B</p> <p>Basement 1 – 62 spaces (residential and visitor)</p> <p>Basement 2 – 64 spaces (residential and visitor)</p> <p>Basement parking includes 51 pairs of stacked parking spaces.</p> <p>Total spaces provided 342</p>
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	Design Guideline 2 On-site parking areas comply with the current version of AS2890.1.	Complies
	Design Guideline 3 Car parking is to be located on site to the rear of buildings and where possible behind the front building line.	All on site parking will be located within the basement parking levels or within the open air parking area to the rear of Building C.
	Design Guideline 4 Entries to basement car parks are to be located above the Probable Maximum Flood (PMF) level and in accordance with the figure included below (access shown by red triangle), unless an alternative solution has been agreed with Shellharbour City Council.	<p>Building B basement carpark will be accessed via the existing car park from Waterfront Parade and Civic Avenue. The Design Guidelines identify this site to be accessed via Civic Avenue and not share the access with the existing car park as proposed. The alternative solution proposed has been reviewed by Council's Senior Traffic Engineer and is supported.</p> <p>Building A basement car park will be accessed via the proposed car park from Civic Avenue. The Design Guidelines identify this site to be accessed via Viciv Avenue by two separate accessways. The alternative solution proposed has been reviewed by Council's Senior Traffic Engineer and is supported.</p> <p>The proposed alternative solutions for Buildings A and B will reduce the impact on the exsiting roads and pedestrian pathways, reducing the driveways onto the relatively short (approximately 120 metres) roads and retaining a continuous roadway.</p>
		
	Design Guideline 5 On-site carparking does not directly face the Road 10 (Main Street).	All parking is to be within basement parking levels or behind Building C.

	<p>Design Guideline 6          Building servicing and loading facilities adequately cater for forecast building demand and are provided in accordance with AS2890. 2:2002.</p>	<p>Loading Dock for building A and B to be located within each building at ground level.</p> <p>Both loading docks will be of suitable dimensions to accommodate the size of vehicles servicing the site and vehicles can enter and exit in a forward direction.</p>
	<p>Design Guideline 7          Ensure service areas and facilities do not adversely impact on the visual amenity of the streetscape.</p>	<p>The site is uniquely placed with no clear back of house area and each elevation fronts a significant aspect. The western elevation fronting Harbour Boulevard is considered a suitable location for the service area facilities and these areas are not considered to adversely impact on the visual amenity of the streetscape.</p> <p>A substation has been sited on the western boundary of the site adjoining the open air car park. This is considered a suitable location and advice has been received from Endeavour Energy.</p>
	<p>Design Guideline 8          Motorcycle and bicycle parking rates are to be provided in accordance with the Shellharbour DCP (Note: alternative rates may be provided where justified).          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.</p>	<p>Nil dedicated motorbike parking spaces are proposed. Note: DCP has no requirement for dedicated motorbike spaces.</p> <p>A bicycle storage room approximately 40 spaces has been provided within Building A car park at ground floor level. This exceeds the requirement of 1 space per 5 apartments.</p> <p>This provision is considered acceptable for the proposed development.</p>

	Design Guideline 11 All car parking spaces not in public ownership to ensure there are easements to allow use to all patrons to the centre.	Suitable easements to be conditioned to allow public to use identified spaces in Building A ground floor level car park. .
	Design Guideline 12 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.	As detailed above parking numbers exceed requirement.
4.3.7 Materials	Design Guideline 1 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.	Suitably compliant. Majority of external facades are glazing.
Chapter	Design Guidelines	Comment
4.4 Crime Prevention Through Environmental Design	Design Guideline 1 Development Applications are to demonstrate that CPTED principles have been achieved.	The development has been assessed against the relevant chapters of the DCP. Suitable conditions required compliance with CPTED report.
Chapter	Design Guidelines	Comment
4.5 Environmentally Responsive Design	Design Guideline 1 Orientate residential buildings to maximise solar access and cross ventilation.	<p>The building has been orientated to maximise solar access, cross ventilation and the surrounding views of the site.</p> <p>The residential elements of the development will suitably satisfy the requirements of the ADGs.</p> <p>The solar access achieved does not meet ADG requirements, however this is considered acceptable and discussed in detail in section 4.2.4.3 of the Assessment Report.</p>

	Design Guideline 2 Enhance biodiversity, flora and fauna habitat value, energy conservation, and microclimate wherever practical and possible	The proposed landscape is of suitable species for the site conditions, a mix of deciduous and evergreen trees are proposed that will provide winter sun and summer shade, landscape allows protection and enhancement of views and provides softening to the surrounding hardscape.
	Design Guideline 3 Recycle building materials are used wherever practical.	Details not provided by applicant. Suitable advice note recommended within attachment 1.
	Design Guideline 5 Use energy efficient lighting such as solar lighting and low voltage electrical facilities (e.g. public barbeques etc.).	Details not provided by applicant. Suitable advice note recommended within attachment 1.



Figure 9.5 – Building A ground floor west elevation including service areas.