


Attachment I – Assessment of compliance with Shell Cove Precinct A Medium Density Design Guidelines

Shell Cove Precinct A Medium Density Design Guidelines		
<p>1.3 Land to which the Urban Design Guidelines apply</p> <p>The Urban Design Guidelines apply to development on land known as Shell Cove Precinct A as shown in figure 1.</p>	 <p>Figure 1 – Land to which Urban Design Guidelines apply (outlined in red). Subject site highlighted in yellow.</p>	
Design Guidelines	Proposed	Comments

2.4 Desired Future Character

Precinct A covers some 9Ha and is framed by the Boat Harbour and boat launching facilities to the north, Bass Point Tourist Road to the east, Harbour Boulevard to the south and Shell Cove Precinct B1 to the west.

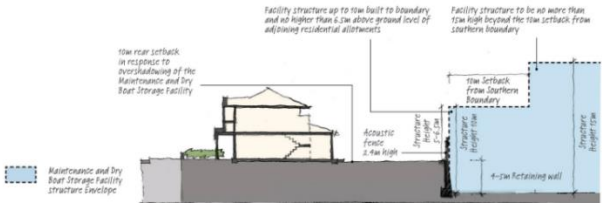
The boat ramp car park and dry boat storage and maintenance facility is located in Precinct A, but is not directly accessible to pedestrian or vehicles from any residential lot in Precinct A. Access is achieved from Harbour Boulevard.



Figure 2 – Precinct A desired future character location map

Chapter	Design Requirements	Comment
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<p>4.9 Boat maintenance/storage facility, boat ramp/boat ramp car park and Harbour Boulevard provisions and associated residential amenity</p> <p>Objectives</p> <ul style="list-style-type: none"> • To minimise potential acoustic and light spill impacts on residents from the boat maintenance/storage facility, boat ramp and boat ramp car park. • To enable operability of the boat maintenance/storage facility generally operating within the hours of 6am to 9pm, 7 days a week basis. • To provide flexibility for exemptions outside these areas where emergency works or the like are required. • To enable on going operability of the boat ramp/boat ramp car park on a 24 hour/7 day a week basis. • To promote visual amenity. • To minimise road noise impacts on residents. 	<p>• Acoustic Wall - A suitably placed and aesthetically treated (compatible with finishes of residential structures and can incorporate suitable artistic/cultural themes) acoustic wall is to be constructed by Frasers on the boundaries of relevant lots; and - The wall is to address acoustic line of sight from the boat ramp/boat ramp car park to the subject lots; and - Its height is to be minimised; and - This wall is to be designed to mitigate the predicted noise levels and to achieve design noise levels for ground floors on relevant lots</p> <p>In the design/construction of the boat maintenance/storage facility, appropriate density, bulk, scale, textures, colours are to be used to integrate it visually with its coastal setting and surrounding residential development.</p> <p>Light spillage Measures to prevent light spillage from the boat ramp/boat ramp car park and BMSF will be submitted for assessment with relevant applications. This will include vehicle headlights, street lighting and lighting for the boat ramp/boat ramp car park and BMSF and will satisfactorily address relevant standards/criteria.</p> <p>Solar access Acoustic protection measures are not to prevent solar access provisions in these design guidelines being complied with. In principle, the rear boundary setback of dwellings on lots 1038 – 1046 is a minimum 10 metres to ensure solar access is complied with. This will be confirmed as part of any development approval for dwellings.</p>	<p>Acoustic wall An acoustic wall has been erected under DA0619/2017 along the southern and western boundaries of the site. There is no alternations to this wall proposed as part of this application. Acoustic impact is a key issue that is un-resolved at this point and therefore any required changes to the acoustic wall is not yet known.</p> <p>Design/Construction The external design of the building is suitably compliant with the Concept Approval in terms of height and number of storeys.</p> <p>The café and upper floor office on the north eastern corner of the site successfully addresses Maritime Drive and the pedestrian boardwalk that surrounds the marina. This section of the development is a reduced height of 10.4 metres (maximum) which brings the building down to a more appropriate human scale where it meets the boundary. The design of this section also includes glass doors and balconies which soften the industrial buildings behind.</p> <p>The building design includes a reduced height along the southern section of the site adjoining dwellings fronting Seaboard Way in accordance with the Design Guidelines.</p> <p>The internal design is divided into different uses which are separated as required. Pedestrian access is suitably restricted to the retail areas and offices, café and BMF reception with the dry boat storage and hard standing areas fenced off for safety.</p> <p>The proposal will provide shared amenities for the workshops and offices on each floor. The café and BMF reception will also include amenities for customers and visitors.</p> <p>The on site car parking arrangement maintains a separate area for visitor and staff vehicles and the hard standing areas where</p>
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<ul style="list-style-type: none"> • To enable adequate solar access to residential development. • To ensure pedestrian activities and boat related activities co – exist safely and reasonably 	 <p>Design of conflict points between the harbour perimeter pedestrian path and boat related activities</p> <p>There are areas where the harbour perimeter pedestrian path intersects with the boat launching facility and activities related to the boat storage/maintenance facility, such as the travel lift. These have the potential for conflict between users of the path and users of these facilities. In the design of these areas consideration must be given to the forecast frequency and times that:</p> <ul style="list-style-type: none"> • boat related activities will intersect the pedestrian path, and • the pedestrian path will be used <p>Design of this area must account for this forecast and ensure all user groups have safe and reasonable access to the respective facilities</p>	<p>machinery and boats will be transported. The public parking area will be visible from Maritime Drive so people will be able to see if there are free spaces without having to access the site. The car park location also allows passive surveillance from the street and surrounding dwellings.</p> <p>The interaction between the public boardwalk and the facility has been addressed in detail in section 4.2 of the assessment report.</p>
<p>Boat Maintenance Storage Facility</p> <p>This facility comprises the following elements:</p> <p>Land Assets</p> <ul style="list-style-type: none"> • Dry Boat Storage Facility and Wash down area • Boat Maintenance Work Bays • Workshops • Hardstand 		<p>The proposed development consists of:</p> <p>Land Assets</p> <ul style="list-style-type: none"> A 120 vessel dry boat storage facility Three undercover work/wash bays Wash bay for dry boat storage Five workshops Hardstanding associated with the use Three offices Facility management reception and amenities (café and toilets/shower room) Car park for 75 vehicles

<ul style="list-style-type: none"> • Office, club lounge and amenities • Carpark • Access • Fuelling Facilities <p>Water Assets</p> <ul style="list-style-type: none"> • Maintenance/Dry Boat Storage pontoon • Heavy Duty Multiuse platform • Travel lift • Fuel and sewerage pump-out pontoon • Multipurpose pontoon 		<p>Note: Water assets have been provided as part of other DA approvals.</p> <p>The uses proposed are suitably compliant with the requirements of the Design Guidelines.</p>
<p>5.0 Landscape Character</p>	<ul style="list-style-type: none"> • Landscaping should be in accordance with the Landscaping Palette included at Appendix C. • Plants to be selected based on the size and orientation of the garden areas with native species to be used where appropriate. • Trees are to be planted in an edged garden bed and not directly within the turf area. Avoid planting trees close to dwellings, hard paved areas or over underground pipes. • Deciduous trees should be planted to the north, north-west and western elevations to shade the dwelling and garden from the summer afternoon sun, whilst allowing desirable winter sunlight through. 	<p>Landscaping proposed is in accordance with the palette included in the Design Guidelines as Appendix C.</p> <p>The selection of species and sizes proposed are suitable for the locations proposed.</p>