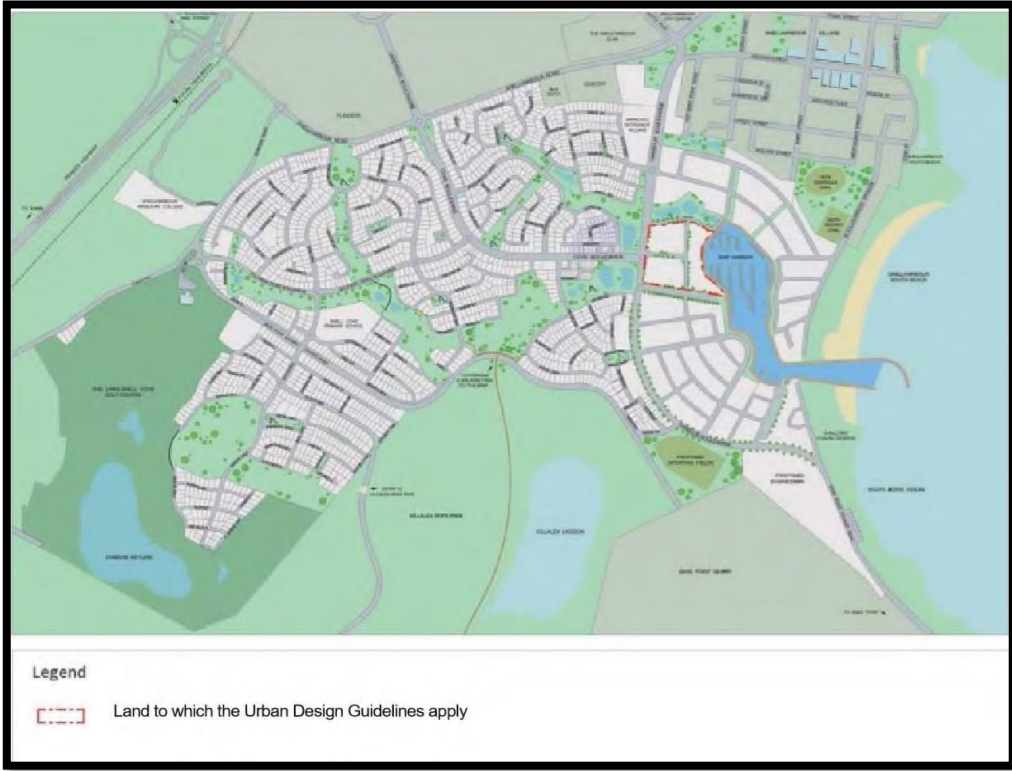


Attachment E: Shell Cove Precinct D Urban Design Guidelines Assessment Table

Shell Cove Precinct D Urban Design Guidelines		
1.3 Land to which the Urban Design Guidelines apply	<div data-bbox="136 469 546 600"> <p>The Urban Design Guidelines apply to development on land known as Shell Cove Precinct D as shown in figure 9.1.</p> </div> <div data-bbox="680 445 1688 1219">  </div> <div data-bbox="562 1219 1245 1278"> <p>Figure 9.1 – Land to which Urban Design Guidelines apply (denoted in red)</p> </div>	
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	
		Original assessment	Modification assessment
Land Use	<p>Residential accommodation - residential area</p> <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>Proposed development is for a two residential flat buildings with a retail unit proposed on the ground floor of 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>	<p>Building B is captured entirely within the 'residential area' of Precinct D, as noted in Chapter 3.2 of the UDGs.</p> <p>The original proposal included a café on the ground floor of Building B. This was conditioned for removal, as this was not consistent with the residential area land use.</p> <p>The proposed modification removes the café, and removes the condition requiring it's removal.</p> <p>In this regard, Building B satisfies the land-use of a residential flat building, within a residential area as specified in the UDGs.</p>
Built Form	<p>Residential Area</p> <ul style="list-style-type: none"> • Apartments, up to six storeys, face open spaces to the north and west. 	<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</p>	<p>The proposed modification retains Building B as an apartment building/RFB.</p> <p>Building B is primarily 6-stories, with 14% of the rooftop composed of 7-</p>


	<ul style="list-style-type: none"> 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. <p>Town Centre Core</p> <p>A general height pattern comprising low rise (up to 3 storeys), human scale buildings.</p> <p>Buildings have a high quality, coastal influenced architecture.</p> <p>Buildings create coherent streetscapes, however include diversity and variety of architectural expression to provide visual interest and reduce the appearance of bulk and scale.</p>	<p>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> <p>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</p>	<p>storey habitable dwelling components. The remainder of the rooftop consists of circulation, plant equipment, and communal open space.</p> <p>Communal open space is concentrated to the east, but this is considered acceptable on merit given this positions views to the Marina, and provides maximum distance between the COS of Buildings A and B. Orienting the COS to the west would not improve solar access due to the hotel overshadowing, and would remove Marina views.</p> <p>The private open spaces (balconies) are concentrated to the north and west where practical.</p> <p>The apartment floor configurations are generally conducive of high quality, coastal influenced architecture. The façade modifications retain large windows, landscaping, and articulative features along each elevation. The design retains a coastal character in this regard.</p>
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	Buildings fronting Road 10 (Cove Boulevard) frame views towards the waterfront and define the boulevard entrance.	<p>location. Snip of relevant elevation included in figure 9.3 below.</p>  <p>Figure 9.3 - eastern elevation building C</p>	<p>The proposed modifications generally remove much of the bulk to each elevation on Building B, by reducing cladding and incorporating greater use of windows.</p> <p>The building positions the COS and POS to face the waterfront where possible. The built form towards the waterfront effectively interacts with the public domain, including a landscaped through-site access of high quality, and good use of landscaping features on the ground-floor, streetscape and building façade.</p>
Public Domain	<p>Town Centre Core</p> <p>Primary areas of public domain connect and integrate to enable seamless pedestrian movement.</p> <p>Road 10 (Main Street) is an eastward extension of Cove Boulevard, and has an orientation and design that</p>	<p>Shop top housing development maintains the existing street layout and will not impact on areas of public domain or tree planting.</p>	<p>The modification retains good connectivity between the public domain and pedestrian areas through a well-designed site thoroughfare.</p> <p>The modification retains good tree and landscape planting along roads.</p>

	<p>maximises views to the boat harbour.</p> <p>Tree planting along Road 10 (Main Street) screens car parking and frames views towards the waterfront.</p> <p>Residential Area</p> <p>Primary areas of public domain connect and integrate to enable seamless pedestrian movement.</p> <p>Tree planting along roads provides a human scale to the street.</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"> 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. 	<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>	<p>The modification retains good connectivity and mobility for pedestrians. The pedestrian crossing is retained between Buildings A and B, and a crossing retained between Building B and the waterfront.</p> <p>The pedestrian pathway along Civic Avenue has been modified to obstruct pedestrian access along the Building B basement entrance and waste servicing entrance. This has been achieved by fragmenting the pathway, and introducing landscape planters along the streetscape. This is considered a satisfactory design in</p>

	Residential Areas Pedestrian movement is prioritised over vehicular movement to encourage active movement, with strong pedestrian connections established between the Residential Area and adjoining areas.		interest of pedestrian safety, as the design reduces collision risk, particularly between any waste servicing vehicles and pedestrians. Pedestrian mobility is otherwise prioritised throughout the design, including through-site links and raised pedestrian crossings over Waterfront Promenade and Civic Avenue which have been retained.
Chapter	Design Guidelines	Comment	
		Original	Modification
4.1.3 Materials and Landscaping	Design Guideline 1 Materials, planting and design detail celebrate and represent the coastal character.	Suitably compliant.	The materials, planting and design are considered to generally celebrate and represent the coastal character. In the course of assessment, this has particularly been achieved through increasing variation in materials and articulation features (i.e. plinth on Level 1, variation in middle-section of building facades), and re-introducing planting to some balcony facades. The design is suitably compliant in this regard.
	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.	Retained as part of this modification.

Design Guideline 3 Landscaping is to be provided generally in accordance with Precinct D Indicative Landscape Plan	Suitably compliant	Retains compliance.
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.	Suitable landscaping is retained to soften the open air car parks.
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.	The modification generally retains good landscape treatment and street trees within the public domain, ground-floor and façade interface.
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.	Planter boxes are well used in the public domain. The rooftop COS reconfiguration includes good use of trees and landscaping. Planter boxes have been re-introduced to the central balconies on Building B.
Design Guideline 7 Simple designs using high quality materials maintain the character of spaces when activity is absent.	Suitable materials proposed and design successfully reflects coastal character and the existing context of the Shell Cove area.	The design retains good coastal character and architectural composure along each elevation.

	<p>Design Guideline 8</p> <p>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.</p>	<p>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. .</p>	<p>The modification retains good design characteristics for the through-site and pedestrian access.</p>
Chapter	Design Guidelines	Original	Modification
4.2 Land Use Mix	<p>Design Guideline 1</p> <p>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>	<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.</p>	<p>The modification includes removal of the ground-floor café and the condition requiring its removal. This results in direct compliance with the land use map for Precinct D, with Building B located as a ‘residential’ use.</p>

	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	Original	Modification
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.	<p>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.</p> <p>Dwelling numbers as required by the Concept Approval for Precinct D are between 200-250.</p> <p>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.</p> <p>Satisfactory.</p>	<p>The proposed modification results in a non-compliance with this control, as discussed against the assessment of the Shell Cove Concept Approval.</p> <p>In summary, the proposal breaches the Precinct D dwelling cap of 250, resulting in a total of 265 apartments. A comprehensive assessment has been conducted in Attachment 1 in this regard, which supports the increase in units on the merits of being consistent with the Concept Approval, and generally in accordance with the 'Section 75W Modification Application Report'. In this regard, the proposed dwelling numbers are considered acceptable on merit.</p>
4.3.2 Building Height	Building heights are not to exceed the maximum height approved under the Concept Approval.	Satisfactory .	Building B is restricted to 6 storeys, or 22m in building height against this control. The proposed modification

	22 metres/12 metres.		<p>results in a non-compliance with this control, as discussed against the assessment of the Shell Cove Concept Approval.</p> <p>In summary, the proposal includes 2 units on the rooftop, composing 14% of the rooftop space as a 7th-storey, whilst the remainder is 6-storeys (communal open space, plant equipment and circulation space). The proposal also increases the height encroachment from 22.15m to 24m (150mm to 2000mm).</p> <p>A comprehensive assessment against these matters is included in the Attachment 1 assessment, against the Concept Approval, which concludes the proposal remains consistent with e Concept Approval and generally in accordance with the 'Section 75W Modification Application Report' documentation in Condition 2.</p> <p>In this regard, the proposal is acceptable on merit.</p>
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4.3.3 Architectural Design	Design Guideline 1 Buildings should be designed using the materials suggested within guidelines.	Proposed materials and colours suitably compliant.	Assessment conducted against materials suggested in 4.3.7 below.
	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.	The modification retains a good diversity and variety of form. Specifically, the Level 1 plinth, recessed middle-section, and a cohesive use of materials and articulation are noted. The design retains compliance in this regard.
	Design Guideline 3 Building frontages are to be articulated into separate building frontages and bays, using shop front separations, attached columns and steps in the façade.	Suitably compliant.	Retains suitable compliance.
	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	The modification does not include any excessive length of blank walls or heights.

		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.	The lift tower height is increased, however it is integrated into the building design, and is suitably obstructed from the public domain, i.e. features limited visibility.
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	Not applicable to modification.
	Design Guideline 2 Buildings on the northern side of Road 10 (Cove Boulevard) are to be setback above the third storey.	Building C fronting Cover Boulevard will not extend above the third storey.	Not applicable to modification.
	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	While the proposal includes ground-level privacy screening positioned 1.3m – 1.8m from the referenced boundaries, the balcony and external wall features are compliant with this control. This is an improved upon the original design, where privacy screening was proposed to the boundary along some elevations. The proposal is considered acceptable on merit in this regard.


	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.	The original assessment report included commentary against non-compliances and the ADGs as described here. An assessment of the ADGs is included in Attachment F.
	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.	Basement car parking is contained within the building footprint, and does not result in any visual impact upon the public domain. Suitably complies.
4.3.5 Residential Design Apartment	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 and considered to suitably comply.	The SEPP 65 has been preceded within the SEPP (Housing) 2021. Assessment against the ADGs is included in Attachment 3 of this report.
	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 42991995 Adaptable housing</i> , these apartments and an additional 18 (11.6%) of the total apartments also incorporate the	The modification generally retains compliance with this design guideline. With the increase to 178 apartments, additional adaptable units are required. The supporting information states that 18 'Silver Liveable Units' (10%)

		Liveable Housing Design (LHD) Guidelines silver level universal design features. Suitable conditions recommended.	and 17 'adaptable units' (9.5%) are provided within Building B, meeting the requirements described in DG2.
	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	The modification results in the following bedroom numbers: 1 bedroom – 26 (-1) 2 bedroom – 94 (+34) 3 bedroom – 58 (-7) 4 bedroom – 0 (-3) The bedroom numbers suitably comply, providing a diverse range of apartment configurations throughout the build.
4.3.6 Parking and Access	Design Guideline 1 <ul style="list-style-type: none"> Car parking is to be provided with consideration of the following rates: Commercial premise – 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 	Residential parking - 1 space per 1 bedroom apartment (27) = 27 spaces - 1.5 spaces per two+ bedroom apartments (128) = 192 spaces Visitor parking - 0.25 spaces per one bedroom apartments (27) = 6.75 spaces - 0.5 spaces per two + bedroom apartments (128) = 64 spaces.	The modification includes changes to both the number and configuration of dwellings, and number of parking spaces, requiring re-assessment against the parking controls. The following parking requirements are noted:

	<ul style="list-style-type: none"> • 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) 	<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) Basement 2 – 64 spaces (residential and visitor)</p> <p>Basement parking includes 51 pairs of stacked parking spaces.</p>	<p>With the new apartment configuration, the TOTAL parking space required:</p> <p>Residential = 254</p> <p>Visitor = 82.5</p> <p>TOTAL = 337 (169 for Building A, 168 for Building B)</p> <p>The retail configuration is unchanged, the 330 sqm necessitates 9.4 parking spaces (10).</p> <p>A re-assessment of the application indicates that 14 spaces are removed from the public domain, which are required to be facilitated within the development. These are as follows:</p> <ul style="list-style-type: none"> - Pedestrian crossing on Waterfront Promenade removes 6.2 parking spaces - Pedestrian crossing on Civic Avenue removes 3 parking spaces - The Building A driveway removes 2.5 parking spaces - The Building B driveway removes 2 parking spaces <p>Total (rounded up) = 14 parking spaces.</p> <p>Therefore, a total of 361 parking spaces (337 + 10 + 14) are required to be provided in the development.</p> <p>The proposed parking is as follows:</p>
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		<p>Total spaces provided 342</p>	<p>Building A remains unchanged;</p> <p>Ground floor parking area = 23 spaces (10 retail, 5 visitor, and 8 public)</p> <p>Basement 1 – 164 spaces (resi and visitor) (169 resi/vis + 10 retail + 8 public)</p> <p>Building B has been amended as follows:</p> <p>Basement 1 – 74 (residential and visitor)</p> <p>Basement 2 - 85 (residential and visitor)</p> <p>Re-location of building B basement driveway provides +4 public parking spaces. (159 resi/vis + 4 public)</p> <p>In addition, as part of the modification, 8 parallel parking spaces along Aquatic Drive are proposed to be re-configured into 20 90-degree angle parking spaces, introducing an additional 12 parking public parking spaces. (+ 12 public).</p> <p>This results in a total of:</p> <p>10 retail parking spaces / 10 required</p> <p>328 residential / visitor parking spaces / 337 required</p> <p>(Building A = 169, Building B = 159)</p> <p>24 public spaces / 14 required</p>
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			<p>In sum, the proposal provides a deficit of 9 visitor parking spaces in Building B, and a surplus of 10 public parking spaces as a result of the Aquatic Drive modifications. This is considered an acceptable parking configuration; visitor parking spaces within apartment buildings are often difficult to locate and under-utilised, in contrast to public parking spaces which are easier to locate and park within. The trade-off of 10 public parking spaces in lieu of 9 visitor parking spaces provides a surplus of one (1) parking space, and affords greater utility value to the public and potential visitors of the development. The design therefore achieves numerical parking compliance through a satisfactory alternative parking configuration, and is considered acceptable on merit.</p>
	Design Guideline 2 On-site parking areas comply with the current version of AS2890.1.	Complies	Suitably complies

<p>Design Guideline 3</p> <p>Car parking is to be located on site to the rear of buildings and where possible behind the front building line.</p>	<p>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.</p>	<p>All on-site parking is to be located either within the basement parking levels, ground-floor parking, or within open-air parking.</p>
<p>Design Guideline 4</p> <p>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> 	<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 Civic 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 existing roads and pedestrian pathways, reducing the driveways onto the relatively short (approximately 120</p>	<p>The proposed reconfiguration of the basement entry access, relocated from the south car-park to Civic Avenue, achieves compliance with Figure 22 referenced in DG4, improving upon the original development.</p> <p>Entries are suitably located above PMF.</p>

	metres) roads and retaining a continuous roadway.	
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.	The modified parking design retains compliance with this control.
Design Guideline 6 Building servicing and loading facilities adequately cater for forecast building demand and are provided in accordance with AS2890. 2:2002.	Loading Dock for building A and B to be located within each building at ground level. 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.	Review by Council's Technical Officers indicates the proposed loading facility modifications retain compliance with this control.
Design Guideline 7 Ensure service areas and facilities do not adversely impact on the visual amenity of the streetscape.	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. A substation has been sited on the western boundary of the site adjoining the open air car park. This is considered	The proposed modification positions the loading bay accessed via Civic Avenue, and an adjoining services and facilities area adjacent. The revised positioning does not detract visual amenity from the streetscape, and considering the site context, with each elevation fronting a significant aspect, the siting is considered suitable.

	a suitable location and advice has been received from Endeavour Energy.	
<p>Design Guideline 8</p> <p>Motorcycle and bicycle parking rates are to be provided in accordance with the Shellharbour DCP (Note: alternative rates may be provided where justified).</p> <p>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>	<p>The Shellharbour DCP does not provide motorcycle parking rates.</p> <p>The bicycle storage room has been retained in Building A.</p> <p>An additional 18 bicycle parking spaces have been provided in Building B basement 1 and 2. This satisfies the additional bicycle parking requirements for Building B.</p>
<p>Design Guideline 11</p> <p>All car parking spaces not in public ownership to ensure there are easements to allow use to all patrons to the centre.</p>	<p>Suitable easements to be conditioned to allow public to use identified spaces in Building A ground floor level car park.</p>	<p>Condition is suitably retained.</p>

	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.	The design is reliant on a variation to this control, to facilitate 10 public parking spaces along Aquatic Drive in lieu of 9 visitor parking spaces within the site for Building B. This is considered numerically compliant with the parking requirements for the proposal, and acceptable on merit when considering the favourable parking outcome from provision of public parking spaces.
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.	Each elevations feature a suitable mix of materials, with a majority of each façade featuring glazing. The remaining façade materials are primarily brick and steel. There is a suitable variation of materials, colours, and design to achieve a pleasant coastal vernacular.
Chapter	Design Guidelines	Original	Modification
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.	Re-assessment of the DCP in attachment 5 – suitable conditions retained and updated where appropriate.
Chapter	Design Guidelines	Original	Modification

<p>4.5 Environmentally Responsive Design</p>	<p>Design Guideline 1 Orientate residential buildings to maximise solar access and cross ventilation.</p>	<p>The building has been orientated to maximise solar access, cross ventilation and the surrounding views of the site. 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>	<p>The Building B redesign retains good solar access for the COS of all buildings.</p> <p>The building design retains good solar access and ventilation for the POS and internal living space of most units. Generally, all east and north facing units retain 3hrs of solar access in Building B, while the west-facing units are overshadowed.</p> <p>A full assessment of these considerations is completed in Attachment 3 (ADGs), however the design generally maximises solar access and cross ventilation within the site context, where heavy overshadowing is anticipated from the nearby hotel.</p> <p>It's important to note, with the introduction of a rooftop COS on Building B, rather than private open space allocated to specific units, there is much greater amenity potential for all occupants in Building B, to utilise the COS which features optimal solar access.</p>
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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.	The proposed landscape plan includes a mix of suitable species provided in the communal open space, ground-floor, and public domain.
Design Guideline 3 Recycle building materials are used wherever practical.	Details not provided by applicant. Suitable advice note recommended within attachment 1.	As per original assessment.
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.	As per original assessment.

