

Attachment E: Precinct Development Strategy – Precinct M – Eastern Residential / Senior Living

Assessment with Compliance with the Precinct Development Strategy – Precinct M Eastern Residential / Senior Living		
Control	Proposed	Compliance
3.2 Precinct Master Plan		
3.2.1 Urban Footprint The figure to the right indicates the generally proposed building footprint comprising: A. Wattle Road Buildings Built up to 4 stories fronting Wattle Rd (and 5 stories internal to the site) and built with under building parking. These buildings should address Wattle Road with parking accessed internally from the lower level. B. Park Edge Buildings Built to 4 stories addressing the park edge road with under building parking (not visible from park edge road). This may contain some live / work, small commercial and / or community activities to the park edge road. C. Community Buildings Built to 1-3 stories providing communal activities for the development (perhaps with accommodation over), wider community activities, and some local commercial uses located to take advantage of passing pedestrian traffic. D. Wider Community Buildings Located on Wattle Road at the access road. This site is appropriate for a wider community use such as a church or a child care centre or perhaps regional administration.	Stage 1 is consistent with the urban footprint of building A and B. R1 and R2 are identified as building A being oriented to Wattle Road. Four stories are proposed as observed along the streetscape, with a further two stories proposed internally to the site. The proposal is consistent with the modified concept approval, which varied the 5-storey internal limitation, permitting 6 stories internally. The stage 1 design is consistent with the modified concept approval which prevails. R2 and R4 are classified as building type B, being oriented along Road no. 1 which runs parallel to the western boundary. No building type C or D are proposed within stage 1.	Yes
3.2.2 Movement The figure below indicates vehicular access and pedestrian / cycle movement through the site and connecting to the wider context.	The proposed internal pathways are consistent with the modified concept approval.	Yes
3.2.3 Community Uses / Activity Nodes The figure below indicates desirable locations for community uses: • A - wider community use (possible church, child care)	The stage 1 development is consistent with the activity nodes. Space B is proposed between the east and western stage 1 building, being communal open space	Yes

• B - internal community use	with a variety of elements and features to provide a diverse and interesting space.	
3.2.4 Commercial / Community Activities The figure below indicates appropriate locations for commercial and community uses which seek some level of engagement with the wider movement economy (Wattle Road or pedestrian path through the site).	The proposed arrangement is consistent with the modified concept approval. The modification sought consent to improve the distribution of the community activities and commercial space. However, the arrangement is largely consistent with the PDS, however R3 now included the club room and library.	Yes
3.2.5 Public / Private Interface The figure below indicates the manner in which the site can be organised into public domain, private domain and a communal domain (which permits controlled access by the general public).	The proposed internal arrangement is consistent with the private and public user spaces. The communal space is accessible to the wider community; however, this space is unlikely to be used by the community noting the lack of commercial development within stage 1.	Yes
3.2.6 Community Access The figure below indicates the proposed location for major community / social engagement between residents and the wider community.	The proposed design is consistent with the modified concept approval. The connection to the public domain is facilitated via the porous design, however the paths of travel to be delivered in later stages.	Yes
3.2.7 Generalised Land Use The figure below indicates notional land use distribution at ground level indicating: • Residential to Wattle Road, park edge road, and internal courts • Community uses in the most active locations • Communal courts and gardens internally	The proposed arrangement is consistent with the modified concept approval, which varied the specified arrangement. The stage 1 buildings and development scope only deliver residential accommodation and dedicated communal spaces for the future senior residents.	Yes
3.2.8 Parking Parking for residents is proposed underbuilding using the slope to minimise unnecessary excavation. Parking for visitors will be provided on street (Wattle Road, Park Edge Road and Parking Mews on-site). On-site underbuilding parking totals 420 spaces which is adequate for the development envisaged under the PDS and comprises the following:	In accordance with the conditions of consent of the modified concept approval 456 on-site parking spaces are to be delivered. The modified concept approval permitted the delivery of 157 on-site parking spaces within stage 1, and the subject application is consistent with car parking rate specified within the modified concept approval. The concept approval varied the proposed cumulative parking number outlined within the PDS.	Yes

<table><tr><td>A</td><td>48</td><td>I</td><td>48</td></tr><tr><td>B</td><td>54</td><td>J</td><td>36</td></tr><tr><td>C</td><td>34</td><td>K</td><td>20</td></tr><tr><td>D</td><td>48</td><td>L</td><td>--</td></tr><tr><td>E</td><td>32</td><td>M</td><td>--</td></tr><tr><td>F</td><td>20</td><td>N</td><td>--</td></tr><tr><td>G</td><td>48</td><td>O</td><td>--</td></tr><tr><td>H</td><td>32</td><td></td><td></td></tr><tr><td colspan="2">Total Spaces</td><td colspan="2">420</td></tr></table> Visitors Parking comprises the following: <table><tr><td>Wattle Street</td><td>50</td></tr><tr><td>Park Edge Street</td><td>80</td></tr><tr><td>Mews Parking</td><td>60</td></tr><tr><td>Total Spaces</td><td>190</td></tr></table> This is adequate visitor parking for the mixed development envisaged by this PDS. (Note visitor parking includes commercial/retail/ community and residential visitor parking.)	A	48	I	48	B	54	J	36	C	34	K	20	D	48	L	--	E	32	M	--	F	20	N	--	G	48	O	--	H	32			Total Spaces		420		Wattle Street	50	Park Edge Street	80	Mews Parking	60	Total Spaces	190		
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3.2.9 Waste Management UnitingCare Ageing has undertaken a detailed audit of waste produced by its residents at similar developments within the greater Illawarra region. Based upon these findings, an estimate of waste production for the Shellharbour Precinct is as follows: <table><tr><td>Waste Type:</td><td>Estimate of weekly volume per household:</td></tr><tr><td>Household Non-Recyclable:</td><td>3.2kg /16 Litres</td></tr><tr><td>Household Recyclable:</td><td>3.3kg / 11 Litres</td></tr><tr><td>Garden:</td><td>1.2kg / 1.7 Litres</td></tr></table> The development will have dedicated storage and collection location points shown below and detailed in DA, using front lift, 3 cubic litre bins serviced weekly or fortnightly by a private bulk waste disposal service using the methodology detailed in Development Application (D. A.).	Waste Type:	Estimate of weekly volume per household:	Household Non-Recyclable:	3.2kg /16 Litres	Household Recyclable:	3.3kg / 11 Litres	Garden:	1.2kg / 1.7 Litres	Council's Waste Officer has considered the proposed ongoing waste operational plan and deemed the calculations of the waste generated as a result of stage 1 to be correct and adequately accommodated. The operational waste management plan has overestimated the waste capacity in relation to the specified calculations. As such the waste collection capabilities exceed the requirements.	Yes																																				
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3.3.0 Building Types 3.3.1 Apartments Low (2-4 storey) apartments could be considered to take advantage of proximity to the centre, the environmental amenity and topography. Taller buildings should front Wattle Road and smaller buildings front the park edge road.	The proposed residential flat buildings are situated appropriately against the site topography and fall. R1 and R3 are taller, and step down as moving from east to west, and the western buildings being R2 and R4 are the smaller buildings along Road No.1 edge.	Yes																																												

3.3.2 Live / Work Live / Work housing may be desirable to exploit the proximity to the centre and the ready accessibility. Live / work may include some social workshops or business incubator activities with residential above. Whilst located throughout the site, Live / Work housing will be considered in buildings A, B, I and J (see figure p.24) in locations which improve surveillance over the east-west link and associated pedestrian tunnel.	The proposed design aligns with the modified concept approval for stage 1, for senior housing in the form of residential flat buildings. Staff working for the provider are not expected to also live within the site as the housing arrangement is for independent living units.	Yes
3.4 Building Envelopes		
3.4.1 General Controls FSR Floor space ratio is not critical in this precinct. An overall FSR of approximately 1.1:1 over the whole precinct would seem appropriate with FSR for individual stages, perhaps up to 1.5:1. Setbacks Residential buildings should be setback 3-5m from front boundaries except where commercial or community uses might desirably front the footpath (setback 0m). Side and rear setbacks may vary in the context of amenity, solar access and privacy. Site Setback to DoH • Provide 6m min. side setback • Limit development to two (2) stories at this location • Establish a 45 degree height plane projected from 1.8m above boundary • Step building 6m every two (2) stories Building Height Buildings may vary between one and four to five storeys as indicated. Variation may be contemplated with justification. Parking On-site parking should be provided for all residential, community and commercial land uses to Council's City Centre DCP or State policy requirements. Note:	In accordance with the conditions of consent under the modified concept approval, the site has a maximum GFA of 45,800m², which is an FSR of 1.075:1. Stage 1 proposes a FSR of 0.38:1, and does not exceed the maximum GFA. The setbacks are consistent with modified concept approval and are greater than the specified arrangement under the PDS, as such is compliant. The side boundary setbacks and building separation has been considered and deemed acceptable on merit, see Attachment B for the assessment under the ADGs. The southern boundary setback between the DoH site at 15 Benson Avenue is 15m at the closest point and the design is stepped to accommodate the site, however greater than 2 storeys to be observed from the southern site, although the impacts have been considered with main body of the report. Notwithstanding that, the subject application is consistent with the modified concept approval. The building heights are aligned with the modified concept approval with permits a maximum building height of 20m. The proposed stage 1 development present a maximum height of 19.9m. The onsite parking is consistent with the modified concept plan, as noted with section 3.2.8.	

• Parking for seniors and affordable housing is regulated by State policy. • Visitor parking should be provided where possible on-street. • Parking for community services should be provided as required and as agreed with Council. • Parking should be provided for 'normal' and not 'peak' events.		
3.4.2 Design Concept	The modified concept approval is generally consistent with the objectives and recommendations of the PDS. The subject application is complementary and consistent to the provisions of the parameters of the concept approval.	Yes
3.4.3 Using the Slope The proposed development uses the slope as a series of benches whilst accommodating under building parking and providing ready access to parks and gardens. A series of steps, ramps and elevators will be required to connect the various levels. The attached sectional diagram indicates the general concept.	The stage 1 buildings have been suitably stepped and staggered to accommodate the natural fall of the site, which fall from east to west by 12m. The earthworks plan and design to create benches and levels to mitigate the level of cut and fill, and ensure the built form responds the natural pattern.	Yes
3.4.4 Building Types & Details Typology A Apartments 4 storey at Wattle Road with lifts and under building parking A) Design Context / Integration Buildings should front Wattle Road as major address and step down the slope towards Benson Basin using the slope. They should enclose and engage with Wattle Road as the major entry into the City Centre.	Building R1 and R3 are Type A buildings and are the eastern buildings within stage 1. The presentation of the eastern buildings demonstrates a 4-storey composition to Wattle Road, with 2 additional storeys below oriented inward in the site, thus step down towards the western boundary. The residential component of R1 and R3 is setback 7m from the front boundary, with the articulation elements in the form of POS balconies encroaching into the front	Yes

B) Frontages Buildings should be setback 5m from Wattle Road with approximately at grade pedestrian entry. Building frontages should generally be built to a continuous setback line to avoid concealed entrapment areas. Balconies, porches, entrances, bay windows may intrude into this 5m setback. (up to 2m) C) Entrance / Access Buildings should address Wattle Road (pedestrian and visitor address) with vehicle entry from lower level internal to the site. D) Façade Treatment Domestic nature with mix of warm brick. Other feature materials permitted. Massing, proportion and detailing should be elegant. E) Windows Generally vertical in proportion or vertical subdivision and of timber or deep profile aluminium. Verandahs, balconies, porches should be sheltered and part enclosed for climatic comfort. F) Roofscape Generally pitched >25 degrees but can contain some dramatic skillion elements. Materials: tiled or metal deck, maybe flat and trafficable as decks/terraces. G) Parking Generally under building in basement/semi basement taking advantage of the slope. Visitor parking should be on-street wherever possible. H) Landscaping The front side and rear setbacks of buildings should be generously landscaped to soften outlook and provide a garden setting for the building. Communal open spaces shall be according to agreed landscape plan & may contain community vegetable gardens, lawns, bowling greens, parks, BBQ areas etc. Front fences and dividing fences to public or quasi-public domain should be of semitransparent nature (timber or steel pickets, hedges, etc providing an appropriate measure of community engagement and	setback by up to 3m. The setback pattern is consistent with the modified concept approval. The R1 and R3 building entrances are legible within the streetscape pattern and vehicle entries to the basement parking is not located along Wattle Road. The façade treatment incorporates a variety of materials and finishes, with a complementary colour pallet. Brick and concrete, with stone work for natural themes and patterns. Windows elongate the building and present a vertical profile. Balconies are suitably sheltered to be protected from the elements and harsh weather events. A flat roof is proposed; however, this is consistent with typical roof design associated to residential flat buildings. 157 onsite parking spaces are proposed within the stage 1 area, 149 of these spaces are enclosed within the basements. Specifically, 61 spaces are proposed within the basement of R1 and R3. 8 visitor parking spaces are located parallel along Road no.1. The landscape design noted to generally compliant, however minor amendments required and the relevant conditions are imposed within the notice of determination. However, the planting design evenly distributes the planting throughout the site, along the boundaries and through the communal open space. Planting is also proposed on the upper-level COS located on level 5 of respective stage 1 buildings. No fencing is proposed, with the exception of the fencing between the shared boundary between 15 Benson Avenue. The landscape design is considered to be complimentary to both the need to provide visual privacy, without hindering vehicle sight lines.	
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privacy. Transitions from private to public space must be clearly defined, both architecturally and by landscaping, domestic scale fencing and signposting. Landscaping should maximise visibility and provide clear sightlines. Landscaping near paths should not provide concealment locations or obscure the sightlines of pedestrians. Ground plantings associated with pathways should not exceed 0.5m in height. Planting will be designed so that views from dwellings are not obscured. I) Safety and Security All entries to buildings should clearly address and be visible from the street/pathways and be well lit. Buildings and streets should enable extensive passive surveillance from lobbies, windows, balconies, verandahs, etc. Shared entries should serve a minimum number of dwellings, with controlled access operated from within each dwelling. A clearly defined mail collection area is to be provided for each building. J) Materials All buildings should be predominantly of masonry construction to colour palette specification. Roofs should be tile or ribbed rolled steel (to specification) to colour palette. All elements should be constructed from sturdy, durable, vandal-resistant materials which can be easily repaired if damaged. Surface treatments on high risk buildings, walls and fences should include graffiti resistant paints, materials or other surface treatments which discourage graffiti. Verandahs, balconies, patios, decks, etc should be to approved specification. K) Car Parking Entry to basement car parks will be controlled. J) Lighting Lighting will be used to direct pedestrians to safer routes at night. Pedestrians will not be encouraged to use the pedestrian tunnel after hours, due to the lack of surveillance on the opposite side of Wattle Road. Areas which are not intended or required to be utilised at night will not generally be lit after hours, although ambient light from the surrounds would enable any illicit users to be identified from within other areas of the site.	With regard to CPTED, the design is considered to be satisfactory. Senior's living are typically low risk sites, however, ample opportunity for passive surveillance is allowed for as a result of the building pattern and arrangement. The materials are consistent with high level architectural design, highlighting a range of material and textures to define the built form. The final product is anticipated to be a superb quality and finish. Entry into the basement is for residential entry and staff. Controlled access is expected. A lighting report has accompanied the report, and note varied lighting design to accommodate the use of travel. Meaning, street lamps along Road No.1 and bollard lighting internally within the site.	
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TYPE B Apartment 3-4 storeys with under building parking and lifts. A) Design Context / Integration Buildings should front service streets and open space areas (for passive surveillance). B) Frontages Building should front service streets and overlook open space. 3-5m setback from street boundary. Generous balconies, porches, bay windows, etc may intrude into setback. (up to 2m) C) Entry / Access Pedestrian/visitors access should be provided from the service street where possible. Vehicular access should ideally be from driveway (downhill side of building or building end). D) Façade Treatment Domestic nature with mix of warm brick. Other feature materials permitted. Massing, proportion and detailing should be elegant. E) Windows Generally vertical in proportion or vertical subdivision and of timber or deep profile aluminium. Verandahs, balconies, porches should be sheltered and part enclosed for climatic comfort. F) Roofscape Generally pitched >25 degrees but can contain some dramatic elements. Materials tiled or metal deck as specified in colour palette or maybe flat and trafficable as decks/terraces. G) Parking Generally under building in basement/semibasement taking advantage of the slope. Provision should be as per City Centre DCP or Seniors Living SEPP and / or ARH SEPP (if appropriate). Visitor parking should be on-street wherever possible.	R2 and R4 are classified as type B buildings, being located along the western boundary parallel to the internal road, Road no.1. The composition of R2 and R4 are a four-storey design, and feature basement parking. The waste collection dock and loading bay is also located within the basement envelope, however separated from the residential parking. The storeys within R2 and R4 are accessible via lifts. The design of R2 and R4 to orient and address Road no. 1 and the western boundary. The residential component is setback 15.8m from the western boundary, and the ground floor balconies encroach within the space by up to 3m. R2 and R4, from the residential component are setback 6.2m from Road no.1, as measured from the external wall. Ground floor balconies encroach into the setback by 1.3m – 2m. As such the building footprint and setback arrangement is compliant. Access is obtained along Road No.1 to the ground floor level and via level 1 from the communal courtyard that runs internally to the stage 1 buildings. The façade treatment is consistent with the proposed architectural design specified above, when discussing Type A buildings, R1 and R3. Similarly, the window design is reflective and consistent with R1 and R3. The pop out balconies on the upper level matches the design along Wattle Road, thus the design presents a cohesive and uniform pattern and story. A flat roof is proposed; however, this is consistent with typical roof design associated to residential flat buildings. As noted, 157 onsite parking spaces are proposed within the stage 1 area, 149 of these spaces are enclosed within	
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H) Landscaping The front side and rear setbacks of buildings should be generously landscaped to soften outlook and provide a garden setting for the building. Communal open spaces shall be according to agreed landscape plan and may contain community vegetable gardens, lawns, bowling greens, parks, BBQ areas etc. Front fences and dividing fences to public or quasi-public domain should be of semitransparent nature (timber or steel pickets, hedges, etc providing an appropriate measure of community engagement and privacy. I) Safety and Security All entries to buildings should be clearly visible from the street. Entries (and streets) should enable extensive passive surveillance from windows, balconies, verandahs, etc. J) Materials All buildings should be predominantly of masonry construction to colour palette. Roofs should be tile or ribbed rolled steel to colour palette. Verandahs, balconies, patios, decks, etc should be to approved specification	the basements. Specifically, 88 spaces are proposed within the basement of R2 and R4 and 8 visitor parking spaces are located parallel along Road no.1 which is located adjacent the ground floor units. The basement doors are suitable integrated into the built form to reduce dominance. The landscape design, as discussed above is evenly dispersed throughout the site, notably with tree planting to be completed between Road no. 1 and the western boundary. The planting design is identified to emulate a typical street tree pattern and planting arrangement. The planting to provide necessary greening and prevent overlooking. No fencing proposed with the exception of the southern boundary. The entries into the R2 and R4 buildings well defined and clearly visible to enable wayfinding.	
3.5 Public Domain Works		
3.5.1 Pedestrian Underpass / Parking Mews / Through Site Link The underpass to Wattle Road connects with an internal street / parking mews (visitor parking). This mews is separated from communal gardens by an open steel picket fence and has strong public surveillance from a number balconies and terraces which overlook the street. The street provides access to secure under building / basement parking for dwellings as shown. The public domain applies strong CPTED principles viz: There are no hiding places / places of concealment.	The underpass through the site which connects to Wattle Road and links to the Shellharbour Stockland's Shopping Centre is not located within Stage 1. As such the proposed development within later stages to be consistent with the modified concept approval. The existing path is to be retained within stage 1.	N/A

• The public domain is overlooked from a number of windows, balconies and terraces. • There is clear definition between public domain and private / communal land (with appropriate security precautions). • Building frontages built to a continuous setback line to avoid concealed entrapment areas. • Live / Work housing may be considered in buildings A, B, I and J in locations which improve surveillance over the east-west link and pedestrian tunnel entry. • Landscaping at the tunnel entry will be limited to low groundcovers. Bollards will prevent vehicular access into the tunnel.		
3.5.2Public Square / Parking Mews / Through Site Link A public square is created at the intersection of Carrington Street. Pedestrian access is provided to the lower level by stairs, ramp and elevator. Visitor parking is provided (nose to kerb) in the parking mews with avenue planting. Commercial / community uses line the public domain. Parking is under building and under the pedestrian square. Excellent public surveillance is provided from commercial / community buildings and from residential dwellings. Communal gardens etc. are gated behind visually permeable steel picket fences. As with 3.5.1 CPTED principles apply particularly with respect to limiting opportunities for concealment to strong passive surveillance and to clear definition of public / and private / communal domain.	As detailed above.	N/A