

Shell Cove Summary.



2017 Concept Masterplan

An application has been lodged with NSW Department of Planning and Environment for modifications to the Concept Plan for the land surrounding the boat harbour known as The Waterfront. It was lodged with the Department on 9 August 2017 with an extended public exhibition period ending on 20 October 2017.

A community consultation evening was held on 10 October 2017 to provide an opportunity for the community to view plans for the modified concept plan and discuss the proposal with key members of the Project Team.

As part of the statutory approval process, 207 community and statutory authority submissions were received by the Department of Planning and Environment in response to the exhibition of the modification proposal. The community submissions broadly comprised the following issues or concerns:

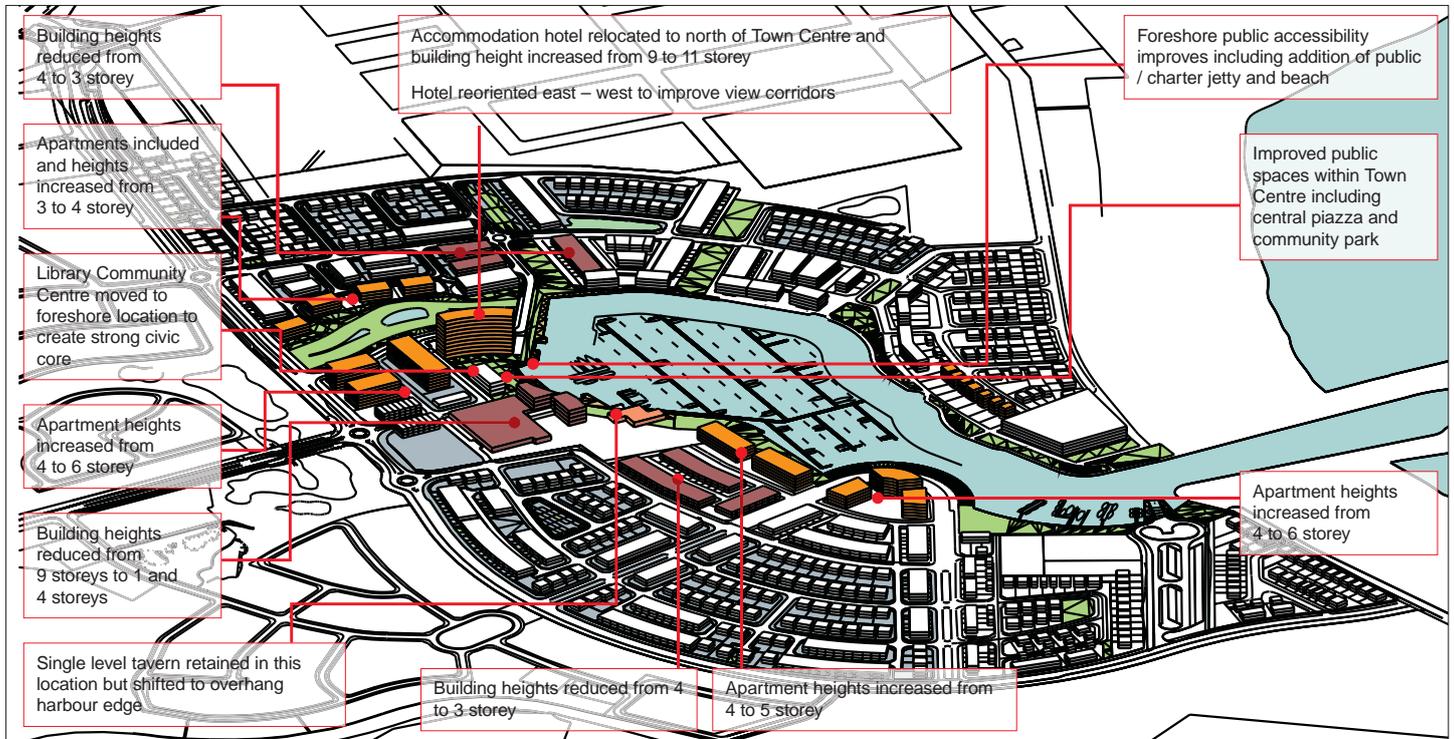
- » Concern that the modifications to the plan will impact on views from existing dwellings and public domain locations above the current approved proposal.
- » Parking impacts from increased density and concern in relation to ensuring appropriate parking is available for the mix of uses.

- » Traffic impacts from increased density and concerns in relation to the capacity of the existing road network.
- » Appropriate levels of social infrastructure to accommodate the additional dwellings including, schools, hospitals and medical facilities.
- » Perceived changes to the urban character of the precinct.

We have considered each of the community and statutory authority submissions and as part of the next step in the process have prepared detailed responses to these concerns. This has included preparation of additional material such as view impact assessments as well as some minor modifications and updates to the documents. This information will form part of a revised submission to the Department of Planning and Environment.

These Community Information Evenings on 12 and 14 February 2018, have been initiated to provide an opportunity for the community to view additional information prepared. In particular, we heard during the prior community evening and in submissions the need for more detailed information to enable the community to clearly understand impacts on views, traffic and parking from the approved plan to the current proposed plan.

Concept Plan Changes.



The current Concept Plan was approved by the Department of Planning and Environment in February 2011 and provides a framework for the development of the town centre and residential precincts of The Waterfront.

It is normal practice for large scale projects such as Shell Cove, with a timeframe of 30 years, to undergo multiple planning reviews to ensure the design remains current to meet evolving market trends and best practice. Shell Cove has undergone strategic reviews at the project's inception in 2000 and 2010 and the current review completed in 2017.

The latest review, carried out over four years, proposes a modified concept masterplan that contains further detail developed with consideration to the current and future market.

The key changes proposed in the 2017 Concept Plan for The Waterfront include:

- » Reconfiguration of the town centre layout providing improved public spaces, better connectivity to the harbour foreshore and relocation of the hotel.
- » The proposed relocation of the hotel to the northern end of the town centre to reduce traffic and parking conflict at the southern end where the tavern is located.
- » Modification to the type of hotel accommodation to ensure future commercial viability. Based on expert advice, this could be a mix of either serviced apartments or hotel rooms and a residential component.
- » Dwelling numbers increased by 318 within the 40ha Waterfront precinct. This is in response to a review of the housing density and type to address the change in design around the town centre and harbour foreshore. 119 of these had been an option in the 2011 masterplan or relate to land not previously included.

- » Hotel site height increase from nine to 11 storey.
- » Increase in some apartment heights from four to five and six storey.
- » Reduction of some apartment heights from four to two or three storey.
- » Additional area of land on the north-west corner of the site to provide a co-ordinated northern entry and additional dwelling sites.

The Waterfront Vision.



2017 Town Centre Concept Masterplan

The Waterfront precinct at Shell Cove will include a Boat Harbour and a vibrant Town Centre, creating a major boating, tourist and lifestyle destination for residents and the South Coast community.

The boat harbour will include floating pontoon berthing for approximately 270 boats and marine facilities such as launching ramps, repair and maintenance facilities, ships chandlers, boat maintenance businesses and docking facilities for refuelling.

At the heart of The Waterfront, the town centre will offer a Woolworths supermarket, shops, cafes and restaurants, a hotel, family friendly areas and commercial space.

A public promenade and boardwalk will wrap around the boat harbour, featuring restaurants and cafes and linking The Waterfront with nearby parks, wetlands, walkways and cycleways.

When complete, the boat harbour will provide around 12 hectares of water surface – about 30 per cent larger than Darling Harbour.

We're supporting the local economy, providing jobs and stimulating tourism. Economic Analysis undertaken by MacroPlan Australia indicated the precinct will directly generate employment opportunities with an average of 725 jobs per annum and will generate construction, resident and tourist expenditure for the region in excess of \$1.1 billion at NPV over the next 20 years.

The Waterfront, Shell Cove has already been recognised for excellence, winning the Concept Design Award at the 2012 UDIA NSW Austral Bricks Awards for Excellence.



2017 Concept Masterplan

Town Centre Changes.

The key changes to the town centre include:

- » Improved foreshore amenities and connections to the town centre increasing usage and public access. New features include a kids play beach, a central jetty for community and charter vessels and boardwalk access improvements and viewing areas provided by timber platforms.
- » Design improvements to public spaces to ensure they become active and vibrant, improvements include a central community piazza and a library/community centre.
- » Relocation of the hotel to the north of the town centre to reduce traffic and parking conflict at the southern end and create a bookend to either end of the town centre.
- » Modification to the type of hotel accommodation to ensure future commercial viability. Based on expert advice, from Dransfield Hotels, this could be a mix of either serviced apartments or hotel rooms and a residential component.
- » Hotel site height increase from nine to 11 storey.
- » Increased residential density with apartments increased to six storeys. This provides a better architectural relationship with other buildings and benefits the town centre with more residents to activate the centre.
- » Relocation of the Library/Community Centre to a central site on the waterfront recognising the importance of this key piece of civic and community infrastructure.

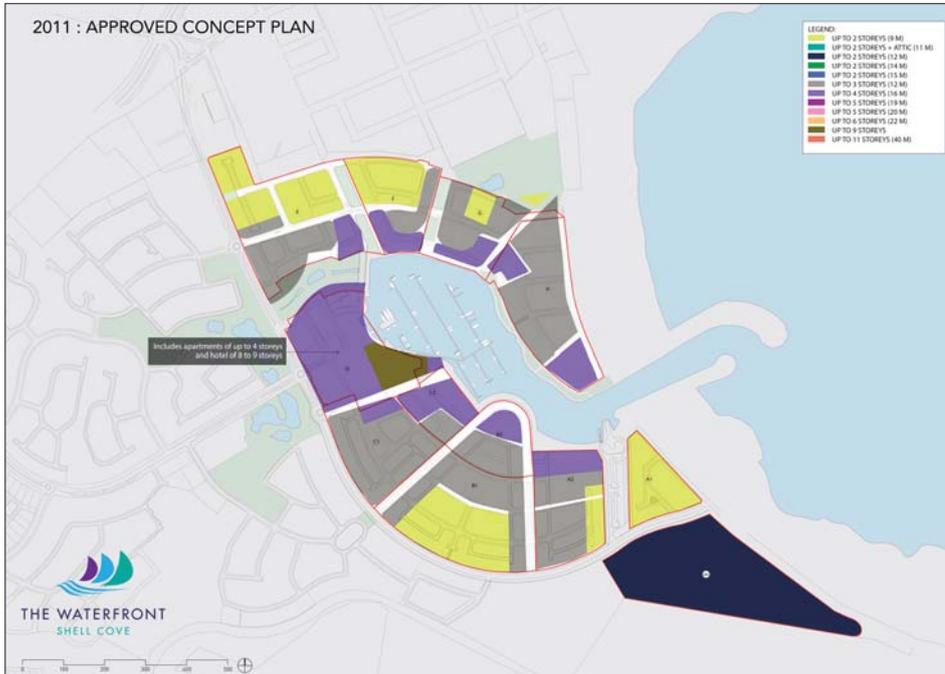


2017 Town Centre Concept Masterplan



2011 Approved Town Centre Masterplan

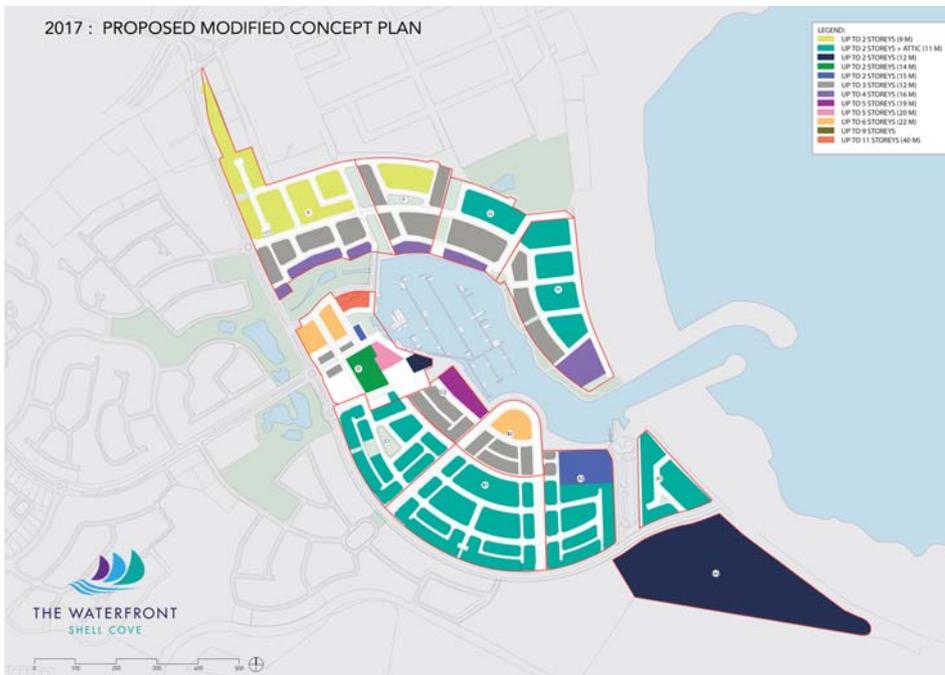
Residential Precincts.



2011 Approved Residential Masterplan

The key changes to the residential precincts include:

- » Refinement of the overall layout with more resolved detail than previously available.
- » Review of housing density and type to provide a greater mix of housing choice, and to focus apartment locations where high amenity is provided, for example within the town centre and adjoining the harbour foreshore.
- » Dwellings numbers increased by 318 within the 40ha Waterfront precinct. This is in response to a review of the housing density and type to address the change in design around the town centre and harbour foreshore. 119 of these had been an option in the 2011 masterplan or relate to land not previously included.
- » Building heights reviewed with some specific sites increased from four to five storey and from four to six storey.
- » Additional minor streets incorporated to provide improved separation of apartment sites.



2017 Concept Residential Masterplan

Visual Impact Assessment.

Richard Lamb and Associates (RLA) are specialists in landscape assessment, landscape heritage conservation and visual impacts assessment (see RLA website at www.richardlamb.com.au).

RLA has prepared a Visual Assessment report that assesses the visual effects of the changes sought in the s75W application compared to the Concept Approval at Shell Cove Boat Harbour.

The VIA report includes a detailed description of the process of preparation of block photomontages and certification of their accuracy.

RLA inspected a number of public and private view locations and selected 8 from 10 potential locations for the preparation of photomontages, to represent a range of views.

The photomontages compare the effects of built forms in the Concept Approval and those proposed in the s75W application.

The photomontages include simple 3D block-model forms shown as grey transparent masses which show the maximum height, bulk and location of the envelopes of built form. As-built the future buildings would occupy smaller volumes.

RLA took all photographs in a standardised way using a professional quality DSLR camera (Canon EOS 5D Mark III) tripod mounted, using a lens of 50mm fixed focal length.

The location and height of the camera lens was determined by registered surveyors.

Under the direction of RLA, 3D block-models of the built forms in the Concept Approval and s75W application were accurately located and merged into the photographic image.

The location of the 3D block-models were also verified by comparing surveyed features on and surrounding the site that were visible in the photographs.

Visual Impact Assessment.

Approved envelope



Location 1: Shallows Drive Concept Approval envelope

s75W application envelope modifications



Location 1: Shallows Drive 75W application envelope

The proposed modification massing appears similar to or somewhat lower than the maximum envelope heights in the existing approved concept plan. There is no significant difference in the view composition between the existing approved concept plan and proposed concept plan modification.



Location 2: James Cook Parkway Concept Approval envelope



Location 2: James Cook Parkway section 75W application envelope

The visual effects of the proposed concept plan modification are similar to the existing approved concept plan with only minor increases being evident in some individual buildings or groups of buildings in the view and less roof surfaces visible.

Visual Impact Assessment.

Approved envelope



Location 3: Beakys Reserve Bass Point Concept Approval envelope

s75W application envelope modifications



Location 3: Beakys Reserve Bass Point section 75W application envelope

The proposed concept plan modification envelopes do not obscure views to the Shell Cove ridgeline or Illawarra Escarpment or to intervening landforms in the distant background or create significantly greater visual effects or potential visual impacts than the existing approved concept plan.



Location 4: Shell Harbour Boat Harbour near Cowries Reserve Concept Approval envelope



Location 4: Shell Harbour Boat Harbour near Cowries Reserve section 75W application envelope

In the proposed concept plan modification, the massing envelope is barely visible but appears similar to or slightly lower than in the existing approved concept plan. There is no significant difference in the view available of the character or quality of the view.

Visual Impact Assessment.

Approved envelope



Location 5: Shell Harbour Beach view south approved development Concept Approval envelope

s75W application envelope modifications



Location 5: Shell Harbour Beach section 75W application envelope

Built form in both the existing approved concept plan and proposed concept plan modification is located lower in the view line than the horizon formed by the height of vegetation and landform on the right-hand side of the view. The hotel is not visible in either case as it is further to the right of this view line and hidden behind higher topography of sand dunes and vegetation.



Location 6: 27 Ragamuffin Circuit Concept Approval envelope



Location 6: 27 Ragamuffin Circuit section 75W application envelope

The building envelopes in the existing approved concept plan and proposed concept plan modification essentially occupy the same middle ground of the view and block the same access to views of existing coastal features as the existing approved concept plan.

The proposed modification does not lead to a significant difference in view available or the character or quality of the view and the hotel appears slimmer and only slightly taller.

Visual Impact Assessment.

Approved envelope



Location 7: 18 Tasman Drive Concept Approval envelope

s75W application envelope modifications



Location 7: 18 Tasman Drive section 75W application envelope

The proposed concept plan modification envelopes appear only slightly different if considered in detail but occupy the same middle ground of the view and block the same access to views of the same features as in the existing approved concept plan. The application does not lead to a significant difference in view available or the character or quality of the view.

The extra height sought for the hotel blocks a narrow band of water but not coastal landform or individual scenic items.



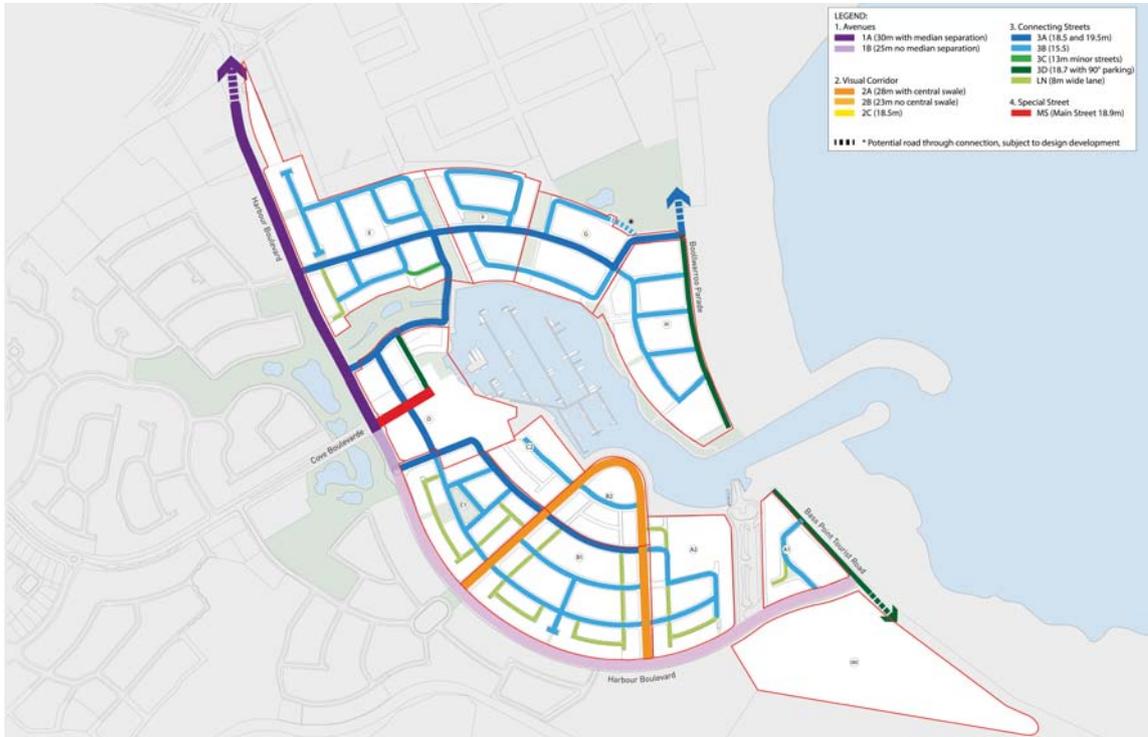
Location 8: 26 Mystics Drive Concept Approval envelope



Location 8: 26 Mystics Drive section 75W Application envelope

In the proposed concept plan modification application, the built form blocks slightly more of the district view of the southern outskirts of Shellharbour, but otherwise makes no significant difference to the visibility of existing items. There is no substantial loss of quality and there is a minor impact on the character of the view.

Traffic.



2017 Concept Masterplan Road Network

A detailed traffic Study was undertaken by Maunsell in 2009 and included as part of the approved concept plan in 2011. This study was updated by Traffic Consultant, Christopher Hallam and Associates (CHA) in 2015 as part of the current concept plan evolution.

The current concept plan modification application is supported by a traffic assessment by Colston Budd Rogers and Kafes (CBRK). This assessment reviews the prior studies and assesses the implications of the proposed changes.

The CBRK assessment concludes that the proposed modifications will result in only a minor increase in traffic generation (some 2%) which indicates that the road network will operate satisfactorily.

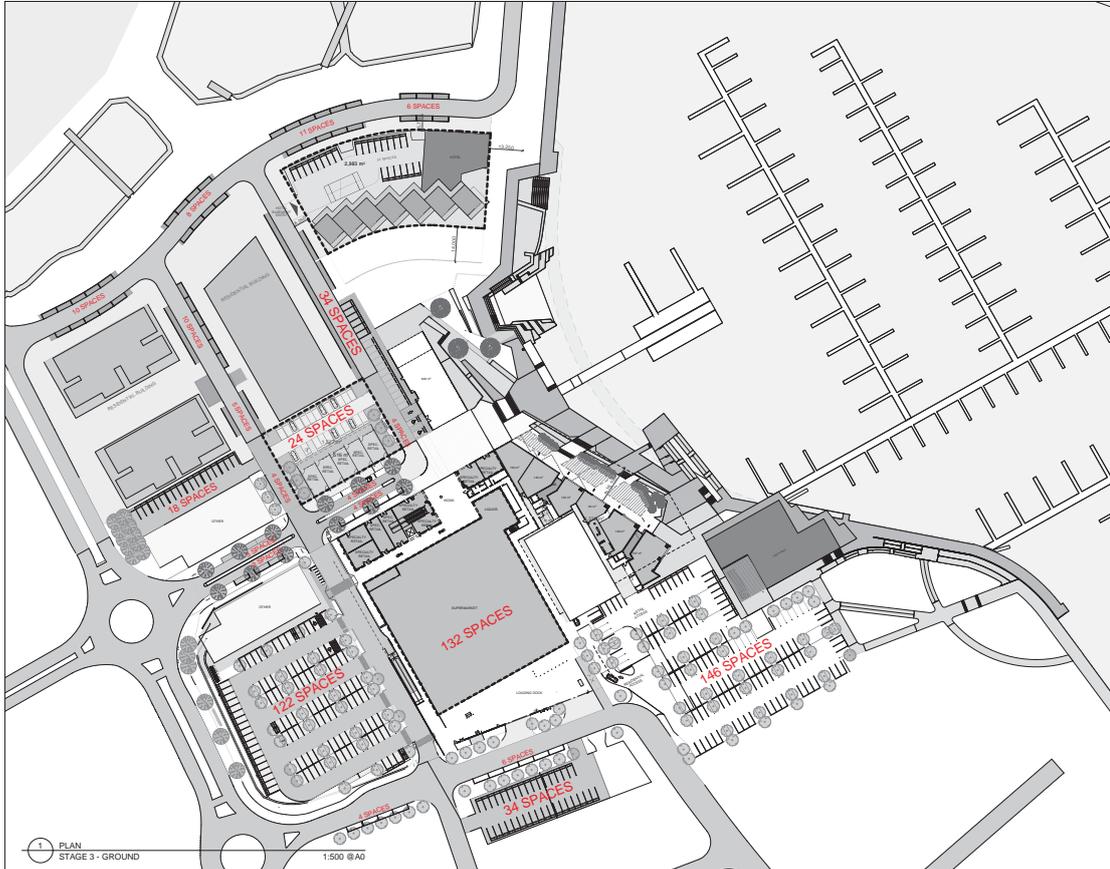
Previous work undertaken by CHA in 2015 and 2016 assessing the traffic impacts of the proposed Shell Cove Boat Harbour Precinct found the following:

- » With full development the roundabout intersection of Cove Boulevard and Harbour Boulevard would operate at level of service (LOS) B in the peak periods. This represents good level of service with acceptable delays and spare capacity.
- » With full development, traffic flows along Cove Boulevard (1,400 to 10,100 vehicles per day, 2-way) are well within the capacity of 2 lane road (18,000 vehicles per day, 2-way).
- » With full development, traffic flows along the four lane section of Harbour Boulevard (11,800 to 15,200 vehicles per day, 2-way) are well within the capacity of 4 lane road (46,000 vehicles per day, 2-way). In the two lane section, traffic flows are lower (6,000 vehicles per day, 2-way), again well within the capacity of a two lane road.
- » Thus the proposed road network can readily accommodate traffic flows associated with full development.

As noted in the recent 2017 traffic assessment, the revised development would result in a minor traffic increase of some 2%. This minor increase would not change the findings of the previous traffic assessments that the proposed road network can readily accommodate traffic flows associated with full development.

The Concept Plan Modification and supporting traffic reports have been reviewed by Roads and Maritime Services NSW (RMS). RMS have confirmed they are satisfied with the consultant's reasoning which indicates the modification is only likely to increase traffic generation by 2%. Based on this, RMS agrees with the consultants' statement that this is only a minor increase and is satisfied it will not significantly impact on the state road network (including the approved arrangements for modified traffic signals at Shellharbour Road, Wattle Street, Addison Street and Harbour Boulevard). RMS have further noted that they do not require any further traffic analysis for the S75W and have no objections to the modification in principle.

Parking.



2017 Concept Masterplan Town Centre Parking

From the outset of design development for the Waterfront, provision for appropriate levels of car parking to accommodate the multiple uses has been considered a high priority. Design has continually evolved to ensure the appropriate allocation of spaces within the masterplan. The following table is extracted from the CBRK report accompanying the concept plan modification application and determines the parking demand requirements for the town centre based on relevant and appropriate industry standards:

Table 2 Revised Calculation of Peak Parking Requirements at Saturday Midday

Land use	Size	Rate	Adjustments	Parking Required
Supermarket	3,746m ²	1/20m ²	100%	187
Shops	1,445m ²	1/35m ²	100%	41
Tavern	1,103m ²	15/100m ²	90%	149
Restaurants	817m ²	15/100m ²	90%	111
Community	1,595m ²	1/40m ²	70%	28
Marina	268 berths	0.3/berths	100%	80
Total				596

The Town Centre plan allows for parking to be integrated within and throughout the centre with two larger above ground parking areas, a basement carpark below the supermarket and a number of smaller carparking zones. This strategy has been developed to ensure that the centre did not become a carpark dominated precinct with parking spread throughout the centre to limit large massing.

The parking for the hotel will be incorporated within a basement carpark on the hotel site. Likewise all apartment sites will include carparking within basement carparks in accordance with the relevant standard.

Overshadowing.



2017 Concept Masterplan Noon, 21 June Shadow Diagram

A shadowing analysis has been prepared by COX Architects as part of the modification application. The above plan demonstrates the shadow impact for the worst case scenario at noon on 21 June.

In summary, the overshadowing impact has been considered as part of the submission and is considered acceptable for the following reasons:

- » Taller buildings have been located adjoining primary roads and parking areas and have been configured so as to not overshadow other developments.
- » The hotel has been relocated to north of the public square, removing any potential overshadowing impacts on residences in Precinct C.
- » There will be no overshadowing of Shellharbour South Beach during mid-winter or the autumn equinox.
- » The majority of the town centre open space, being the public parkland and foreshore area, will receive solar access between 9am – 12pm in mid-winter and all day at the autumn equinox. The Precinct D Urban Design Guidelines include provisions to protect solar access to the town centre open space, the public parkland and foreshore area.
- » The neighbourhood parks in Precincts A, C and F receive full sun between 9am and 3pm in mid-winter and 21 March.
- » The public waterfront receives good solar access between 9am and 3pm in mid-winter and on 21 March.
- » The wetlands south of Precinct E receive full solar access between 9am and 3pm in mid-winter as well as on March 21.

Local and Regional Infrastructure.

A Social Impact Assessment (SIA) was prepared by MacroPlan Dimasi and submitted with the original modification application. The SIA considered the demand for services created by the proposed increase in dwellings and the resultant population. Following the receipt of the public submissions, MacroPlan reviewed the SIA and an updated edition has been prepared. The updated SIA considers the proposed modifications within the context of the 2016 Census figures (the original SIA was submitted prior to their release and used 2011 Census figures). The updated assessment concludes that there are adequate existing local community facilities to support the increased development including health facilities, residential aged care facilities and schools.

NSW Fire Stations

There are currently two fire stations within a 5km radius and three located in a 5-10km radius.

Macroplan's assessment confirms that there is adequate supply of fire stations in the catchment.

NSW Ambulance Service

There is currently one ambulance located within a 5km radius and one located in a 5-10km radius

Macroplan's assessment confirms that there is adequate supply of ambulance services in the catchment.

NSW Police Service

There is currently one police service located within a 5km radius and two located in a 5-10km radius

Macroplan's assessment confirms that there is adequate supply of police services in the catchment.

Primary Schools

There are currently 16 primary schools located within a 5km radius and 11 located in a 5-10km radius.

The Waterfront Precinct is split between the primary school catchments of Shellharbour Public and Shell Cove Public.

Macroplan's assessment confirms that there is adequate supply of primary schools in the catchment. According to the assessment there is a high level of supply of primary schools.

Secondary Schools

There are currently four secondary schools located within a 5km radius and four located in a 5-10km radius.

The Waterfront Precinct is in the secondary school catchment of Warilla High School.

Macroplan's assessment confirms that there is adequate supply of secondary schools in the catchment. According to the assessment there is a high level of supply of secondary schools catering for future demand in the area up until 2026 with spare capacity presently existing for about 1,400 high school students. An additional high school may be required after 2026, however it is likely that further assessment of capacity within the existing schools would be carried out to confirm if another school was needed.

Community Health Services

There is currently one community health facility located within a 5km radius and one located in a 5-10km radius.

Notably, Shell Cove Family Health is the local health care practice located closest to the subject site and within Shell Cove. The facility offers a range of primary care services.

Macroplan's assessment notes there will not be a need for a community health care facility to be incorporated into the development site. Provision ratios demonstrate a need for community health facilities in the 10km catchment radius, but this demand should be met either within the Shell Cove region (i.e. Shell Cove Family Health) within other local areas in the catchment radius

by the relevant authorities and other facilities (e.g. Shellharbour private and public hospitals etc).

Regional Health Facilities

There are currently two hospitals located within a 5km radius and one located in a 5-10km radius.

Macroplan's assessment concludes there is already sufficient supply of regional health facilities to accommodate demand associated with the proposed higher number of dwellings at Shell Cove.

Furthermore, in October 2017, a major upgrade to Shellharbour hospital (\$215m) was announced by the State Government. This investment is extensive; delivering more operating theatres, a new emergency department and greatly expanded surgical services.

Residential Aged Care Places

There are currently two existing aged care facilities located within a 5km radius and five located in a 5-10km radius – a total of 711 aged care places.

In addition, there are a further five residential aged care facilities in the pipeline to 2022, three within a 5km radius of Shell Cove. Collectively this amounts to a further 524 aged care places.

Macroplan confirm their opinion that there is already a sufficient supply of residential aged care facilities in the catchment area and that there is no need for further facilities to be incorporated into the development site.

Character.

It is important to assess these proposed concept plan modifications against the nature of the existing approved concept plan, not the existing or historical character of the area.

In approving the existing concept plan in 2012, the Planning Assessment Commission determined that the proposed density, height, built form, land uses, and urban structure at Shell Cove was appropriate for the future development of the area.

The concept plan site is approximately 100 hectares and divided into 10 precincts.

Table 1 below illustrates that the actual increases in height and dwellings by precinct as proposed in the modification

Table 1 Summary of additional height and dwellings by Precinct

Precinct	Increase in height*	Approximate Additional dwellings
A	No change	(6)
B	2 storeys	33
C	1 storey	12
D	2 storeys	60
E**	No change	108
F & G	No change	40
H	No change	71
Boat Storage	No change	0
Business Park	No change	0

* Only occurs in selected parts of the Precinct

** The area of Precinct E has been expanded

The built form strategy in the existing approved concept plan provides for:

- » a signature tall hotel building
- » mid-rise apartments in the Town Centre
- » low to mid rise apartments and/ or terraces on the waterfront
- » lower density terraces and houses further away from the waterfront.

The proposed concept plan modification retains the same fundamental structure.

Precinct D is the Town Centre and has the most significant increases in the number of dwellings and height. The additional height and density does not change any of the key principles that underpinned the original design and character of the Town Centre, which included:

- » Building heights will generally decrease the greater the distance from the Town Centre and/or Boat Harbour.
- » The hotel's location is slightly removed from Main Street where building heights are less, and the site enhances views to the Marina.

- » The hotel is narrow in width and the architectural language will complement the surrounding buildings.
- » Civic buildings will be of distinctive form and architectural quality.
- » Residential development on medium density and standard lots will use subtle finishes and materials.
- » Residential and commercial facades will be more visually interesting by the use of mixed external cladding materials and sun-screening elements.

Under the existing approved concept plan, 4 storeys can be built across the entire Town Centre.

Whilst the proposed concept plan modification does increase the height in parts of the Town Centre up to 6 storeys, large parts of this area will be reduced in height to 2-3 storeys:

- » creating a more varied and interesting built-form
- » improving the integration between existing residential areas bordering the town centre.

The height increase of the hotel building from 9 to 11 storeys will not result in a perceptible difference in the character of the Town Centre, as it would always have been perceived as a tall building in its context.

Precinct E has the most significant increase in the number of dwellings, this is because it now includes the 'northern land' increasing the site area and the number of dwellings the Precinct can accommodate. The townhouses that previously fronted the wetlands, the furthest point from the existing residential areas, are now proposed as apartments. These apartments mirror the apartments that are approved on the other side of the wetlands, but step down in height to create an improved transition with the medium density and low density areas further north.

Community Benefits.



Library and Community Park

The proposed modifications to the Concept Plan will result in a number of improvements and public benefits, including:

Sensitive integration of landmark buildings

- » Taller buildings concentrated in the town centre and appropriate locations along the harbour waterfront.
- » A landmark recognisable building that will identify Shell Cove within the broader region and attract pedestrian activity along The Waterfront, providing direct and indirect economic benefits.

Improved public space and walkability

- » Higher quality and more varied public spaces throughout the precinct improving local amenity, walkability and enjoyment of the open space.

Better located community facility

- » Relocating the community facility, including a library, tourist information centre and dedicated community spaces, from the western end of the town centre to a central position, adjoining the boat harbour waterfront and promenade.
- » A more walkable and vibrant town centre that attracts residents and visitors to Shell Cove.

More housing options and activation

- » Increased activation of the town centre resulting in a more vibrant and successful waterfront.
- » Better housing mix and choice to cater for current market demand.
- » More new homes located within immediate walkable distance of amenities like shopping, dining and public spaces, providing views over the wetlands and water.

The Aqua Apartments.



Plans for the first Waterfront apartments are progressing with a development application lodged for 45 apartments and the restaurant precinct in August 2017. The building includes for a range of 1, 2 and 3 bedroom apartments over 3 levels above a ground floor level comprising the Waterfront restaurant precinct.

There has been considerable interest in the restaurant precinct from local and further afield restaurateurs and it is intended that a range of eateries will be provided. The restaurants will view to the harbour and have undercover alfresco dining.

Marketing has commenced for the launch of the apartments with a release planned in February 2018.

Designed by leading international architectural firm, HDR, the building embodies a contemporary coastal character with high quality finishes. The Architect's design statement notes that

» The design seamlessly transitions from inside to outside, connecting down to the jetty and water.

- » The apartment's form takes advantage of its surrounds - the roof form pitches up to capture the wind and orientates the sun into the interior.
- » It has been designed to capture the water views, the sun and cooling sea breezes.
- » The building will be constructed with high quality materials and finishes.
- » Natural materials in sea foam tones have been selected to contrast against the rich blue colour of the water, and integrate the building with its ocean surrounds.
- » Some ground floor spaces in the building will be open for general community use.

- » Increased numbers of people living in the town centre will add to the areas vitality.
- » Having people living in this area will also help make the Town Centre feel safe and useable throughout the day and night.



Harbour Boulevard Update.

Harbour Boulevard is the final major collector road, moving traffic between local streets to arterial roads, to be constructed within the project. The other major collector roads are Cove Boulevard and Southern Cross Boulevard. Harbour Boulevard will provide a major entry into the project.

The road will be 2200 metres in length and extend from the intersection of Shellharbour Road and Wattle Road to Bass Point Tourist Road. Importantly, this road provides a key access point to the boat harbour and Waterfront Precinct. The road is single lane except for a two-lane section at its northern end. Parking will be parallel on both sides of the road where permitted.

Construction of stage one of Harbour Boulevard, comprising 1,525 metres from near the Warrigal Retirement Village in the north, to Rangoon Avenue in the south, was completed in 2016.

Stage two comprises 225 metres of road and the signalised intersection at Wattle Road/Shellharbour Road. It will connect the existing completed section of Harbour Boulevard to this major intersection.

Stage three includes 450 metres of road and connects the completed section of Harbour Boulevard to Bass Point Tourist Road. Stage three must be completed to provide access to Bass Point when the existing section of Bass Point Tourist Road is closed for construction of the harbour entry channel.

A tender process for both stages two and three of Harbour Boulevard has progressed and appointment of a contractor is expected in early 2018.

Timing

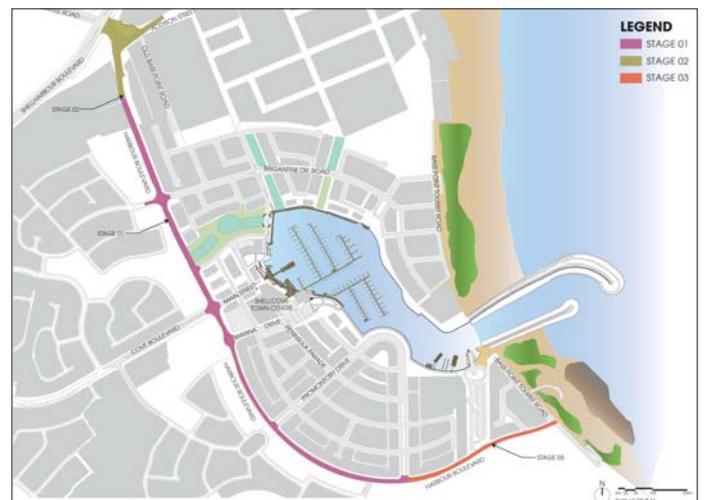
Stage one	completed in 2016
Stage two	expected to be complete in the second half of 2018
Stage three	expected to be complete in mid 2018.

Whilst impacts of construction of stages 2 and 3 will be managed to limit the disruption to the community, there will be impact during the construction phases with both stages requiring works under traffic control as well as temporary road closures.

Stage 2 will require closure of Addison Street for approximately 2 months to enable reconstruction of the road linkages to Shellharbour Village, the Scout Hall and Skate Park. Traffic signals will also be installed at the new intersection between Addison Street and Harbour Boulevard. Access to Shellharbour Village will be via Mary Street during this period. Once stage 3 is completed, access to Bass Point via Boollwarroo Parade and Bass Point Tourist Road will no longer be possible and access will be provided via Harbour Boulevard.



Intersection modification



Harbour Boulevard Stage One Overall Plan

Town Centre Progress.

Tavern

We are very excited that planning is progressing for the Waterfront Tavern. A development application was lodged for this building in January 2018 and we are currently advancing a strategy for marketing and sale of the site to a specialist third party operator/developer.

The building designed by specialist hospitality architect, H&E, mirrors a contemporary boathouse vernacular. The tavern provides a key element of the town centre with family friendly bistro areas as well as separate sport bar zone. The building will overhang the harbour edge with large decks facing east and north.



Supermarket and shops

Construction is well underway for the first stage of the town centre which includes a full-line Woolworths supermarket and 10 specialty shops. This stage will include around 240 parking spaces within a basement under the supermarket and at grade parking closer to Harbour Boulevard.

Leasing of the specialty shops is underway with strong demand from a range of local operators. The specialty shops will include for a variety of convenience based retail as well as some cafés and food offerings.

Hotel

An agreement is being finalised with a third party developer/operator for the purchase of the hotel site. This sale will include a specific development agreement that ensures key project objectives for the site including a minimum quantity of hotel rooms and conference facilities are achieved on the site. Further details will be made available on the hotel in the next few months.