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WOLLONGONG CITY COUNCIL

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Loucas Architects
LEVEL 3, SUITE 309, 7-9 Gibbons St
REDFERN NSW 2170

APPLICATION	**DA-2020/363**
Date	17 June 2020

Dear Sir

Additional Information Required

We are currently assessing your development application for the following:

Development	Commercial - demolition of the existing structures and tree removal. Construction of a three (3) storey mixed use development comprising two (2) levels of basement car parking, commercial premises on the ground floor and 82 residential apartments on the upper floors.
Location	Lot 103 DP 706867
	Thirroul Plaza, 282-298 Lawrence Hargrave Drive, THIRROUL NSW 2515

As part of the assessment, it has been identified that the following additional information is required, or matters need to be addressed:

1. Transport for NSW – RMS

Transport for NSW – Roads and Maritime Services were referred the development as it is required to be considered as Integrated Development pursuant to clause 4.46 of the Environmental Planning and Assessment Act 1979 and Traffic Generating Development pursuant to clause 104 of the State Environmental Planning Policy (Infrastructure) 2007. Concerns have been raised with regard to the development contributing to increased congestion and resulting in road safety issues in Thirroul. The correspondence and additional information request is provided at Attachment 1 to this letter.

2. Transport for NSW – Sydney Trains

Transport for NSW – Sydney Trains were referred the development pursuant to clauses 85 and 86 of the State Environmental Planning Policy (Infrastructure) 2007. Additional information has been requested. The correspondence and additional information request is provided at Attachment 2 to this letter.

3. Design Review Panel

Please see Attachment 3 for the Panel commentary following the Design Review Panel Meeting of 26 May 2020.

The Panel commentary is not an assessment of the overall proposal as relates to compliance with all relevant statutory requirements, but is intended as an information guide for matters relating to Urban Design generally and the Apartment Design Guide associated with SEPP 65.

As part of the response to this letter, a table should be provided which includes each point/matter raised by the DRP and how it has been responded to.

4. Stormwater/Flooding

a) Flood modelling must be provided for the 20% storm event in accordance with section 5 (a) of Chapter E13 of the Wollongong Development Control Plan (WDCP) 2009.

b) Flood modelling for all events (20%, 1% and Probable Maximum Flood [PMF]) must be provided for the blocked and unblocked scenario as per section 5.2(c) of Chapter E13 of the WDCP 2009.

c) The PMF flood impacts are required to be assessed against the merit-based considerations listed in section 6.4.3 (c) of Chapter E13 of the WDCP 2009. In this regard, surveyed floor levels and detailed pre and post development flood levels are required for all existing floor areas within the extent of the predicted increases. Where the PMF impacts are found to be unacceptable, updated flood modelling and changes to the design of the development will be required to ensure compliance.

d) Flood model input details for the pre and post development pit/pipe network structures (1D network) utilised in the modelling must be provided. Layout details of the below ground system and details of the infrastructure (including dimensions, invert levels, etc) must be provided.

e) Depth to inlet capacity values utilised in the flood modelling for sag pits must be provided.

f) The flood acceptance channel, the flood storage chamber and storage area need to have an appropriate grade towards the outlet.

g) The basement access locations including driveway crests must be designed to be a minimum of 200mm above the adjacent 100-year water level. With respect flood proofing, based on the proposed layout the driveway entry points are also required to be flood proofed in accordance with the prescriptive controls for Chapter E13 of the WDCP 2009.

h) Hydraulic modelling and detailed stormwater design must be undertaken for the development by a suitably qualified civil engineer. The hydraulic stormwater analysis (DRAINs or similar) of the piped system will need to be undertaken for all storm events (1 through 100 year). The DRAINS modelling for the existing and proposed drainage system for all storm events for both the blocked and unblocked scenarios must be provided to ensure that there are no impacts on the stormwater network as a result of the development, flow distribution is replicated, and appropriate losses are considered.

i) Details of the proposed splitter pit adjoining Lawrence Hargrave Drive must be provided demonstrating how the existing stormwater flow characteristics and flow distribution is replicated.

j) With respect to the above, Pit/pipe realignment and reconfiguration is proposed for the existing pipes on Lawrence Hargrave Drive and adjoining the railway corridor however no details are provided demonstrating how losses have been considered or to demonstrate that the existing flow distribution is maintained.

k) The hydraulic modelling needs to clearly demonstrate no detrimental increase in flooding elsewhere as a result of increased stormwater surcharges downstream as a result of the proposal, in the blocked and unblocked scenario.

l) The existing invert levels for the existing pit adjoining the railway corridor, pit 2/1 and pit 1/1 must be confirmed via survey information given that the stormwater design for the development relies on the currently assumed levels.

m) It is unclear how maintenance access to the proposed 3m by 0.45m box culvert under the development will be achieved given the depth of the proposed culvert and that there are no maintenance access points proposed. The underground storage minimum clearance

requirements in section 10.4.7 of Chapter E14 are recommend with appropriate opening spacings.

n) Based on the site survey levels and the selected grate level for the inlet structure adjoining the railway line, it appears that the structure will directly block flows on the boundary for a portion of the site. The design must ensure that upslope flows are accepted and catered for within the development in accordance with the requirements of section 9.3.17 of Chapter E14 of the WDCP 2009.

o) The site survey indicates an existing headwall on the south western corner of the site adjoining the Park however this doesn't appear to be considered in the design. Details of the existing pipeline and contributing flows connecting to the headwall must be provided and the design be able to accept and cater for the flows.

p) If CCTV is available of the existing stormwater lines adjoining the development based on the underground network survey, it would be appreciated if that information can be provided given that some blockages were identified.

q) Use of commercial premises:

It is noted that all of the commercial areas are identified as 'shops' on the submitted documentation, however no details of these uses are provided within the submitted Statement of Environmental Effects.

Based on the design provided, in order to ensure compliance of future uses and development with the Wollongong Local Environmental Plan (WLEP) and WDCP controls with respect to floor levels, and ensure that prospective buyers/lessees are made aware of the constraint of the lower floor level with respect to use, Council would need to address the above with a condition requiring a restriction on use. Should the matters within this letter be resolved and the ultimate determination be for approval, a condition would be required to be imposed, and would be worded similar to the below:

Restriction on use

Commercial Premises with Floor Levels below Minimum Habitable Floor Level – The applicant must create a restriction on use under the Conveyancing Act 1919 requiring that the commercial spaces within the development must not be used for offices or to store valuable possessions susceptible to flood damage unless the use meets the definition of a shop as defined below or unless the finished floor level of the space is raised above the flood planning level, being a level of RL *xxx. The reason for this restriction is to ensure compliance with the Wollongong Local Environment Plan 2009. The instrument, created under the Conveyancing Act 1919, shall contain a provision that this clause may not be altered, modified or extinguished, except with the written consent of Wollongong City Council. Evidence that these requirements have been satisfied shall be submitted to the Principal Certifying Authority prior to the release of any Occupation Certificate.*

Please note that a 'shop' is defined pursuant to the WLEP 2009 as per the following:

Shop *means premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a neighbourhood shop and neighbourhood supermarket, but does not include food and drink premises or restricted premises.*

It is unclear whether this is the intended outcome in this location, and it should be noted that '*shop'* does not include '*business premises'* such as real estate agencies, hairdressers etc, or '*food and drink premises'* such as restaurants or cafes. Noting the submitted plans and perspectives indicate that a mix of these types of uses are envisaged for these tenancies, the applicant should consider whether the proposed arrangement and condition would provide for the most reasonable or likely future intended use of these tenancies. If it does not, alternate designs with increased floor levels to comply with the requirements of Chapter E13 of the WDCP 2009 would be required.

This matter will need to be further clarified as part of the additional information response and can be further discussed with Councils Stormwater and Planning Officers if required.

5. Recreation Matters

5.1 Car park exhaust

A car park exhaust unit is located abutting WF Jackson Park impacting park and park users. There is no rational for locating it here or how it will work and explanation of the potential impacts

Additional information is required regarding the need for a car park exhaust at this location.

5.2 Entry Gate

The plans demonstrate a proposed secure entry/gate through park without discussion. Concerns are raised about the:

- Secured access arrangements and public benefit.
- Lack of design detail of enhancements of WF Jackson Park that would accommodate this proposed use of WF Jackson Park as a thoroughfare for the future residents of the development and accompanying commitment of funding to upgrade the park to encourage greater utilisation of the park and equal access arrangements.

Additional detail is required regarding the proposed fencing and detail as to how it is proposed to be used is required to be provided for Council's consideration. Generally, Council does not support direct public access into park areas.

5.3 Fencing Treatment

The submitted plans do not adequately specify fencing treatment to WF Jackson Park.

A plan/s which clearly demonstrates the proposed fence height, materials finishes and design treatment is to be provided.

6. BCA Matters

The submitted Building Code of Australia (BCA) Capability Report has been reviewed. It is noted that the development is reliant on performance-based solutions with regard to compliance with a number of sections of the BCA. In this regard, a further or amended capability Statement is to be provided. This report is to be prepared by an Accredited C10 Fire Engineer that details the following information:

a) A description of the building as interpreted by the National Construction Code (NCC).

b) Identifies all design non-compliances with the deemed to satisfy provisions of the National Construction Code Series (BCA) Volume 1.

c) Details the applicable performance requirement for each BCA non- compliance that will be addressed by Fire Engineering Performance solutions.

7. Environmental Matters

The submitted acoustic report prepared by Acoustic Logic dated February 2020 has been reviewed by Councils Environment Officer. It is noted that the report has considered State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) with regard to development along busy roads and railway noise criteria.

Attended and unattended noise measurement were taken to establish the existing noise. A noise logger in car park area was placed to capture the train passby noise levels and attended 15 minutes noise readings were taken in front beaches hotel assuming to capture traffic noise.

The report is not clear in outlining the background noise (no traffic and rail noise), existing/amenity (including both rail and traffic noise) and its exceedance to comply with the ISEPP noise guidelines for internal living. The noise logger indicates up to 94 dBA max during night time and any modification factors are applied as per the Noise Policy for Industry (NPfI) 2017.

Similarly, one can assume the unattended noise taken in front of Beaches Hotel are to establish the traffic noise on LHD Road. There was no mention of calculation noise levels based on average traffic volumes. The report has not stated that Anita Theatre and Beaches Hotel traffic were included. There was no octave band frequency Hz and overall dB(A) noise table.

The site is also in close proximity to two existing venues, Anita's Theatre and Beaches Hotel. The impact of live music both internally and externally at Beaches Hotel and noise from Anita's Theatre must be considered along with rail and traffic. A noise intrusion analysis must be carried out and any recommendations of the report be incorporated as amendments to the proposal.

The report has also not stated the predicted construction noise levels and vibration and management. With 12 metres below ground digging for car park requires use of various heavy machinery and power tools including jack hammers. The construction noise will impact on residents west of railway line, King Street and all resident living east of LHD Rd.

The acoustic report is required to assess the predicted construction noise and vibration and it management. An amendment to acoustic report is required addressing the above.

8. Traffic

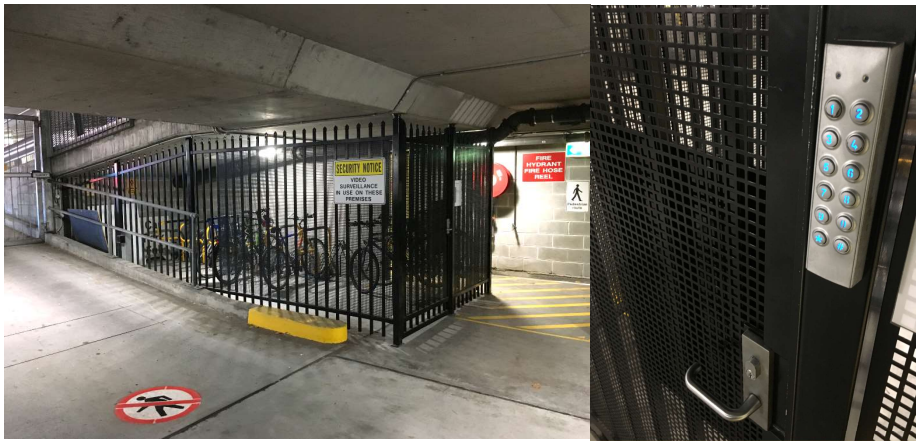
a) In addition to the amendments to the Traffic Impact Assessment required by Transport for NSW, it is considered that the proposal would result in additional impacts on the surrounding local road network, such as Redman Avenue which has not been considered. As part of the amendments to the TIA, consideration of potential increases in traffic and changes in existing traffic flow patterns in the vicinity of the site.

   The applicant will need to undertake an assessment of the traffic carrying capacity of Redman Avenue based on the (recently updated) DCP Chapter B2 cross sections, and assess whether any predicted increase in traffic can be safely accommodated in this, or any other residential streets impacted by the development (based on the current width of the carriageway, road reserve and pedestrian/cyclist infrastructure

b) An internal signage and line marking plan is required which sets out the internal basement circulatory system to ensure that there will be no conflicts between drivers entering and exiting the car park ramps and circulation aisles. Pedestrian footpath areas should also be line marked throughout the basement car parking areas.

c) The applicant needs to ensure that the residential basement area remains secure whilst also allowing access for residential and commercial visitors. This could be done through the use of a roller door positioned to ensure that visitor parking is outside of the secure area. The applicant will need to show this detail on amended plans. The location of any security roller doors should not restrict manoeuvring to ensure that visitors can safely turn and exit the car park in a forward direction if all spaces are occupied.

d) The applicant needs to provide a secure bicycle enclosure for residential and employee bicycle parking spaces. These facilities need to be provided as 'Class B' bicycle facilities with a self-closing door and combination lock. This facility needs to provide adequate manoeuvring space for users to move their bicycles in and out of the enclosure and lock their bicycles to the bicycle racks provided (see example below).



e) The applicant must refer to Section 7.3 of Chapter E3 of the DCP. The development needs to provide shower and change facilities and personal lockers for a 'commercial' development requiring more than 5 bicycle spaces (Table 1 of Chapter E3 of the DCP). These facilities need to be shown on the floor plan together with a breakdown which outlines the number and type of end-of-trip facilities required.

9. Heritage

A Heritage Impact Statement has been prepared by NBRS Architecture dated January 2020.

Although the HIS discusses the demolition of the former façade, that was conditioned for retention as part of an earlier consent. The HIS does not address the following points as per the pre lodgement notes:

- *The HIS should also explain the history of the site and the story of the demolition of the previous building and its façade and how this relates to a future application.*
- *There may be community expectation for the reconstruction of the Façade, this should be addressed in any future application.*

It is also noted that the Illawarra Escarpment Heritage Conservation Area is not including as a heritage item in the vicinity, although views from Thirroul Village Centre to the Escarpment will be impacted visually by the proposal.

King's Theatre, King Street

The King's Theatre Building represents the largest built form element in this portion of Thirroul and is a prominent built form. The impacts of the proposed development on the buildings prominence within the village should be considered on three fronts:

a) Impacts of the development on views to the Theatre

b) The visual relationship between the former King's Theatre and the development (and in particular, does the King's Theatre retain its prominence as the tallest and most prominent building in the village)

c) How does the architectural form of the proposal respond to the setting and context of the Theatre building within the village

These matters have been carefully considered and the primary concern relating to the proposed development relates to the horizontal expression of the proposed development, and the lack of vertical expression and detail. The development fails to respond well to the built form controls in the DCP Chapter D12, relating to vertical expression and articulation. Instead the building reads as a single expansive horizontal expression to the LHD elevation, with minimal vertical detailing that provides for effective breaking down of the structure. This is an important consideration.

This lack of vertical articulation detracts from the architectural character of the village and has the effect of pronouncing the proposed development as a competing large, bulky form, that is of larger scale and proportion than the King's Theatre Building.

Views to Illawarra Escarpment

The Illawarra Escarpment Heritage Conservation Area provides a backdrop to the proposed development and given it's heritage status, forms a heritage consideration relevant to the development.

It is noted that Chapter D12 of the Wollongong DCP 2009 includes objectives and a wide range of controls that relate to the retention of views from the Village to the Illawarra Escarpment.

Part 3.3 of the HIS identifies significant views over the existing plaza to the Escarpment and notes on page 16:

> ***"There are views over the existing buildings towards the Illawarra escarpment. Views from the Illawarra plain to the escarpment are common across the Illawarra, and the construction of a taller building on this site will cause a significant loss of public views in the Illawarra towards the escarpment."***

It is noted that the existing plaza building is single storey and a 3-storey development is proposed. A Visual Impact Assessment (VIA) has also been prepared, however the VIA is not discussed within the Heritage Impact Statement despite the above comment.

Visual Impact Assessment Report

The VIA considers the proposed development in terms of impact on a number of key identified views. It is noted that the 12m red height line shown on the imagery within the document, appears to have been derived from the front boundary of the site, which does not account for the setback requirements relevant to a third storey on the site. This has the misleading effect of implying that the proposal is well below the height limit (which is not the case).

Also, the viewing point chosen from the southern approach, having been chosen from the eastern footpath, fails to capture the main viewing point of the development on the road approach from the south. A location on the western footpath near or on the railway bridge would better capture the view impacts on the approach (See Figure 4 of DCP Chapter D12 for a more appropriate location reference).

Additionally, no consideration has been given to the more direct impacts of viewing locations on the LHD footpaths directly opposite the site (with the closest being the near range view from part way down Raymond Ave (see below).

V3 - VIEW OF ESCARPMENT FROM RAYMOND ROAD

Although the development sits below the Escarpment in this view it is clear that the development would essentially remove visual connectivity to the escarpment from the LHD footpath.

The proposed built form provides long horizontal north-south oriented forms which, at 3 storey's in height, will obscured views from the east toward the escarpment, creating an almost continuous line of built form. Although there is a break in the middle of the proposed development, more could be done to break down the bulk of the development to increase view opportunities across the site toward the escarpment.

Interpretation Device

In light of the history of development on the site, and of the previous history of development consent requiring the retention of the former building Facades on the site which have not been complied with, consideration should be given to the development of site Interpretation relating to the history of past development on the site.

Conclusion

The proposed development has the potential to impact in a negative manner on the character of Thirroul Village and on the setting and context of the King's Theatre heritage item. Further, the proposed development will have an impact on the visual connection between the Village and the Illawarra Escarpment.

The proposal in its current form is considered unsatisfactory on heritage grounds. The following additional information is required:

Additional Information Required

1. The Visual Impact Assessment should be reviewed or supplemented with additional viewing locations, including:
    a) A location consistent with Figure 4 from DCP Chapter D12 of the Wollongong DCP 2009 (on the western footpath of LHD, on the railway bridge approaching the northern part of the Thirroul Village).
    b) Two locations on the LHD footpath directly opposite the development site to indicate the impacts on immediate views from the Village to the Illawarra Escarpment.
2. An addendum to the Heritage Impact Statement that:
    - *Further considers the impact of the proposal on the visual prominence and stature of the King's Theatre Building within the streetscape.*
    - *Considers appropriate interpretive responses to the site history and makes recommendations to respond to this.*
    - *Considers the visual impacts on the Illawarra Escarpment heritage Conservation Area including consideration to the DCP controls in Chapter D12 of the Wollongong DCP 2009 relating to the significance of the Escarpment views to the character and setting of the Village.*
    - *Discuss the updated Visual Impact Assessment report.*
3. Provide amended plans which respond to the recommendations of the above additional documentation and which:
    - Provide better vertical articulation to respond to the relevant built form and architecture controls in DCP Chapter D12 of the Wollongong DCP 2009.
    - Further consider opportunities to provide views through the development site from Lawrence Hargrave Drive towards the Escarpment.
    - Break down the horizontal form and bulk of the building's LHD frontage and provide a more refined 'fine grain' response.

10. Community Safety

a) The public toilets servicing the shops and supermarket are poorly located – the location of these amenities should be reconsidered and placed in an area centralised to the supermarket and shops, and where natural surveillance can occur. Locating toilets at the end of long out of the way corridors is not ideal and creates entrapment opportunities. Amended plans are required which provide the proposed toilets closer to areas of high pedestrian movement.

b) Thirroul is a suburb with high graffiti activity. Landscaping on boundary fences, particularly facing King St and JF Jackson Park is recommended as a green wall, reducing graffiti opportunities

c) CCTV in the basement car parks and within the retail and supermarket space is recommended, particularly in view of the increase in retail crime in the area.

d) POS terraces need secure gates into COS

e) The bin holdings in the basement car parks, while behind closed doors need to 'transparent'. It is recommended doors be made from sturdy mesh or cage-like. This reduces entrapment possibilities

f) Letterboxes for each residential building should be located with natural surveillance in mind. All letterboxes should be individually keyed rather than master keyed. The location of the mailboxes for all units is to be shown on plan. Currently, they appear to only be located at the King Street lobby, which is inconvenient for those living in Blocks A, B and C.

11. Planning Matters

a) Apartment Design Guide Compliance

Clarification, justification or amended plans are required to address several areas of the Apartment Design Guide, as per the below:

i. 3C Public domain interface

The development includes a proposed pedestrian access from W.F. Jackson Park to the communal open space area. The boundary treatment to the park is indicated to be a rendered masonry wall with screens above. Clarification is required as to the proposed height of this fence. There also appear to be several trees/bushes located within the park lot, but that may be impacted by the proposed works. This vegetation should be considered by an Arborist and recommendations as to what vegetation may be required to be removed to provide for the proposed access, and any vegetation that may be impacted through the construction of the fence.

Details of the proposed finish of the fence on the boundary is required. Durable, graffiti resistant materials should be used in this area.

The building will also require a significant fire hydrant and Booster System to be installed. This is proposed near the main entry on Lawrence Hargrave Drive. With regard to design and aesthetics, it is recommended this system be included on the drawings and photo montage so it can be properly considered.

The Basement carpark requires smoke exhaust. Details on the outflow pipes should be considered and indicated on the submitted plans.

ii. 3F Visual Privacy

The design criterial for this control requires that the minimum separation requirements for development up to 4 storeys be 6m for habitable rooms and balconies and 3m for non-habitable rooms. The proposed design would not comply with this requirement in the following areas:

- Between buildings A and B on the second floor
- Between buildings B and C on the first and second floors.

- Setback to Beaches Hotel.

The submitted Design Quality of Residential Apartments Statement does not adequately address these non-compliances. It is considered that additional separation is required between Blocks A and B, B and C and Block F and the side boundary to Beaches Hotel.

iii. 3G Pedestrian access and entries

Design guidance for this control requires that building access areas should be clearly identifiable from the public domain and communal spaces. Council shares the DRPs concerns regarding general wayfinding through the site. It is not considered that the entries to the unit blocks would be clearly identifiable from the access points to the communal open space area. Alternative designs which allow more direct or obvious access to the different lobby areas should be considered.

iv. 3J Bicycle and car parking

Bicycle parking is proposed with both the residential and retail basement areas. Concerns are raised with regard to whether these locations could be easily accessible. This arrangement would require bicycles to ride down the ramp or to take the bikes in lifts. Alternate location/s for bicycle parking should be provided in more accessible areas of the site.

See comments at Traffic with regard to security of the proposed spaces and end of trip facilities.

It is noted that a vehicle charging stations is proposed within the residential car parking area. It is considered that a second station should be provided in the retail area.

v. 4A Solar and daylight access

The submitted A-500 A plan and the shadow diagrams 1, 2 and 3 have been reviewed, however do not clearly demonstrate which units would receive the required 2 hours of solar access. Suns eye diagrams with colour coding clearly highlighting where the sun would hit each balcony/courtyard area and living room window on June 21 will be required. How the compliant units are being considered should be carefully reviewed against the requirements of this control.

vi. 4B Natural ventilation

The submitted A-500 A plan and the submitted floor plans have been reviewed, however do not clearly demonstrate which units would be provided with compliant natural ventilation. It would appear that many units are proposed with a single aspect or with distances of more than 18m between glass lines which would therefore not satisfy this control. Concerns are also raised where fixed screens of louvres are proposed and whether cross ventilation would still be achieved with these impediments. This is to be reviewed, and clear diagrams indicating the path of natural ventilation between each unit considered to comply with this control be provided.

vii. 4C Ceiling heights

The submitted elevation and section plans are to be amended to clearly indicate the proposed ceiling levels at different areas through the buildings.

viii. 4D Apartment size and layout

Clarification of a number of window sizes and typologies is required. Each proposed block should be provided with separate elevation plans. Notations should be provided on the plans to indicate whether each proposed opening is a window, door or fixed pane, and if it is a window, the opening arrangement. It appears that there are some units which would not be provided with the required window areas, for example C103 Bed 2, C104 Bed 2. This is to be reviewed.

ix. 4E Private open space and balconies

The proposed private open space areas for the following units are considered non-complaint:

- A-105 2 bed unit – terrace area off living room 10sqm, but width down to 1.5m.
- B-104, B-105, both 2 bedroom units – terrace areas 10sqm, but width only ~1.5m excluding the solid balustrade proposed to Lawrence Hargrave Drive.
- D-203 – 1 bed – minimum depth less than 2m.
- F-204 – 1 bed – minimum depth less than 2m, excluding solid balustrade proposed to King Street.

The size of each balcony area and the size of the unit to which it belongs should be reviewed.

x. 4F Common circulation and spaces

The lobby areas un Blocks B and C would exceed 12m in length. There doesn't appear to be any opportunities for windows or seating to be provided.

There are a number of areas where windows are proposed to open out to the communal open space area, which also functions as the main circulation through the site. Concerns regarding the amenity of Units A-101, C-104, C-103, B-107 are identified. It is unclear how the proposed use of fixed screens will mitigate these concerns.

There appear to be no opportunities within the lobby areas for social interaction.

xi. 4G Storage

A plan is required to be provided which demonstrates that adequate storage is proposed for each unit type. Whilst there are opportunities for storage provided within the dwellings, there is no designation of the basement storage areas or the capacity of the storage areas within the units or the basement.

xii. 4J Noise and pollution

See discussion at *Environment* with regard to consideration of impacts of existing surrounding uses.

xiii. 4P Planting on structures

Further information will be required to demonstrate that the minimum soil depths and volumes have been provided for in the COS design. Several large species are proposed, however it is unclear whether the planter beds proposed would have sufficient depth or capacity to accommodate them.

xiv. 4T Awnings and signage

The design guidance for this control requires that awnings should be located over building entries for building address and public domain amenity. Amended plans should be provided including awnings to the proposed shops on King Street.

Clarification is required as to whether any signage details are proposed as part of the subject application.

xv. 4W Waste management

Concerns are raised regarding the proposed waste management arrangement. It is not considered reasonable to expect that residents will take their rubbish to the basement for it then to be collected and moved back to the ground floor. Opportunities for bin storage should be considered on each floor or within each lobby area, in addition to the basement.

b) Wollongong Local Environmental Plan 2009 Compliance

i. <u>Clause 4.3 Height of buildings</u>

The proposal appears to exceed the 12m maximum building height development standard for the site in several locations within Blocks D, E and F. A plan is to be provided which provides a clear overlay of the detailed survey with the proposed roof plan and clearly identifies the proposed RL levels for all parapets, lift over runs and plant enclosures. The proposed height should then be clearly identified as the roof corresponds with each survey point.

This should be reviewed, and the proposal amended to comply with the maximum building height development standard. If compliance with the maximum height development standard is not able to be achieved, a clause 4.6 exception request should be provided for consideration.

ii. Clause 4.4 Floor space ratio

Councils assessment of the proposed Gross Floor Area (GFA) indicates that the proposal would exceed the maximum floor space ratio development standard for the subject site.

In this regard, all proposed west facing balconies on the second and third floors are indicated as being enclosed with operable clear glass louvres. As these areas are capable of being enclosed, as proposed, they would contribute to the GFA calculations.

Also, the definition of GFA allows for the exclusion of car parking areas 'to meet the requirements of the consent authority'. Councils requirements for car parking total 304 car parking spaces. 361 are proposed, resulting in the requirement for the area of 57 car parking spaces to contribute to the overall GFA of the building.

This is to be reviewed, and the proposal amended to comply with the maximum floor space ratio development standard.

c) Wollongong Development Control Plan Chapter D12 Thirroul

i. Number of storeys

Chapter D12 provides controls in several areas which indicate that a two-storey street wall with zero setback and a maximum of 2 storeys is envisaged for the subject site. Where 3 storeys is proposed, it should be setback a minimum of 6m from the front boundary, to maintain the existing street scale.

It is noted that a variation request and a visual impact assessment has been provided in support of the proposal.

With respect to the variation to the 2 storey height control, it is considered that whilst the proposed building on the third storey is generally setback 6m, the proposed balcony areas are setback only 3.584m for Block B, and extend almost to the property boundary at the northern end of Building A. The balustrading proposed along this area appears to consist of brick with glazing for a portion above. The encroachment of this solid element of the balcony areas and the encroachments into the 6m setback from the boundary to Lawrence Hargrave Drive result in the development appearing as 3 storeys from several viewpoints.

Given the above, it is considered that all elements of the third floor should be pulled back to at least 6m from the Lawrence Hargrave Drive boundary.

The visual impact assessment should then be revised to consider how the further setting back of these elements reduces the perceived bulk from surrounding viewpoints.

The visual impact assessment should clearly show what the difference between the existing view and the view as a result of the development would be.

Additional viewpoints should also be provided as per the below:

- Western side of Lawrence Hargrave Drive from the railway bridge (view you would see as a driver coming over the bridge and travelling north/pedestrian walking across the bridge travelling north).

- From a seated position from outdoor dining areas on the eastern side of Lawrence Hargrave Drive.

ii. Parking

Part 11 of this Chapter relates to parking for vehicles and bicycles and control 11.2.a requires that parallel parking is to be maintained along Lawrence Hargrave Drive. As a result of the proposed works in Lawrence Hargrave Drive, several on-street car parking spaces will be removed. The submitted Statement indicates that there is no change to the existing on street parking.

Should the amendments to the works in Lawrence Hargrave Drive, as requested by Transport for NSW, require a loss of on street parallel parking, a variation request will be required to be provided for Councils consideration.

d) Wollongong Development Control Plan Chapter B3 Mixed use development

i. Part 4.3 – Building Height

See discussion at WLEP 2009 above. The proposed building height should be reviewed, and the proposal amended to comply with the maximum building height development standard.

ii. Part 4.8 – Awnings

Amended plans are required which include awnings to King Street.

iii. Part 4.14 – Private Open space

See 4E of the ADG above.

iv. Part 4.15 Solar access

See 4A of the ADG above.

v. Part 4.18 Adaptable and universally designed housing

The submitted floor plans and Adaptable Unit plan are inconsistent. It appears that Unit D203 is referred to twice on the adaptable unit plan. This is to be reviewed and corrected.

vi. Part 4.20 Natural ventilation

See 4B of the ADG above.

vii. 4.22 CPTED

Concerns are raised with regard to the proposed lobby designs, particularly the open style lobby off King Street which is next to the car park and loading dock entries. Way finding through the site also seems unresolved, with all persons being required to pass through the communal area to access the units. Potential areas of entrapment throughout the communal area.

The corridors in Blocks B and C are long with no windows or other openings.

e) Wollongong Development Control Plan Chapter B4 Development in business zones

Part 4 of this Chapter requires that any development application retail development which includes more than 3,500sqm, an economic impact assessment report is required.

The submitted report has been reviewed and clarification is required on the following matters:

- With the exception of the Coles supermarket, there is no indication of what the other 14 tenancies (~1300sqm) would be used for. Clarification on the intended use and consideration of the expected impacts resulting should be considered. Please respond in conjunction with matters raised at *Stormwater* above regarding the future use of these tenancies.
- The report does not discuss the impact of the removal of on street parking would have on the existing businesses along Lawrence Hargrave Drive. It appears that the consultant may not be aware of the scope of the works.
- The report doesn't address any existing escape expenditure.

f) Wollongong Development Control Plan Chapter E3 Car parking, access, servicing and loading

Due to the number of proposed units, 17 visitor's car parking spaces are required. It appears that one is to be co-used as a car wash bay. This is not considered appropriate; the car wash bay should be provided separately to the required number of visitor spaces.

Councils calculation of the required and proposed car parking is as per the following:

	Car parking spaces required	**Car parking spaces proposed**
Residential	119	132
Residential visitor	17	17
Retail	168	212 (including staff)
Total	**304**	**361**

Based on this calculation, the area of 57 car parking spaces would be required to be included in the GFA calculations.

g) General comments

i. Clarification of the first-floor western facing units courtyard fencing is required. Units C105, C107, C101, D105 etc. No notations have been provided on the submitted elevations to indicate what the fencing treatment is proposed to be.

ii. It is noted that the Design Review Panel have highlighted the importance of including the Public Toilet Site as part of the development. As advised at the prelodgement meeting, the applicant should engage directly with Councils Property Officers in this regard. Advice from Property indicates that no contact has been made in this regard to date.

iii. Clarification is required as to how the proposed footpath works will tie into the existing toilet block entry. Further consideration of how the development relates to the existing toilet block on Lot 102 is required. The toilet block, including colours and finishes should be shown on the elevation plans and perspectives provided for the site. Photomontage A-001 assumes that Lot 102 would be incorporated into the development and the block removed. A second perspective showing the existing toilet block should be provided to demonstrate how it will relate to the site until such time, or if this area is never incorporated into the development.

iv. Notations indicating unit numbers and areas on Drawing No. A160-A are missing for 2 units in Block E. Amended plans should be provided correcting this.

v. The proposed stormwater pipe noted as 'proposed 3.00mx0.45m box formed or strapped to basement ceiling' is to be shown the section plans to allow for an understanding on how this will integrate with the design of the car parking areas.

vi. An additional section showing the proposed travellators, basement retail lobby area and adjoining areas should be provided. Clarification is sought as to how the proposed travelators will operate with two retail lobby areas at opposite ends and both travelators appearing to travel in the same direction.

vii. Car parking spaces should be numbered to more easily reference and identify.

viii. Clarification is required as to the height of the proposed boundary fencing to WF Jackson Park and impacts on the vegetation within the park. An arborist should review the existing vegetation on/in close proximity to the proposed fence line and provide advice regarding the works and potential impacts on the park vegetation. The fencing appears up to 2.2m in some areas. The fence would be required to be designed with all footings on the subject site.

ix. On site, a number of trees and significant bush type vegetation exists in close proximity to the existing retaining wall. The retaining wall is proposed to be removed as part of the development and is located up to 1.7m within the property boundary and varies. The civil plans indicate excavations of more than 4m within 300mm of the boundary. A survey of the

tree locations with respect to the property boundary and proper assessment of each tree by an Arborist is required. Please note that it would be Councils preference for the design to enable the retention of these trees and vegetation due to the existing screening it provides to the railway corridor.

x. An amended/new Arborists Report is required addressing all trees in the vicinity of the property boundaries.

xi. Four trees are located in the planter box areas adjoining the existing front stairs to Lawrence Hargrave Drive. These trees are to be transplanted elsewhere in the site, as suggested within the submitted Arborists Report. Additional information regarding the location of the transplanted trees is required.

xii. Concerns are raised regarding the amenity for the bedroom of proposed unit B107. The window to this room adjoins the COS area. The window doesn't appear to be a highlight window or propose any louvres. This should be reviewed and either the window relocated, or screening measures implemented and shown on plan.

xiii. The proposed kerb alignment works on the corner of King Street and Lawrence Hargrave Drive would significantly reduce the width of the footpath in this area, down to approximately 500mm between the corner of the Beaches Hotel boundary wall and a proposed pram ramp. Further details of the dimensions of the proposed realigned footpath should be provided. Please note that it would be unlikely for Council to support the creation of an area of footpath that would not comply with current standards.

xiv. As per the submitted BCA report, a Construction Certificate could not be lodged before 1 May 2020, as such, an assessment by an experienced energy consultant should be undertaken.

xv. Concerns are raised regarding the proposed car park exhaust and the need for it to be located on the boundary. The location doesn't appear to align with any of the basement areas and it is unclear from the submitted plans how this will appear from the park.

xvi. Further detail is required regarding the height of the walls proposed around the pool area and terrace areas on the podium.

xvii. Clarification is required as to how the proposed retail car parking area will operate, including whether this would be paid or timed parking (or both) and how access is proposed to be controlled, noting that entrance to the residential car parking area is proposed via the same access point from King Street.

xviii. The submitted Civil Plans indicate that the existing Taxi Stand area on King Street is proposed to be removed. Given the nature of the surrounding uses, it is considered that a Taxi rank should be retained in close proximity to both the Beaches Hotel and Anita's Theatre. Amended plans should be provided which include the retention of the existing area, or relocation to an area in the immediate vicinity.

xix. The proposed signs and line marking plan indicates that a new 'No Stopping' area is proposed on the northern side of King Street. Clarification is required as to the extent of this area or whether the direction of the sign is an error, as it would appear that there would be no need to restrict on street parking for the full extent of King Street as a result of this development.

Given the above, the application will be required to be re-notified in accordance with Council's Community Participation Plan, for which a fee will apply.

When submitting an amended plans, please ensure that they are PDFs and submitted in groups, as per the following: Site & Site Analysis Plans/Floor Plans/Elevation & Section Plans/Shadow Diagrams/Landscape Plans /Engineering Drawings/Drainage Plans.

Please submit associated documents **by email** to CS_Planning_Applications@wollongong.nsw.gov.au. Please remember to include the application number in the subject of the email.

You must accurately complete all sections of the attached Lodgement of Additional Information form and return it with the required information.

We will defer further assessment of your application until we receive this information. The period between this letter and either (a) the provision of the additional information to Council or (b) written advice that the information will not be provided, will not form part of the assessment period for the purpose of any appeal, pursuant to Clauses 109 and 112 of the Environmental Planning and Assessment Regulation 2000.

Please note that 14 days is generally provided to provide responses to additional information requests, however it is considered that additional time may be required in this case. A timeline outlining the expected dates for a complete response is to be submitted to Council for consideration, within 14 days of this letter.

If you have any questions please contact me on the telephone number below.

This letter is authorised by:

Jessica Saunders
Senior Development Project Officer
Wollongong City Council
Telephone (02) 4227 7111

attach

Attachment 1:

Transport for NSW

Our ref: STH07/00655
Contact: Chris Millet 4221 2570

29 May 2020

Jessica Saunders
Wollongong City Council
BY EMAIL: records@wollongong.nsw.gov.au; jsaunders@wollongong.nsw.gov.au

DEVELOPMENT APPLICATION DA-2020/363 (CNR-7291) – THIRROUL VILLAGE SHOPPING CENTRE, 282-298 LAWRENCE HARGRAVE DRIVE, THIRROUL

Dear Jessica

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to your correspondence dated 1 May 2020 regarding the subject development application.

TfNSW has completed an assessment of the development focussing on the impact to the State road network. The key State roads are Lawrence Hargrave Drive and the Princes Highway (through Bulli).

TfNSW notes the following:

i. The development would generate a significant number of vehicle and pedestrian movements. The impact of these movements needs to be considered and adequately mitigated.
ii. TfNSW notes the arrangements shown in Attachment 1 proposed to mitigate the impacts, including traffic signals at the intersection of Lawrence Hargrave Drive and King Street, the relocation of the southbound bus stop and the removal of an existing pedestrian refuge. TfNSW consent under Section 87 of the Roads Act, 1993 is required for new signals and the removal of the refuge. TfNSW concurrence under Section 138 of the Roads Act, 1993 is required for the relocation of the bus stop.

TfNSW does not support the development in its current form. TfNSW believes the development, in its current form, will significantly increase congestion in Thirroul and create a number of road safety issues. Detailed comments are provided in Attachment 2.

TfNSW would be supportive of a meeting with both the developer and Council to discuss the proposal, the concerns raised and opportunities to address them. TfNSW recommends this occur before any further traffic analysis or strategic design of intersection arrangements is undertaken.

If you have any questions please contact myself on 4221 2570.

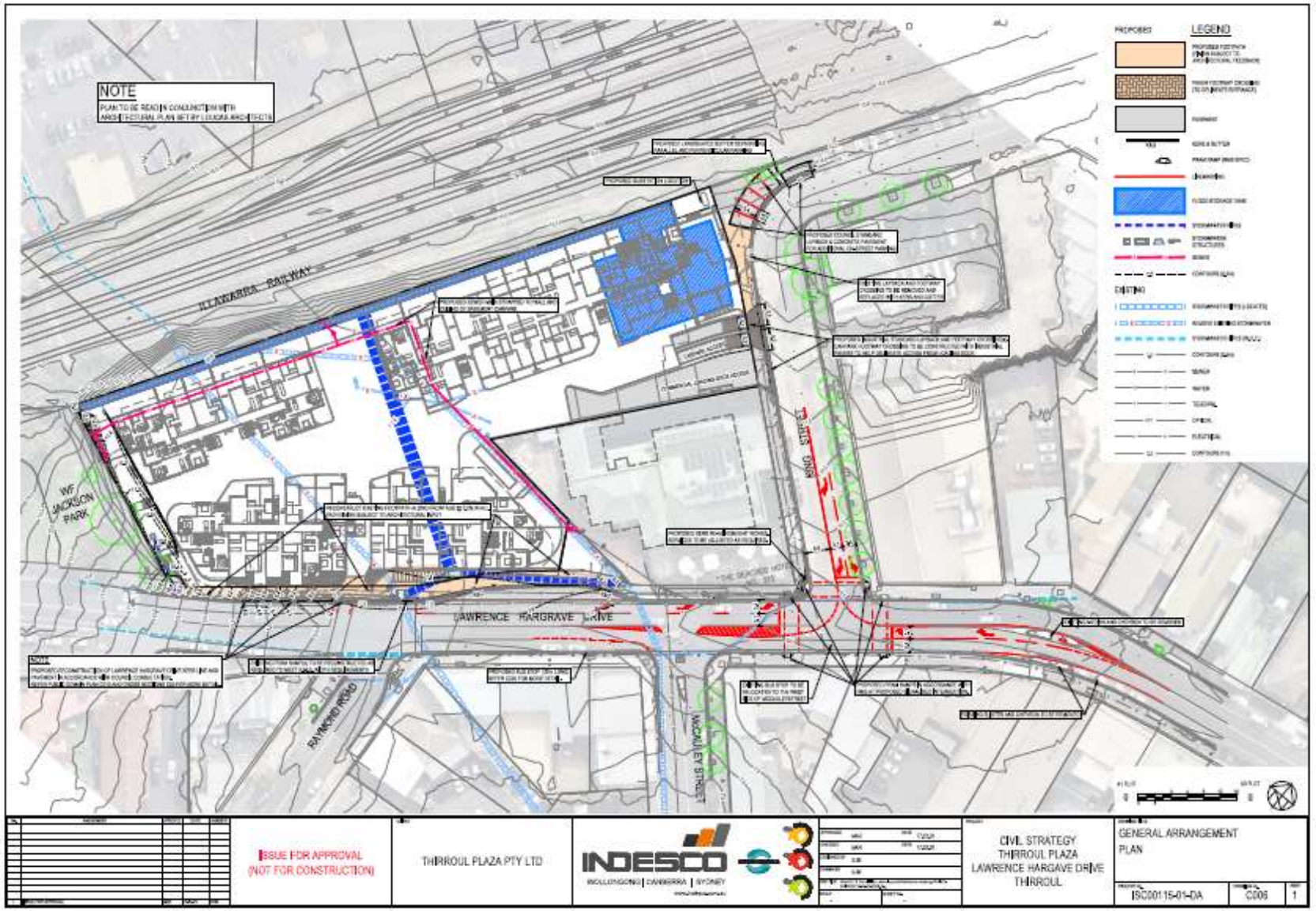
Please ensure that any further email correspondence is sent to development.southern@rms.nsw.gov.au.

Yours faithfully

Chris Millet
Manager Land Use
Southern Region

See attached strategic design titled Attachment 1

LIS | LAP | DAC | 01-02 | 04161671.docx



Traffic congestion in the Northern Suburbs

The Princes Highway through Bulli and Lawrence Hargrave Drive through Thirroul provide the key north south suburban route, linking Wollongong to its northern suburbs and Sydney. The town centres of Bulli and Thirroul are experiencing increased vehicle numbers and demand for access to the local centres and services.

TfNSW is investigating initiatives to improve the transport network along this existing road corridor. This initiative is part of a long term commitment to provide safe, efficient and reliable journeys through Bulli and Thirroul while maintaining the character and amenity in the town centres.

The impact of this development

TfNSW does not expect this development to address existing road network challenges. TfNSW does believe it is reasonable to expect that this development is designed to minimise vehicles trips as much as reasonably practical and to include appropriate infrastructure improvements to offset the impact of the remaining additional vehicle trips. TfNSW believes an appropriate performance measure to be travel time along Lawrence Hargrave and that this development should be seeking to maintain existing travel times.

TfNSW has a number of concerns with the existing traffic analysis and the arrangements proposed to mitigate the impacts as shown in Attachment 1. Specifically:

1. Traffic counts:

   The analysis in the Thirroul Plaza Traffic Impact Assessment (TIA) is based on traffic counts obtained on Thursday 19th September 2019 and Saturday 21st September 2019. TfNSW believes these days may not be representative of peak conditions on Lawrence Hargrave Drive. TfNSW has compared these days to a selection of other days in February, March, May and September using traffic signal data (SCATS data) for the intersection of Lawrence Hargrave Drive and Raymond Road. This data is provided in Attachment 3.

   The comparison shows the dates surveyed in September are lower than other weekday and Saturday peaks, while it also shows the Sunday peak is regularly the busiest peak of the week. TfNSW believes the analysis needs to be amended to consider these higher volumes and the Sunday peak. Recognising the current COVID-19 situation, TfNSW would be willing to consider innovative ways to scale the traffic volumes as opposed to requiring the developer to undertake additional counts for vehicle movements.

2. Traffic analysis methodology and assumptions:

   The analysis adopts a traffic growth rate of 1.7% p.a. compounded based on data from a site in Clifton. TfNSW has checked this rate with other historical counts in Thirroul and is satisfied this rate is appropriate. TfNSW is also satisfied with the adopted traffic generation rates.

   TfNSW requests additional detail to justify the adopted IN/OUT splits for the AM and PM residential splits and the PM peak assumption for retail of 30% IN 70% OUT. TfNSW is satisfied with the methodology for distributing the entry and exit flows on to the external network.

   TfNSW supports the use of network modelling (SIDRA) to assess the impact of this development on Lawrence Hargrave Drive and is comfortable with the use of queue length observations to calibrate the 2019 base models. TfNSW does have concerns with aspects of the modelling. Specifically:

   i. Calibration: TfNSW notes Section 4.5.2 of the TIA states "modelled queue lengths are generally consistent with surveyed queues". TfNSW has compared the observed queues detailed Appendix E to the current year SIDRA results and while most queues are generally consistent, TfNSW believes there are some differences which warrant further consideration.

For instance, the observed queues in the Saturday peak at King Street are significantly longer than as shown in the modelling. TfNSW requests:

- A table comparing observed queues and modelled queues.
- A review of the road geometry, lane use and parking arrangements in the model and appropriate adjustments to reflect current on street arrangements and behaviour. For instance, the model shows a single lane northbound lane on Lawrence Hargrave Drive at King Street, where as in practice the existing 6m lane width allows through vehicles to pass left turning vehicles.

ii. Pedestrians: TfNSW believes pedestrian movements and associated delays to traffic have been underestimated, particularly at the proposed intersection of Lawrence Hargrave Drive and King Street. TfNSW requests:

- Details of existing pedestrian movements at the pedestrian refuge on Lawrence Hargrave Drive north of King Street. Recognising this is proposed to be removed to facilitate the traffic signals (as shown in Attachment 1), TfNSW believes an understanding of these movements is integral to predicting movements at a signalised King Street arrangement.
- A review of, and appropriate adjustments to, the assumptions made for pedestrian movements in the 'with development' scenarios. TfNSW believes pedestrian movements have been underestimated. For instance, based on the TIA the existing pedestrian movements at the intersection of Lawrence Hargrave Drive and King Street in the Saturday peak are 2, 65 and 21 (south west leg, north west leg, north east leg), while the 'with development' scenario with traffic signals indicates the movements will be 20, 20 and 16. TfNSW expectation is that the pedestrian movements would be significantly higher due to a combination of the removal of the pedestrian refuge, the increased pedestrian amenity and the increased movements associated with the proposed development.
- The models with the signals at King Street to be adjusted to show pedestrians on the southern crossing of Lawrence Hargrave Drive to be an 'opposing movement' for the right turn out of King Street. TfNSW believes this will have a significant impact on the overall performance.

iii. Modelled arrangements and proposed design: TfNSW requests the arrangement in the network modelling are reviewed for consistency with the proposed arrangements as shown in Attachment 1. For instance, the "with signals at King Street" scenarios in the models show the northbound kerbside lane as a through lane at McCauley Street where as the strategic design in Attachment 1 shows it to be a left turn lane.

3. Travel times:

Notwithstanding the above, and based on a review the electronic copies of the network modelling (SIDRA) provided, TfNSW notes the existing travel times on Lawrence Hargrave Drive through the intersections of Raymond Road, McCauley Street and King Street increase significantly from the "without development" scenarios to the "with development and signals at King Street" scenarios. For instance, for vehicles travelling through this section of Lawrence Hargrave Drive, travel times increase by around 29% (on average). Details of TfNSW's findings are provided in Attachment 4. TfNSW believes the matters raised above in point 2, particularly those relating to pedestrians, have the potential to increase these travel time differences further.

While, TfNSW acknowledges the additional vehicles movements at King Street generated by the development cannot be accommodated by the existing priority control intersection (stop sign), TfNSW believes the proposed signals are essentially an accessibility treatment for the development and do not address the broader impacts of the development on Lawrence Hargrave Drive. TfNSW believes these broader impacts need to be considered and mitigated.

4. Road safety:

   While TfNSW acknowledges the proposed signals at King Street would improve safety for vehicles accessing King Street and improve pedestrian safety around the intersection, TfNSW believes the proposal in its current form introduces some significant safety issues.

   i. Northbound lane arrangements on Lawrence Hargrave Drive: Based on site observations, a high proportion of northbound motorists will access the kerbside lane at or before Raymond Road to, in part, avoid a right turning vehicle at Raymond Street and, in part, prepare to avoid a right turning vehicle at McCauley Street. This is particularly evident in the PM peak. Despite the fact that Raymond Street is the signalised intersection, TfNSW believes McCauley Street is the higher order road for providing connectivity to the residential catchment east of Lawrence Hargrave Drive which also includes another shopping centre, the beach and surrounding parks. TfNSW notes the traffic counts in the traffic study support this position.

      Noting the above, the arrangements for the proposed signals shown in Attachment 1 will direct these northbound vehicles into a dedicated left turn lane or, if they choose to avoid this, force them to wait behind right turning vehicles at McCauley Street. TfNSW believes both of these scenarios are unacceptable.

   ii. Sight distance: Sight distance for southbound vehicles on Lawrence Hargrave Drive approaching the proposed signals at King Street needs to be considered and shown in the strategic design, both to the signal lanterns and queued vehicles

   iii. Bus stops: Based on the arrangements shown in Attachment 1, TfNSW notes buses stopping in the northbound bus bay will be forced to weave across the dedicated left turn lane to access the through lane. This is unacceptable.

      TfNSW notes the existing southbound bus stop is proposed to be relocated. While TfNSW is open to considering the relocation of the bus stop, TfNSW believes further consideration needs to be given to any relocation with a view to locating the bus stop closer to a signalised pedestrian crossing. Consultation should be undertaken with the bus companies before any further submission is made. TfNSW can facilitate this consultation.

   iv. Turn paths for heavy vehicles: TfNSW notes the turn paths provided for the 19.0m semi-trailer have the vehicle blocking both lanes when entering King Street from Lawrence Hargrave Drive. TfNSW requests the following comments are considered in any revised arrangements:

      - The left turn can legally utilise the lane adjacent to the left turn lane but in this case the vehicle has to also use the painted median.
      - TfNSW believes the vehicle could make the turn from the right turn lane if the turning path was applied at a turning speed of 10km/h (an appropriate speed).

Principles for addressing the impact of development

Traffic generating development is increasing congestion in the Northern Suburbs, be it the incremental impact of converting single dwellings to dual occupancies/multi dwelling developments or the more immediate impact of larger commercial/retail/residential developments such as this.

While TfNSW recognises it has key role to play in providing safe, efficient and reliable journeys, TfNSW believes development also has a key role. TfNSW believes there are four broad principles developments need to consider and, where appropriate, address to mitigate their impacts.

1. Minimise trip demand: The best way to manage congestion is to reduce the demand for vehicular trips. A key component to minimising trip demand is to minimise the supply of residential car parking when active and public transport options are available.

   TfNSW notes the development proposes 132 parking spaces for the 82 residential units. TfNSW highlights the parking supply for each unit will directly influence traffic generation. For instance, if the

property has two spaces allocated to it, it is more likely to attract property owners/tenants with two cars. If the property has one space, or even a share space, it is more likely to attract property owners/tenants willing to use other forms of transport. TfNSW believes it is appropriate to consider reductions in supply where a development, like this one, is well serviced by public transport options. TfNSW notes this is supported by Section 7.4 of Council DCP and, based on the DCP, understands around 50 spaces (for the residential units) could be removed. Given the above, TfNSW believes the parking supply for the residential component of the development should be reduced to a minimum.

Similarly, the supply of visitor parking needs to be considered. TfNSW would not support the visitor parking being provided in a 'gated' area. TfNSW believes such an arrangement would encourage residents/tenants to utilise it for extended periods, which would detract from any travel demand gains achieved from limiting the residential car parking supply.

Furthermore, TfNSW believes a timed parking approach needs to be implemented for the remainder of the car parking to ensure residents are not able to utilise it for extended periods (again to ensure the arrangements do not detract from any travel demand gains achieved from limiting the residential car parking supply).

2. Maximise the attractiveness of walking, cycling and public transport: Maximising the attractiveness of walking, cycling and public transport is critical to achieving a modal shift away from private vehicles.

   Thirroul has good facilities for walking and cycling and is well serviced by public transport (both bus and train). TfNSW believes the proposed internal layout provides good connectivity to pedestrian desire lines, including the desire line to Thirroul Station.

   Consideration should be given to locating the southbound bus stop closer to a signalised pedestrian crossing, although it is acknowledged the proposed location would be within close proximity to the development.

   Improved cycling connections to existing shared paths in the area (i.e. pedestrian/cycle paths) could further increase the attractiveness of cycling. This could further reduce the demand for vehicular trips from this development and other developments in the area. If such connections were proposed, TfNSW would consider a reduction in the trip generation rates.

3. Local trips on local roads: Roads have both a mobility and accessibility function. Arterial roads and sub-arterial roads are generally designed to have a higher mobility function catering for longer trips. Local streets have a higher accessibility function catering for shorter trips and direct accesses to land use precincts, be it residential, industrial, commercial etc. In between, collector roads provide connectivity between the arterial/sub-arterial roads and the local streets and, on this basis, will generally have a role to provide a more balanced combination of mobility and accessibility.

   North of Point Street in Bulli, the existing road network relies solely on the Princes Highway/Lawrence Hargrave Drive corridor to provide for trips in to, out of and through the Northern Suburbs. As a result, this corridor serves an arterial/sub-arterial function, a collector road function and a local street function. For many trips, even the shortest local trips, motorists have to access this corridor.

   TfNSW believes this reliance on the single north south route is unsustainable, even with capacity upgrades along these roads. TfNSW believes the road network needs additional north south links in the form of local collector roads and local streets, to allow motorists undertaking local trips to use local roads and allow the Princes Highway/Lawrence Hargrave Drive to cater for longer trips. For instance, TfNSW highlights a resident seeking to access Thirroul Beach from McCauley's Beach Estate has to access Lawrence Hargrave Drive. Similarly, a resident near Thirroul Beach has to utilise Lawrence Hargrave Drive for local trips to destinations such as Sandon Point, Bulli High School etc.

   Given the above, TfNSW believes an appropriate network of additional local road connections, in the form of both collector roads and local streets, is vital in managing the increasing congestion challenges in the Northern Suburbs.

   While TfNSW recognises that such links will increase trips on local roads and that the residents on these roads will be opposed to such links, TfNSW believes the benefits of such links to the broader

community will be significant. These links will also provide benefit to the residents directly affected by facilitating more efficient and reliable journeys to destinations such as Corrimal, Wollongong and further afield. Furthermore, with a network of additional local road connections, coupled with appropriate local area traffic management strategies and infrastructure, TfNSW believes the movements on these roads can be restricted to local trips and amenity can be retained.

TfNSW believes traffic generating developments such as this should give consideration to opportunities to provide local road connections to offset the impacts of their additional traffic.

4. Improving the capacity of the arterial/sub-arterial road: Providing increased capacity along the arterial/sub-arterial road networks can help maintain travel time efficiency and journey reliability.

   The proposed signalised intersection does not improve the capacity of Lawrence Hargrave Drive, it simply facilitates safer access to and from King Street. While TfNSW recognises the existing arrangement at the intersection of Lawrence Hargrave Drive and King Street cannot provide safe access to and from the development, TfNSW believes the developer needs to consider other measures to ensure travel times on Lawrence Hargrave Drive are not significantly impacted by the development. That is, consideration to capacity improvements at other locations on Lawrence Hargrave Drive and the Princes Highway.

See attached traffic data titled Attachment 3

NOTE: Attachment 3 to be forwarded separately

See attached travel time data titled Attachment 4

NOTE: Attachment 4 to be forwarded separately

Attachment 2:

Transport Sydney Trains

12 May 2020

The General Manager
Wollongong City Council
Locked Bag 8821
Wollongong DC NSW 2500

ATTENTION: Jessica Saunders

Dear Sir/Madam,

STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007
DEVELOPMENT APPLICATION – DA-2020/363
282-298 LAWRENCE HARGRAVE DRIVE THIRROUL

I refer to Council's Planning Portal referral regarding the above Development Application. The proposed works fall under the provisions of Clause 86 of State Environmental Planning Policy (Infrastructure) 2007 which requires concurrence from Sydney Trains before approval can be granted by Council.

Sydney Trains has been delegated to act as the rail authority for development applications captured by State Environmental Planning Policy (Infrastructure) 2007 and has also been delegated to act as agent for RailCorp, the land owner of rail land.

As such, Sydney Trains has undertaken an initial assessment of the relevant documentation as provided through the Planning Portal. Sydney Trains is not in a position to make a decision on the granting of concurrence until additional Geotechnical and Structural information that meets Sydney Trains requirements are prepared and submitted to Sydney Trains for review.

Therefore, Sydney Trains requests that Council must 'stop-the-clock' on the assessment of this proposal until such time as the applicant provides the additional documentation that meets Sydney Trains standards, as follows:

a. Final Geotechnical Report
b. Final Structural report and drawings including rail specific potential impacts.
c. Construction methodology with details pertaining to structural support during excavation.
d. Cross sectional structural drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor (with measurements from Legal boundary and nearest track/infrastructure and confirmed as accurate by Registered Surveyor).
e. Detailed Survey Plan prepared by Registered Surveyor showing the relationship of the proposed development with respect to rail land and infrastructure.

In addition to the above, and subject to the outcome of Sydney Trains review of the above documentation, Sydney Trains may also require the preparation of a numeric modelling analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor.

Sydney Trains is a NSW Government agency
Level 3 - East, 36-46 George Street, Burwood NSW 2134 - PO Box 459 Burwood NSW 1805
Email DA_sydneytrains@transport.nsw.gov.au
www.transport.nsw.gov.au/sydneytrains ABN 38 284 779 682

NSW

Should Sydney Trains not be contacted or presented with the additional information within 1 month of this letter, Sydney Trains may choose to withhold its concurrence for the development proposal.

Should you wish to contact the writer at any time during normal working hours please email DA_sydneytrains@transport.nsw.gov.au.

Yours sincerely,

Jim Tsirimiagos
Town Planning Manager

Attachment 3:

Wollongong Design Review Panel
Meeting minutes and recommendations

Date	26 May 2020
Meeting location	Wollongong City Council Administration Offices
Panel members	Tony Tribe
	Karla Castellanos
	Marc Deuschle
Apologies	
Council staff	Mark Riordan – Manager Development Assessment & Certification John Wood - City Wide Development Manager Jessica Saunders – Senior Development Project Officer
Guests/ representatives of the applicant	Theo Loucas – Architect Alex Scionti – Owner's rep. Jim Apostolou - Architect
Declarations of Interest	Nil
Item number	2
DA number	DA02020/363
Reason for consideration by DRP	
Determination pathway	
Property address	282-298 Lawrence Hargraves Drive, Thirroul
Proposal	Commercial - demolition of the existing structures and tree removal. Construction of a three (3) storey mixed use development comprising two levels of basement car parking, commercial premises on the ground floor and 82 residential apartments on the upper floors.
Applicant or applicant's representative address to the design review panel	The panel met in Council Offices. The meeting was conducted remotely via Skype with the applicants who agreed to comment on design development and its responses to issues raised previously.
Background	The site was Inspected by the Panel on 26 May 2020 A pre-DA proposal was before a panel including Marc Deuschle and Tony Tribe on 30/7/19. Karla Castellanos is included on this panel to contribute specific urban design expertise.
Design quality principals SEPP 65	
Context and Neighbourhood Character	The panel is generally supportive of the development and its potential to reinforce the Thirroul village centre. Many issues will arise during design development of this major, complex multi-use development. The Panel's intent is to further encourage finessing of the planning and design. Urban Design The Panel expressed concern that the Urban Design Report presents as a 'response' to and reinforcement of architectural design decisions rather than establishing urban design principles and inspiration for design decision-making. As a result, it appears the design fit with its context is driven more by constraints than opportunities. In this regard, the Applicant should conduct a streetscape analysis to draw the predominant parapet lines and datums across the main streets and position the proposal in elevational form to illustrate how the proposed heights will compare with the rest of the town centre. Any departures from the existing and evolving characters should be evident as deliberate attempts to mark termination of vistas, arrival points or break the continuity of the form at key locations. All these principles enhance the design and assist in

	increasing legibility, the sense of fine grain and way-finding. An analysis-based response would make it easier to understand the various responses to the public domain that have been presented thus far. Vistas, Landmarking and wayfinding The focus of the visual impact assessment drawings underplays the development in deference to escarpment skyline protection and height compliance. These views and vistas should demonstrate development design decisions taken to enhance the village centre and capitalise and celebrate opportunities unique to the site, e.g.: - Centre identification from all approaches? - Roof top structure and plant / screening visible from south approach? - Street beautification, trees? - Entry definition (Residential & Shops)? - Vista/s to Internal Street COS and beyond to escarpment between Blocks A&B - Importance of inclusion of public toilets from Northern approach, view up King Street on arrival by car. Internal Street COS see comments under Built Form & Scale. Public Toilets The incorporation of the Public Toilet site at the Lawrence Hargrave Drive (LHD) bus stop is essential for the successful integration of the development with the village. This is demonstrated by perspectives but not plans. Whilst outside the Applicants' control, the proposal should include schematic plans for the integration of this land, ideally incorporating weather protection for the bus stop. The Beaches Hotel The future of the hotel is indeterminate. The blank east wall of Block F will be highly visible from approaches up King Street – the primary vehicle approach to the development. It is recommended apartments at L2 and 3 be setback from the boundary, with POS terraces facing east. The north elevation of Block A is needed to understand the interface with the hotel. W F Jackson Park The inclusion of the connection of the internal street COS to the park as previously suggested is commended. See also comments under Amenity.
Built Form and Scale	The Panel acknowledges improvements including the additional setback provided to maintain the two-storey presence to LHD, the improved residential interface of Block A to the hotel site, the reconfiguration of apartment blocks to allow COS to connect to the park and to reduce the length of building facing the railway and the internal street. SW Management & Flooding The planning and feasibility of the development relies on demonstrated engineering resolution of SW and flooding issues to the satisfaction of authorities, tenants and their insurers. The SW principles were explained as follows: Surface, and existing piped SW traversing the site is to be intercepted along the full length of the railway corridor by a storey height grated drain at the retail level. This drain, together with a large area towards King Street, operates as an extensive On-site

	Detention (OSD) tank. The existing large diameter SW pipes connecting to the downstream (LHD) system will be replaced with smaller diameter pipe/s at Basement 1 ceiling level. In an event where the OSD system surcharges, a southern on-site overflow path is provided next to the park. It is to be verified whether a northern overflow path is down King Street. Flooding In the vicinity of Raymond Road, LHD floods in severe events. The retail entries and supermarket are only marginally above kerb level. Flood management measures need to be clarified together with their impacts on the viable use and function of all retail floorspace. Rail Corridor Further inputs are yet to be available from the Rail Authority in relation to the stability, SW management and safety of the rail corridor. It was clarified that double glazing to the rail frontage is proposed for noise control. The glass louvre perimeter to balconies is apparently proposed to prevent occupants throwing objects into the rail corridor. The panel considers glass louvres preferable to security meshes. However, a glass louvre wall, like any wall over 1.4m high would render the balconies GBA to be accounted in FSR calculations. The nature of the enclosed balconies in combination with the overall length of the north -west elevation for buildings D, E and F exacerbates the appearance of bulk and scale of this portion of the site as seen from the railway. A relief in the overall perceived length of these combined blocks is required. Height WDCP 2009 The WDCP 2009 standard limits height to 2 storeys in the village centre. The panel is of the view that with the 6m setback proposed for the upper floor facing LHD reasonably presents to the street as 2 storey. The dip in LHD towards the centre of the site also assists the Panel in coming to this view. However, the roof will be highly visible from Kennedy's Hill demanding careful design integration of plant, screening and all roof top items. The indicated lift overrun of Block F appears to exceed the WLEP 2009 height limit by less than a metre. This minor localised non-compliance is away from streets and facades but any variance to the standard needs a 4.6 application. Internal Street COS The lineal COS separating 2-3 storey apartment blocks will have the character of a pedestrian street open to the park at the south end but constrained by vehicle ramps and overshadowed at the King Street end. Consideration should be given to visually opening up the King Street end to provide visual continuity from King St to the Park. Advantages of this would also include improved solar access to both COS & apartments, improved inter apartment privacy, the elimination of visually intrusive service dock/carpark openings to King Street and better aesthetic management of the long and short term interface with the hotel and future development. In addition, establishing the COS as a pedestrian street would open the wayfaring opportunities to give each apartment block a clear identity and address. The built form break between blocks A and B is an opportunity to create a view corridor beyond of mark the end of a vista; In plan,

	however, this space is being cluttered with the location of a lift lobby. This space should be opened up and made more permeable from the street level and any vertical circulation should be encapsulated within the footprint of either Block A or B to enhance the quality of the break.
Density	The proposal maximises the permissible FSR under WLEP 2009. The GBA calculations apparently include some 30-44 additional car spaces (Council counted 44 additional). The proposed operable glass louvre enclosure of railway corridor balconies may involve an increase in GBA. The GBA calculations need verification. Internal and external traffic as well as excessive facade length for the combined Blocks D and E and western end of F are amongst issues leading the panel to disfavour any variation in the permitted floorspace.
Sustainability	Rain Water Re-use It is recommended that all planted areas, particularly on-structure planted areas be irrigated, preferably automated. The 5000L RW tank proposed appears grossly inadequate for this and should be re-assessed proportionate to likely demand. Calculations should be provided showing the proposed irrigation schedule and required storage therefore. Given the long OSD channel is just to lead water to the storage area, if a portion of this was deeper it could provide much greater storage capacity with only minimal additional excavation. Energy Management It is understood solar power supplements apartment communal area loads. Other management measures carpark ventilation, lighting, etc. need to be demonstrated.
Landscape	Railway Vegetation Preservation - The substantial vegetation within the railway corridor along the western boundary is a valuable environmental resource and green buffer between the railway and proposed residential. It should be preserved. Despite the fact that the Arboricultural Report concludes that this vegetation & tree cover is not impacted, the panel is of the view it is jeopardized by the proposed removal of the existing retaining wall (sited within the property boundary by ~1-2m) and the construction of the lineal OSD channel. All works proposed along the western boundary should be modified to ensure preservation. Deep Soil Zone - Deep soil zones exist to the west and south. To the south, it serves as overland flow path for any surcharge of the OSD system. The proposal needs to demonstrate that planting, screening, surface treatments have been fully coordinated with the SW management design. The DSZ to the west has been reduced to 4m in width to accommodate the OSD channel, further to this area being used as POS and therefore having limited control over future use (such as residents paving over) raises concerns as to the viability of the DSZ. While the reduction to 4m could be supported, the issues of DSZ raised above need to be successfully addressed. Street Tree Planting - Awning design detail needs to be modified to accommodate the projected natural mature canopy of the nominated species.

	- More street trees appear possible along LHD. A 6-8m spacing would be suggested. Communal Open Space 'Internal Street' - A suggestion was made during the meeting to better open up the access to the COS off LHD and Raymond Road visually by better aligning the residential access point with Raymond Road. This access could become semi-public allowing a better transition to LHD with a more open space (similar to currently proposed) on the podium level allowing lobbies of Bldgs. A, B, C and D to open onto it. It may also allow a more significant view to the escarpment behind if built form alignment follows. - Flowing to the north and south from this larger COS between Bldgs. A-D there could be a variety or medium to small, active and passive, open and intimate COS spaces. These two comments recommend that the spatial hierarchy of the landscape be used to provide clear wayfinding through the site in lieu of large signage. - Changes have been made to parts of the COS based on previous comments provided by the panel. An attempt has been made to provide more variety of space sizes yet they very much still feel like they are all focused off the circulation path. - There is a greater variety of spaces proposed in this proposal to the last and it is heading in the right direction; however, furniture in some spaces (presumed to suggest the type of space it is) suggests that more refinement needs to be done. The smaller intimate spaces in the south open directly onto the path and lobby C; the playground has no entry/exit thresholds or control points to prevent children running off; the sitting spaces to the north have picnic tables but appear to have an unresolved function (or if for eating why no BBQ here). Program needs to better inform the spatial arrangement of the spaces. - In the current arrangement there are several areas where moving a gate to the side of a courtyard would allow a more substantial garden to be achieved and this should be implemented where possible. - The soil depths of on-structure planting areas should be confirmed in accord with ADG guidelines. The nominated tree species require a minimum of 1-metre soil depth in most cases and additional for large trees e.g. Brush Boxes.
Amenity	Pedestrian Circulation (Residential) Each residential block has lift access from the lower basement. In the event of lift failure or maintenance, apartments are accessed only by basement egress stairs via the streets. One, or ideally two, direct stair connections to the internal 'street' should be considered. Application of the urban design wayfinding comments discussed above to the internal circulation system is recommended to clarify destination identification and pedestrian desire lines for residents, visitors and minor deliveries. This applies particularly to the COS pedestrian street. Major Deliveries/Furniture Furniture delivery/removal to apartments is not addressed in the proposal. No service lift access from the dock area to the ground floor is indicated. Exposed Service Ramp

	An issue that discussed at the panel meeting was the exposed nature of the service ramp to the internal open space and its potential impacts with regards to acoustic and visual impacts, especially to Units F 206, F207 and F303. The proposed partial covering is not, in the opinion of the panel, enough to mitigate the potential impacts. Solar Access It is recommended that sun-eye diagrams be provided to substantiate achievement of ADG guidelines (2 hours sunlight to 70% of apartment living rooms and private open spaces) COS: The northern end of the internal 'street' is overshadowed by Block F apartments over the vehicle and pedestrian entries and constrained by ramp geometry. Re-consideration is recommended see Internal Street COS above in Built Form and Scale Cross Ventilation Verification of compliance with ADG standards is recommended on larger scale plans than available to the panel. Flow diagrams would be useful. Unit Internal Layouts Unit plans are very small and hard to read. In future iterations of the plans, the Panel hopes to see enlarged plans to better assess internal distances to back of kitchen, bedroom areas, internal storage and unit sizes. Park Access The proposed access to W F Jackson Park offers increased amenity to future residents and a potential short-cut to Thirroul Station. The park currently appears isolated by main road and railway and under used. Opportunities to improve facilities for residents and the public should be explored. There is currently a carpark exhaust located immediately adjacent to the park south of Block C. Any such features should be concealed within the building footprint and not exposed to areas of recreation. Waste management The proposed residential general and bulk waste management proposals are complex and inconvenient. The design should consider a local chute or other system conveniently serving each block. Frequent trips with garbage bags down to the cavernous lower basement are considered inconvenient and potentially unsafe. Awning to King Street An awning to King Street pedestrian entry and shops is desirable and should be considered
Safety	Flooding The extensive deep basements will rely on pumps to remove ground water and any surcharge. Flood management systems will need to include appropriate warning system to facilitate timely evacuation. Vehicle Circulation and Egress The panel expressed concern with the safety aspects of the system. Approximately 360 retail and residential car spaces are accessed by a single entry point with one lane each way, on a maximum gradient ramp. Access to the lower basement residential parking involved a loop through a portion of the retail parking area.

	All emergency eventualities should be addressed by specialist consultants. BCA Compliance The BCA report sighted raises many non-compliances requiring 'performance based engineering solutions'. Where development planning & layout are potentially impacted, these must be resolved prior to any consent, e.g. egress and fire-fighting. It is noted that no residential egress is proposed 'to open air connected directly to a public street'. The only exit from the internal 'street' not through a building is via the park, which is technically not a street. The Applicant needs to verify this information as it is the Panel's understanding that discharging to a public reserve is not permitted. Refer also to Internal Street COS in Built Form and Scale.
Housing Diversity and Social Interaction	A reasonable variety and proportion of 1, 2 and 3-bedroom apartments are proposed. A significant number of apartments are at the access street and COS level. Direct access is proposed, 'activating' the paths, in addition to front door access from the block lobby.
Aesthetics	King Street The approach to the main vehicle and pedestrian entries up King Street warrants specific design attention. The eastern blank wall fronting the hotel is not acceptable. Refer to comments under Built Form & Scale Internal Street COS Materials Painted render as the predominant external finish is discouraged. A more robust, high-quality, durable and low maintenance material palette is recommended particularly on public interface facades. Large scale part elevation/sections clearly delineating all materials, finishes and colours should be provided. The operable glass louvres are preferable to wire or metal mesh alternatives to railway frontage terraces. Refer also to Density above. Roofscape The delineation of roof elements, PV panels, lift over runs, evaporative condenser screenings etc is acknowledged. The roof of Blocks A&B will be highly visible from the Kennedy's Hill (south) approach. Large scale design details of visible roof elements and screening viewed from this approach are recommended. Signage Retail signage is usually a separate application, but often demonstrates little aesthetic coordination with the architectural design or context. It is strongly recommended a signage principles plan be provided, indicating centre ID signs, lead tenant ID signs, and the integration of individual shop hamper and under awning sign. Excessive signage within the COS is discouraged and wayfinding options should be explored that use space, landscape elements and materiality as wayfinding tools.
Design Excellence WLEP2009	
Whether a high standard of	The WLEP 2009 Design Excellence standards do not apply to this

architectural design, materials and detailing appropriate to the building type and location will be achieved	site. However, the development is of such significance to the future of the Thirroul Village high standards of design excellence are appropriate and are expected. The proposal, with consideration of issues raised in this report, architectural refinement and finessing has every potential to meet the requisite standards.
Whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,	The replacement of the supermarket and shops down to the street level of Lawrence Hargrave Drive will significantly activate the west side of the village centre and improve the quality and amenity of the public domain. However, to proceed , the engineering feasibility of stormwater and flood management must be substantiated.
Whether the proposed development detrimentally impacts on view corridors,	The proposal preserves the visual dominance of the escarpment in the precinct, and acceptably maintains the WDCP prescribed two storey street front character of the village. The notes above suggest opportunities to enhance existing view corridors and clarify wayfinding. It is strongly recommended these be considered and integrated where appropriate.
Whether the proposed development detrimentally overshadows an area shown distinctively coloured and numbered on the Sun Plane Protection Map,	NA
How the development addresses the following:	
the suitability of the land for development,	YES
existing and proposed uses and use mix	OK
heritage issues and streetscape constraints,	Refer above
the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,	NA
bulk, massing and modulation of buildings	Refer above
street frontage heights	Refer above
environmental impacts such as sustainable design, overshadowing, wind and reflectivity	Refer above
the achievement of the principles of ecologically sustainable development	NA
pedestrian, cycle, vehicular and service access, circulation and requirements	Refer above
impact on, and any proposed improvements to, the public	Refer above

domain	
Key issues, further Comments & Recommendations	The panel is grateful for the Applicants' acknowledgement of previous issues raised and incorporation of suggestions in the design development of this highly significant development for the Thirroul Village. Attention is drawn particularly urban design inputs raising positive opportunities in relation to exploiting and celebrating unique features of the site in its context to the benefit of residents, the public and all stakeholders. The panel acknowledges engineering inputs on key flood mitigation measures and stormwater management systems adopted. It remains concerned with the feasibility and stakeholder risk acceptability of these measures. On the basis this concern is satisfactorily negated, and itemised issues raised in this report are considered, synthesised and the proposal appropriately finessed, the project would have the Panel's support.

FORM LODGEMENT OF ADDITIONAL INFORMATION

Privacy Notification ***(Privacy and Personal Information Protection Act 1998 – Section 10)*** **-** The personal information that Council is collecting from you on this application form is personal information for the purposes of the Privacy and Personal Information Protection Act 1998 ('the Act'). The intended recipients of the personal information are officers within the Council and any person wishing to inspect the application in accordance with the Local Government Act 1993 or the Government Information (Public Access) Act 2009. The supply of the information by you is not voluntary and if you cannot provide or do not wish to provide the information sought, the Council will be unable to process your application. You may make application for access or amendment to information held by Council. You may also make a request that Council suppress your personal information from a public register. Council will consider any such application in accordance with the legislation. Council is to be regarded as the agency that holds the information. Enquiries concerning this matter can be addressed to Council by telephoning 4227 7111.

SECTION 1 APPLICATION DETAILS

Reference	This information is lodged for consideration in conjunction with			
	Application Number		Assessing Officer	

SECTION 2 SITE DETAILS

Lot Description *Attach extra sheet if insufficient space*	Lot/Unit	Sec	DP/SP	Lot/Unit	Sec	DP/SP
	Lot/Unit	Sec	DP/SP	Lot/Unit	Sec	DP/SP
Address	Number	Street		Suburb/Town		

SECTION 3 DETAILS OF PERSON LODGING THIS ADDITIONAL INFORMATION

(Additional information must be lodged by the applicant)

Company Name		
Name	Surname	Mr / Mrs / Other
	Given	Middle
Contact Details	Phone	Mobile
	Fax	Email
Declaration by Applicant(s)	I am/We are applying for consent for the proposed development described in this application and: I/We authorise Wollongong City Council to disclose my/our personal information to the NSW Department of Planning, Industry and Environment for the purpose of assessing my/our application, and that my/our personal information will be disclosed to other NSW Government agencies for the purpose of assessing my/our application; I/We declare that all the information relating to this application and identified on any associated plans or documents is, to the best of my/our knowledge, true and correct; I/We declare that the electronic data provided is a true copy of all plans and associated documents relating to this application; I/We declare that the electronic data is not corrupted and does not contain any viruses; I/We understand that if there is insufficient information or documentation provided at lodgement, the application may be delayed, rejected or may result in a request by Council for additional information; I/We understand that **Council will use the information and documentation provided for notification and public exhibition purposes** (if applicable) **including residential floor plans**; and I/We understand **that the information and documentation provided, including personal information, will be available for public inspection and copying at Council's Customer Service Centre, and made available for viewing on Council's website.**	

Name of Applicant 1		Applicant's Initials		Date
Name of Applicant 2		Applicant's Initials		Date

SECTION 4 LODGEMENT DETAILS

Reason *Attach extra sheet if insufficient space*	Was this additional information requested by Council? ☐ Yes ☐ No If no, please explain why this additional information is being lodged:
Amendments *Attach extra sheet if insufficient space*	Does this additional information amend plans already lodged with the application? ☐ Yes ☐ No If yes, provide details of the amendments below:

SECTION 5 DOCUMENT TRANSMITTAL

(You must provide one [1] digital copy and one [1] hard copy of each item of additional information lodged)

New (N) or Superseded (S)	Description	Plan or Document Number	Revision or Version Number	Date	Author