



**Joint Regional  
Planning Panels**

# **SOUTHERN JOINT REGIONAL PLANNING PANEL**

## **Agenda and Business Paper**

**Thursday 30 July at 2.00 pm**

**Wollongong City Council**

**41 Burelli Street, Wollongong**

## **Southern Region Panel Meeting**

### **AGENDA**

**30 July 2015**

**APOLOGIES**

**DECLARATIONS OF INTEREST**

**BUSINESS ITEMS**

*The following development applications are referred to the Southern Region Planning Panel for determination.*

<b>ITEM</b>	<b>SUBJECT</b>
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<b>1.</b>	<b>2014STH028 (DA-2014/1474)</b>
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	Post Graduate Student Accommodation - comprising six (6) storey (part 7 storey) building totalling 215 units (261 beds), communal area and courtyard, 42 car parking spaces, landscaping and site infrastructure works at 2 Northfields Avenue, Keiraville
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<b>2.</b>	<b>2013STH032 (DA-2013/1419)</b>
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	30 level mixed use development incorporating retail, commercial, hotel, function, recreational and residential uses inclusive of 4 basement levels at 10-14 Regent Street Wollongong
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# **COUNCIL REPORT**

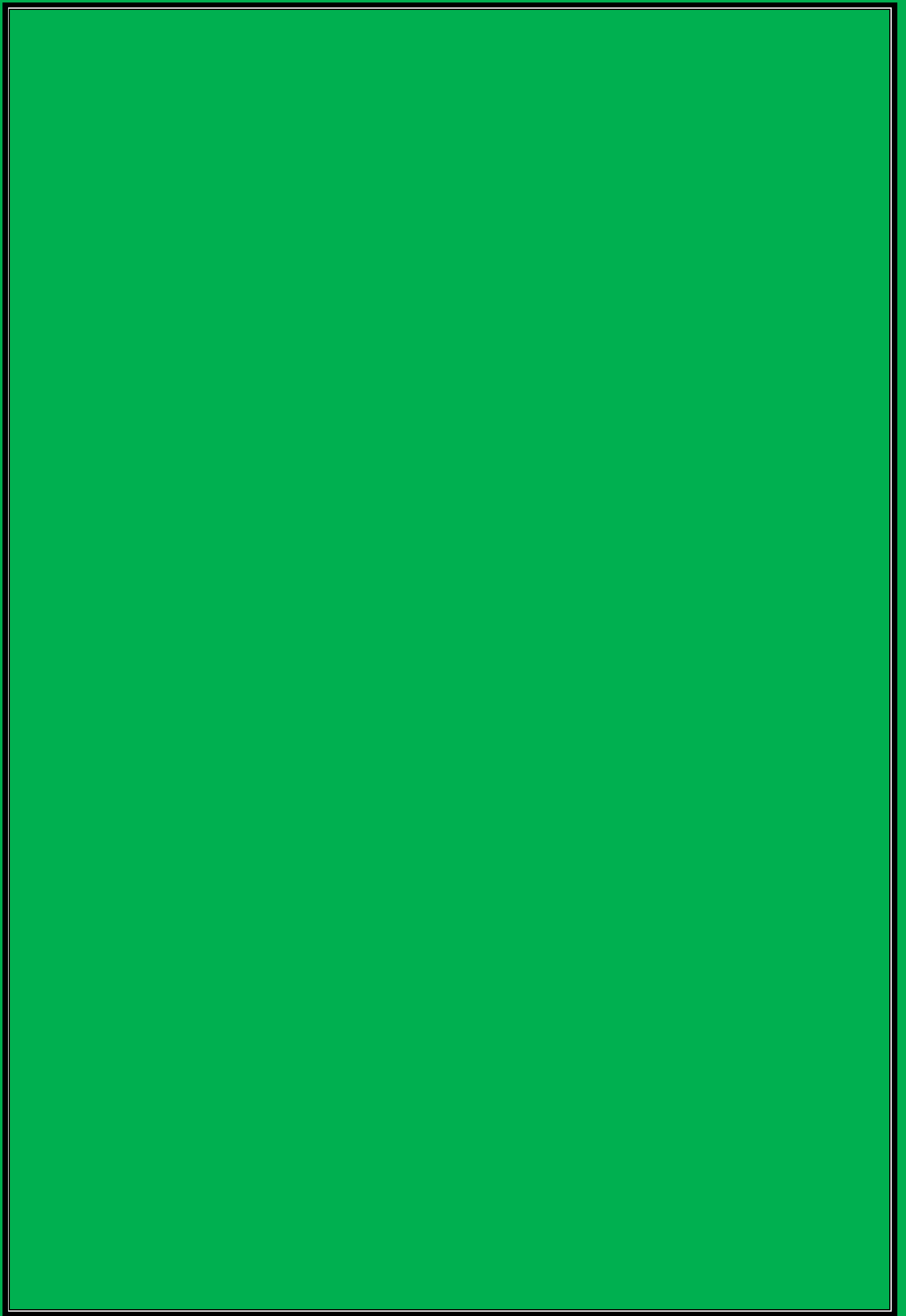
**16 July 2015**

**2014STH028 (DA2014/1474)**

**Post Graduate Student**

**Accommodation**

**2 Northfields Avenue, Keiraville**



<b>JRPP No.</b>	2014STH028
<b>DA No.</b>	<b>DA-2014/1474</b>
<b>Proposal</b>	Post Graduate Student Accommodation Facility- comprising six (6) and seven (7) storey building totalling 215 units (261 beds), communal area and courtyard, on site car parking for 69 cars, landscaping and site infrastructure works
<b>Property</b>	University of Wollongong (UOW) 2 Northfields Avenue, Keiraville/Gwynneville Part Lot 1 DP 1188267
<b>Applicant</b>	Hutchinson Builders
<b>Responsible Team</b>	Development Assessment and Certification – City Wide Planning Team (JS)

## 1. PURPOSE OF REPORT

This addendum report has been prepared in response to the recommendations of the JRPP determination meeting of 8 May 2015 (Attachment 2). The report should be read in conjunction with Council's original assessment report to the JRPP (Attachment 1).

## 2. BACKGROUND

On 8 May 2015, the JRPP resolved to defer determination of the proposed development application in order to have certain matters further considered including; the cumulative impacts of traffic and car parking in conjunction with DA-2015/1510, amendment to the proposal to address concerns surrounding the provision of off-site car parking at the Innovation Campus (iC) and to encourage Council and the University to jointly commit to the preparation of both a car parking and access study for the area and a masterplan for the future development of the campus.

Additional information to address the deferred matters has been provided.

This report details a record and assessment of that information and further consideration of relevant matters including submissions received in response to re-exhibition.

## 3. RECOMMENDATIONS OF THE JRPP

- DA-2014/1474 be deferred so that the Panel can be confident that car parking and cumulative impacts of traffic and parking on the local road network can be resolved in conjunction with DA-2014/1510.***

### Response:

DA-2014/1510 is currently under assessment awaiting the submission of additional information and will be reported separately to the JRPP. Notwithstanding, the applicant has submitted a supplementary report (Attachment 3) addressing the University of Wollongong Car Parking and Traffic Impact assessment matters which considers both applications.

### *Traffic:*

The traffic generation of both developments and consideration of impacts on the surrounding road network was provided within the original application submission package. This information included a SIDRA analysis of the surrounding intersections including Robsons Road and Northfields Avenue, Northfields Avenue and the University Ring Road, Northfields Avenue and Irvine Street and Irvine Street and Madeline Street. The report considered the expected traffic generation of both developments on the performance of these intersections and concluded that the traffic performance would be satisfactory.

This information has been assessed both by Council's Traffic Officer and the NSW Roads and Maritime Service previously. No objections to the development were identified. Due to the nature of both proposals; being for student accommodation, additional traffic generation during peak hours is expected to be minimal and are not considered likely to result in significant changes to the analysis of the identified intersections.

### *Parking:*

Off-site car parking provision at the iC has been removed from the proposal and all necessary parking to service the developments is now proposed as additional spaces within the main campus site.

The submitted Cumulative Transport Initiatives Plan (Attachment 4) provides a visual representation of the amendments to car parking provision to cater for both applications on the main campus site.

The applicant has further increased car parking provision for both applications to meet a ratio of 1 car parking space per 3 student accommodation agreements. This is consistent with the car parking provision rate approved by the JRPP for K2 in 2010 and in excess of the 1:5 rate required for boarding houses via WDCP 2009, to which the development could be considered to most typically relate in terms of intended use and management.

#### DA-2014/1474

An additional 35 student resident car parking spaces are nominated within the existing P1 (multi-storey) car park to cater for DA-2014/1474, Building 120. This is an increase of 10 spaces from that previously presented, now totalling 69 spaces.

Further consideration has been given to the management of the numbers of students within the larger rooms and the provision of car parking to meet potential future demands. The applicant has provided commentary within the supplementary report (Attachment 3) which identifies that as Building 120 is proposed for Post Graduate Students only, the larger dwellings, (30 x 2 bedroom and 8 x 3 bedroom) are expected to be used by families and not separate students.

The data and demographics available for Post Graduate Students indicate that the development would be predominately filled by international students who have a lower car ownership rate. Draft condition 132 (Attachment 8) is proposed requiring that the management of the car parking rates for the building align with the number of accommodation agreements entered into for the development. Should the additional rooms within the proposed two or three bedroom dwellings be used by the students' family, only one accommodation agreement would be entered into by the student. If the multi-bedroom dwellings were to be filled by separate students, multiple accommodation agreements would be required and additional car parking provision would be required to be provided within car park P1.

In the case of the double rooms, it is recognised that occupation could be reasonably expected to be by persons in a direct relationship and therefore require only 1 accommodation agreement. The number of persons within each 'dwelling' will be managed by the UOW accommodation agreements.

This presents a car parking provision rate of 1 space per 3 student accommodation agreements.

The existing multi storey car park P1 is currently comprised of four (4) levels of reserved permit car parking and eight (8) levels of ticket 'Pay & Display' parking. The 35 car parking spaces to be allocated within car park P1 for residents of Building 120 are expected to be sourced from within the existing staff permit car parking area. The 35 staff permit spaces are to be re-assigned to car park P5a which has been approved (DA-2014/1311) and is currently under construction (Construction Certificate issued on 14 April 2015). When completed, car park P5a will provide for an additional 79 car parking spaces on campus.

Should Building 120 be fully occupied and each bedroom within the 2 and 3 bedroom units occupied by unrelated persons (highest occupancy scenario), the maximum potential occupancy would be 254 students/persons. To meet the requirements of draft condition 132 (Attachment 8), in addition to the retention of the 34 on site car parking spaces, UOW would be required to allocate a further 16 car parking spaces within car park P1 and off-set those current staff spaces to car park P5a to comply with the required rate of 1 car parking space per accommodation agreement. There will be sufficient additional capacity within car park P5a upon completion to cater for the potential maximum required offset resulting from the allocation of 51 (35 + max additional 16) student resident car parking spaces within car park P1.

Draft condition 131 (Attachment 8) is also proposed to ensure that the Building 120 is used only for the purposes of Post Graduate Student Accommodation or University Visitor Accommodation directly in association with the University's operations as a tertiary education provider.

DA-2015/1510

The submitted Cumulative Transport Initiatives Plan (Attachment 4) identifies a new multi-storey car park is proposed to be constructed in the location of current P3 (south western car park) to provide for a total of 270 secure student resident car parks to cater for proposed Buildings 73, 74 and 75 and the retention of the existing 361 Pay & Display and UOW permit car parking spaces.

It is expected that this matter would be considered within the assessment of DA-2015/1510, however, as the submitted plan indicates, the applicant proposes to provide car parking at a rate of 1 car parking space per 3 student accommodation agreements to service the development.

Cumulative traffic and parking impacts resulting from the two development proposals are considered to have been sufficiently addressed via a supplementary report and amended plans such that car parking provision to service each development is proposed wholly within the main campus site at a ratio of 1 space per 3 student accommodation agreements with no net loss of existing on campus spaces.

- 2. *The Panel considers that parking at the Innovation Campus cannot be relied upon to serve this property and consideration be given to providing necessary parking as additional spaces on campus.***

Response:

As indicated within the discussion for deferred matter 1 above and identified within the Cumulative Transport Initiatives Plan (Attachment 4), off-site long-term car parking at the Innovation Campus has been removed and the proposal amended such that all necessary parking to service the development(s) is provided on campus.

It is considered that deferred matter 2 has been sufficiently addressed.

- 3. *The Panel encourages Wollongong City Council and the University of Wollongong to jointly prepare a parking and access study for the area and a masterplan for inclusion in a development control plan chapter.***

Response:

The University provided a letter to Council on 6 June 2015 (Attachment 5) committing funding towards both the preparation of a parking and access study for the area and a future development campus masterplan.

These matters have been reviewed by relevant staff within Council's Infrastructure and Works and Environmental Strategy and Planning Divisions.

Separately, Council at the meeting of 22 June 2015, resolved that the Draft Annual Plan and attachments to the plan be amended to include the addition of a new Annual Deliverable, being "Council advocate for contribution from RMS to bring forward the Keiraville/Gwynneville Access and Movement Strategy"; and note on supporting documents that "Council resolved on 9 June 2015, that the Keiraville/Gwynneville Access and Movement Strategy would be brought forward to 2015/16 should a financial contribution from RMS be forthcoming".

Following the Council Resolution and letters provided at (Attachments 5 and 6), at present, the preparation of a car parking, access and movement strategy is pending advice/funding from the NSW RMS as they would be required to be involved in the process. Should no financial contribution be received from the NSW RMS, it is understood the project will commence as soon as practical in the 2016/17 financial year.

A response was forwarded to the University on 2 July 2015 (Attachment 6) confirming Council's commitments regarding the access and movement strategy.

In terms of the preparation of a masterplan, the matter has been discussed at executive level and a response is to be forwarded to the University advising of Council's support, and seeking a meeting to further discuss the project. A copy of Council's letter will be provided to the Panel prior to the determination meeting.

It is therefore considered that deferred matter 3 has been sufficiently addressed as far as could be reasonably expected in the circumstances and that the initiatives proposed will include extensive community consultation over time with necessary reporting to Council for endorsement at a future date(s).

#### 4. SECTION 94A DEVELOPMENT CONTRIBUTION FEE REVIEW

Concerns expressed at the JRPP meeting in relation to development contributions have been further explored and Council's Section 94 Officer has undertaken a review (Attachment 7). The advice received identifies for the retention of the previous decision for the granting of a full exemption to DA-2014/1474 from development contributions under the existing planning provisions as the proposal is for privately funded community infrastructure in the form of facilities for the University of Wollongong.

#### 5. EXHIBITION

Additional information to address the deferred matters identified by the JRPP were re-exhibited for a period of 19 days by direct letter to previous submitters, adjoining and adjacent properties and a notice was also placed within Council's page of the Wollongong Advertiser.

Nine (9) submissions were received including that from Neighbourhood Forum 5.

No further submissions were received from public authorities.

A summary of issues and comments are presented as follows:

<i><b>Issue</b></i>	<i><b>Comment</b></i>
<b>1. Traffic and Car Parking Matters:</b> <ul style="list-style-type: none"> <li>– 69 car spaces for the entire building are inadequate and will result in an overflow of car parking to surrounding streets.</li> <li>– The Access and Movement study: <ul style="list-style-type: none"> <li>• The study should be completed prior to the determination of any further development applications at UOW, or a condition of consent be imposed which requires that the funding allocation and timeframe for the study has been agreed to prior to the issue of the Occupation Certificate for the development.</li> <li>• Clarification as to who will complete the access and movement study is sought.</li> <li>• The study area should include the Wollongong Hospital precinct and the North Wollongong Train Station.</li> <li>• The further development of the study is reliant on funding being provided by the RMS. The recent Council resolution should not be considered as resolving the issue.</li> </ul> </li> </ul>	<p>See discussion under points 1 and 2 above in relation to traffic and car parking matters.</p> <p>The proposal has been amended in response to the JRPP concerns which has resulted in the provision of additional car parking at the campus at a rate of 1 student resident car park per 3 accommodation agreements.</p> <p>The basis for the additional car parking spaces has been clarified by the applicant. It is understood that the additional spaces include a buffer to accommodate 'worst case' parking numbers. Given the car ownership survey data this 'worst case' is considered unlikely, but the applicant has demonstrated that there are surplus car spaces on the site to account for any increase in student accommodation agreements and therefore an increase in car parking requirements.</p> <p>See discussion under point 3 with regard to the access and movement strategy.</p> <p>Council has responded to the Vice Chancellor on 2 July 2015 confirming Council's commitment to the Keiraville and Gwynneville Access and Movement Study. A copy is provided at Attachment 6 to this report.</p>



<ul style="list-style-type: none"> <li>• The community should not be disadvantaged due to the Council's lack of action in terms of funding an access and movement strategy. This should have been done 2 years ago when it was first brought to Council's attention.</li> </ul> <ul style="list-style-type: none"> <li>– No additional evidence has been supplied by the university demonstrating that people who live on campus won't need a car.</li> <li>– A firm commitment is requested from the UOW as to the construction of the multistorey car park indicated on the submitted transport initiatives plan.</li> <li>– A rate of 1:3 is the preferred standard. The rate of 1:5 should not be relied upon as 1:3 was initially approved by the JRPP for the K2 building. The rate was lowered following a modification application to Wollongong City Council.</li> <li>– The resident experience is that student car parking extends well outside of the scope of the study area presented within the supplementary traffic report.</li> <li>– Resident experience also disputes the survey data being used as an argument that the impact of car parking has lessened. The impact has not reduced, but the nature of it has changed. Cars parked surrounding the university were previously utilised by day visitors, where the cars would go home after classes were finished. Campus residents park their cars on the street for long periods of time, which has a greater impact and essentially turns the streets into a car park.</li> <li>– Using percentages to represent the data is not accurate. Raw numbers should be displayed which would show an increase.</li> <li>– The commitments to alternative modes of travel mostly relate to when the student would live at the university campus accommodation. The UOWs own documentation indicates that 85% of students brought their car to Wollongong for the purpose of visiting their home town. UOW is yet to develop a scheme which could reduce the numbers of cars being brought to the campus to start with.</li> <li>– The traffic study is inadequate as it has not been updated following the amended proposal which includes a multi-storey car park at P3 which will result in additional traffic flow.</li> <li>– UOW encourages people travelling to the campus to travel along Murphy's Ave and Robsons Road. The impact of this</li> </ul>	<p>RMS involvement in the project is key to its successful implementation and as such, on 9 June 2015 Council resolved to write to the Minister for Transport and Infrastructure, Parliamentary Secretary for the Illawarra and local members of State Parliament seeking assistance in securing an agreement from the RMS to fund part of this study. Council has also resolved to bring forward \$100,000 to fund the Keiraville/Gwynneville Access and Movement Strategy to the 2015/16 financial year if the RMS makes a similar contribution.</p> <p>Should Council not be able to secure funding from the RMS, it is understood that scoping for the project will continue throughout this financial year so that the project can proceed as soon as practical in the 2016/17 financial year.</p> <p>The scope of the study has not yet been determined. It is expected that the scope of the access and movement study will be determined subject to further community consultation.</p> <p>It is considered that the submitted transport initiatives plan and submitted documentation to date is sufficient to address the concerns identified A rate of 1 car park per 3 student accommodation agreements is required and conditioned for.</p> <p>Data presented indicates that the demographics of Post Graduate Students residing within student accommodation are predominately international students. Data also suggests that international students are far less likely to own a car.</p> <p>Draft condition 132 (Attachment 8) requires that there is to be no net loss of car parking at the University Campus as a result of the development.</p> <p>Council's Traffic Officer has reviewed the application submission, and additional information submitted along with site/locality conditions. Satisfactory referral advice has been received subject to a number of conditions with regard to on-site car parking and traffic management.</p> <p>The impact of the expected traffic generation of the development on the surrounding road network has been considered as outlined within the traffic impact assessment report. Due to the nature of the development, it is not considered that future students would result in any significant increase in traffic generation during peak hour. The submitted traffic impact assessment has been considered by Council's Traffic Engineer and the NSW RMS previously and no objections to the proposed development on this basis have been identified.</p> <p>Changes in traffic arrangements associated with the construction of a new multistorey car park at P3 are expected to be considered as part of the assessment of DA-2014/1510.</p> <p>The proposal is not considered in isolation to require</p>
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<p>additional traffic has not been considered.</p> <ul style="list-style-type: none"> <li>– The number of current bus movements puts the bus stop (including the impacts of the upgrade to the bus interchange) at capacity.</li> <li>– The UOW should provide contingency plans for the proposed commitments being relied upon.</li> </ul>	<p>the provision of additional bus services.</p> <p>The commitments presented by the University are conditioned for via draft conditions 107 and 123 (Attachment 8). Should these conditions prove difficult to implement, a section 96 modification application will be required to be lodged and may require the presentation of alternate solutions to traffic and car parking matters.</p>
<p><b>2. Design and Character of the proposal:</b></p> <ul style="list-style-type: none"> <li>– The design and height of the proposed development is out of character with the surrounding suburb, adjoining residential properties and the vision for the Keiraville/Gwynneville suburb.</li> <li>– The setback to Northfields Avenue should be increased to at least 6m to allow sufficient landscaping.</li> <li>– The development is not sympathetic to its surrounds.</li> <li>– More trees need to be retained on the site.</li> </ul>	<p>The development site does not have an applicable height or FSR development standard. As such, a merit and design assessment has been undertaken as discussed throughout the original assessment report. The scale of the development proposed is considered appropriate in this instance.</p> <p>The development is not considered to be out of context with the character of Northfields Avenue either at present or the desired future character of the University precinct.</p> <p>A minimum front setback of 5.95m is proposed. This setback occurs for a length of approximately 15m only, with the remainder of the building setback more than 16m. It is considered that sufficient landscaping is proposed within the front setback.</p> <p>Council's Landscape Officer has reviewed the proposal with regard to tree removal and has provided a conditionally satisfactory referral response.</p> <p>The proposal was referred to Council's Design Review Panel and responses have been provided by the applicant to each identified matter as discussed throughout the original assessment report. The design of the proposed development is not considered to be unsatisfactory in this instance.</p>
<p><b>3. Section 94A Development Contribution Fees:</b></p> <ul style="list-style-type: none"> <li>– The application relates to a commercial development and not community infrastructure and subsequently should not be granted any exemption to the payment of S94A fees.</li> <li>– A detailed report should be provided which addresses the requested waiver.</li> <li>– The payment of S94A fees could be used to expedite the Traffic and Movement Study.</li> <li>– The UOW submission to the matter is inadequate and does not address the communities concerns.</li> </ul>	<p>Following the JRPP meeting of 8 May, a review has been undertaken to the requested exemption to the payment of S94A fees by Council's Section 94A Officer.</p> <p>See discussion at section 4 of this report.</p>
<p><b>4. Masterplan:</b></p> <ul style="list-style-type: none"> <li>– A masterplan for the subject site is required as it would be for any other large</li> </ul>	<p>See discussion under matter 3 above.</p> <p>The matter has been discussed at executive level</p>

<p>scale site across the LGA. This masterplan should be produced in conjunction with WCC, the community and UOW.</p> <ul style="list-style-type: none"> <li>– The masterplan should be incorporated into a section of the DCP. This would provide an opportunity for the community to be actively engaged and the finished product to be readily available.</li> <li>– The UOW should look outside of the current campus. Additional student accommodation in the city centre and the innovation campus would assist in supporting these two areas.</li> <li>– The development of the masterplan should be given a timeframe.</li> <li>– The masterplan should address future student accommodation developments proposed.</li> </ul>	<p>and a response is to be forwarded to the Vice Chancellor advising of Council's support, and seeking a meeting to further discuss the project. A copy of Council's letter will be provided to the Panel prior to the determination meeting.</p> <p>The details of the masterplan including the method for its preparation, scope, timeframe and final form are currently undetermined.</p> <p>It is expected that the masterplan preparation process will include extensive community consultation.</p>
<p><b>5. Technical Briefing:</b></p> <ul style="list-style-type: none"> <li>– The letter provided by Hutchinson Builders dated June 4 requests that the JRPP receive a 'technical briefing' on traffic and car parking matters.</li> <li>– This should not occur unless the community are given the same opportunity to present to the panel, or are invited to attend. This would ensure transparency in the process.</li> </ul>	<p>A briefing with the applicant is made available via the JRPP Operational Procedures and is at the discretion of the Panel Chair.</p> <p>At any briefing session, the regional panel is not able to offer an opinion on the overall merits of the proposal, or to direct the person undertaking the assessment in relation to the content of any advice or recommendation provided in their report.</p> <p>The purpose of the briefing is such that the Panel are provided an additional technical explanation by the applicant and/or consultants in relation to specific aspects of the development application.</p> <p>In this instance, a technical briefing was held between the JRPP and applicant on 25 June 2015. The purpose of the technical briefing was to present a technical explanation of the matters relating to car parking and traffic to the Panel and related to the submitted Supplementary Report addressing Parking and Traffic impacts of the development as exhibited.</p>

Issue	1	2	3	4	5
Frequency	8	6	3	1	3

## 6. OTHER LEGISLATIVE REQUIREMENTS – CROWN AUTHORITY

In accordance with the provisions of Clause 89 of the Environmental Planning and Assessment Act 1979, the applicant, Hutchinson Builders (on behalf of a Crown Authority - University of Wollongong), has been afforded the opportunity to review and has agreed to the revised draft conditions as presented (Attachment 8).

## 7. CONCLUSION

This application has been assessed in accordance with Section 79C (i) of the *Environmental Planning and Assessment Act 1979*, the relevant provisions of State Environmental Planning Policy (Infrastructure) 2007, State Environmental Planning Policy No. 65, WLEP 2009 and WDCP 2009. The proposal is not considered to be in conflict with the objectives sought by these provisions.

A merit assessment of the proposal has been undertaken against statutory provisions which relate to comparable land uses due to the typology of the development and limited applicable development standards and controls. In this case, it is considered that the proposal demonstrates reasonable compliance with controls that could be sensibly considered to apply in the circumstance.

The applicant by way of supplementary information submitted has addressed previously identified deferred matters by means of:

- Providing additional information as to the cumulative consideration of the impacts of traffic and car parking on the local road network of both DA-2014/1474 and DA-2014/1510.
- Providing car parking to service the development within the main campus site at the ratio of 1 space per 3 student accommodation agreements; and
- Commitment to the development of a future campus masterplan and the Keiraville/Gwynneville Access and Movement Strategy in conjunction with Council.

The re-exhibition of the proposal has identified two continuing main community concerns, being traffic/parking management and the contextual relationship of the proposal in the locality.

It is suggested the proposal is not out of context in the University precinct having considered design elements, zoning change transition matters and likely future development potential in the immediate area. Some of the issues raised in submissions though technically unresolved are considered to be adequately addressed either through design, commitment by the University to future strategies and/or management and implementation or by way of proposed conditions of consent.

Any remaining issues are not considered to be sufficient to refuse the application.

## 8. RECOMMENDATION

It is recommended that development application DA-2014/1474 be approved pursuant to Section 80 and 89 of the *Environmental Planning and Assessment Act 1979* subject to the draft conditions at Attachment 8.

## ATTACHMENTS

1.	JRPP Report – 8 May 2015
2.	JRPP determination and statement of reasons – 8 May 2015
3.	Supplementary Report on Student Accommodation – University of Wollongong Car Parking and Traffic Impact Assessment
4.	Transport Initiatives Plan
5.	Letter from Vice Chancellor to the General Manager
6	Response to Vice Chancellor
7.	Section 94A Development Contributions Review
8.	Draft Conditions

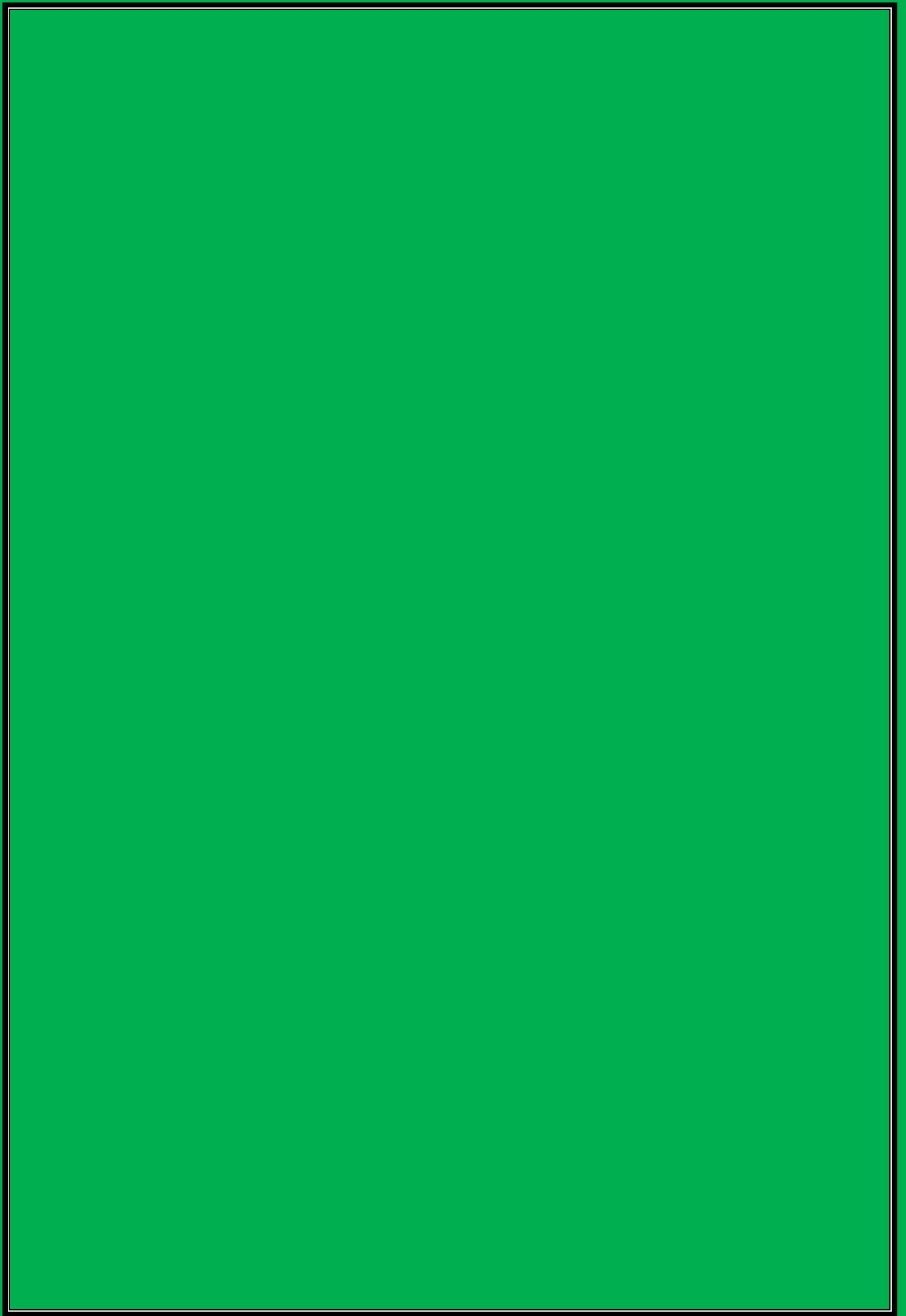
# **Attachment 1 – JRPP Report (8 May 2015)**

**2014STH028 (DA2014/1474)**

**Post Graduate Student**

**Accommodation**

**2 Northfields Avenue, Keiraville**



<b>JRPP No.</b>	2014STH028
<b>DA No.</b>	DA-2014/1474
<b>Proposal</b>	Post Graduate Student Accommodation Facility- comprising six (6) and seven (7) storey building totalling 215 units (261 beds), communal area and courtyard, car parking (42 spaces on site plus 25 off site spaces at the iC), landscaping and site infrastructure works
<b>Property</b>	University of Wollongong (UOW) 2 Northfields Avenue, Keiraville/Gwynneville Part Lot 1 DP 1188267  UOW Innovation Campus (iC) 3 Innovation Way, North Wollongong Lot 11 DP 1172135
<b>Applicant</b>	Hutchinson Builders
<b>Responsible Team</b>	Development Assessment and Certification – City Wide Planning Team (JS)

## **ASSESSMENT REPORT AND RECOMMENDATION**

### **1. Executive Summary**

#### **Reason for consideration by Joint Regional Planning Panel**

The proposal has been referred to Joint Regional Planning Panel pursuant to Schedule 4A (3) and (5) of the *Environmental Planning and Assessment Act 1979* as the Capital Investment Value (CIV) is greater than \$5 (five) Million for the purpose of Crown Development and the development generally has a CIV of greater than \$20 (twenty) Million.

#### **Proposal**

The development application seeks consent for the construction of post graduate student accommodation at the UOW main campus comprising 215 units (261 beds), communal area and courtyard, a 42 space car parking area, landscaping and site infrastructure works. The development comprises a part 6 and part 7 storey building with common kitchen, utility, study and administration facilities proposed on the ground flood and a mix of single, studios, double studios, 2 and 3 bedrooms, visitors rooms and one onsite managers residence on the upper floors. Vehicular access to the development is proposed from Madoline Street. A further 25 off-site long term car parking spaces are to be located within an existing car park at the University's iC.

The proposal is considered Crown development pursuant to Part 4 Division 4 of the *Environmental Planning and Assessment Act 1979*, as Australian Universities are listed as a prescribed person pursuant to Clause 226(1)(C) of the *Environmental Planning and Assessment Regulation 2000*.

#### **Permissibility**

There are four (4) separate land use zones which relate to the University landholding. The subject development site exhibits the SP2 Infrastructure zone pursuant to Wollongong Local Environmental Plan (WLEP) 2009. The proposal is categorised as student accommodation which is considered to be ordinarily incidental and/or ancillary to the primary use of the site as an Educational Establishment. Educational Establishments are identified as a purpose on the Land Zoning Map and the proposal is therefore considered permissible in the zone with development consent. The iC site exhibits the SP1 Special Activities – Innovation Campus. The car park is considered to be ordinarily incidental and/or ancillary to that development and was approved via DA-2014/348.

#### **Consultation**

##### Exhibition:

The proposal was exhibited in accordance with Appendix 1 - Public Notification and Advertising Procedures of Wollongong Development Control Plan (WDCP) 2009 and received 34 (thirty four)

submissions. Following the receipt of additional information including amended plans, the proposal was re-exhibited to the first round respondents with 16 (sixteen) submissions received. Submission has been received from Neighbourhood Forum 5. The issues raised are discussed at section 3.9 of the report.

#### External:

Consultation has also occurred with relevant external authorities, namely the NSW Rural Fire Service (RFS), NSW Roads and Maritime Service (RMS), NSW Office of Water, Sydney Water, NSW Department of Planning and Environment and Endeavour Energy. In each instance, satisfactory referral advice has been received.

#### Internal:

Details of the proposal were referred to Council's Geotechnical, Stormwater, Traffic, Environment, SCAT, Landscape, Infrastructure and Health Officers for assessment. In each instance, satisfactory referral advice has been received.

### **Main Issues**

The main issues arising from the assessment process include:-

- Car parking and traffic generation
- Scale and character
- Design matters and locational compatibility
- Section 94A Development Contribution Fee exemption
- Typology of development proposed as relates to relevant statutory provisions and controls.

Further discussion of the issues identified is included throughout the report.

### **Conclusion**

This application has been assessed in accordance with Section 79C (i) of the *Environmental Planning and Assessment Act 1979*, the relevant provisions of State Environmental Planning Policy (Infrastructure) 2007, State Environmental Planning Policy No. 65, WLEP 2009 and WDCP 2009. The proposal is not considered to be in conflict with the objectives sought by these provisions.

Council has undertaken a merit assessment of the proposal against statutory provisions which relate to comparable land uses due to the typology of the development and limited applicable development standards and controls. In this case, it is considered that the proposal demonstrates reasonable compliance with controls that could be sensibly considered to apply in the circumstance. This is further discussed throughout the report.

The exhibition of the proposal has identified two main community concerns – traffic/parking management and the contextual relationship of the proposal in the locality. It is considered that car parking provision for the proposal at the rate of 1 space per 4.4 beds is appropriate as relates to submitted post graduate student car ownership data. It is also considered the proposal is not out of context in the University precinct having considered design elements, zoning change transition matters and likely future development potential in the immediate area.

Some of the issues raised in submissions though technically unresolved are considered to be adequately addressed either through design, continued commitment by UOW to strategies and/or management and implementation or by way of conditions of consent. Any remaining issues are not considered to be sufficient to refuse the application.

### **Recommendation**

It is recommended that development application DA-2014/1474 be approved pursuant to Section 80 and 89 of the *Environmental Planning and Assessment Act 1979* subject to the draft conditions at Attachment 8.



## 2. APPLICATION OVERVIEW

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### 2.1 PLANNING CONTROLS

The following planning controls apply to the development:

State Environmental Planning Policies:

- SEPP (State and Regional Development ) 2011
- SEPP (Infrastructure) 2007
- SEPP No. 55 – Remediation of Land
- SEPP (Building Sustainability Index: BASIX) 2004
- SEPP No. 65 – Design Quality of Residential Flat Development

Local Environmental Planning Policies:

- Wollongong Local Environmental Plan (WLEP) 2009

Development Control Plans:

- Wollongong Development Control Plan (WDCP) 2009

Other policies

- Wollongong Section 94A Development Contributions Plan 2014

### 2.2 PROPOSAL

The development will involve the construction of a Post Graduate Student Accommodation facility comprising 215 units and associated facilities including car parking and communal open space areas.

The proposal consists of the following main elements:

- Construction of a part 6 and part 7 storey building to be known as 'Building 120' comprising 215 units totalling 261 beds in a variety of unit sizes and communal facilities including a kitchen and dining area, study rooms, laundry facilities, garbage and other utilities, and administration areas;
- An at grade car park comprising 42 spaces with access off Madoline Street (34 secure car spaces available to residents with 7 visitor and maintenance car parking spaces and 1 car share space) and 25 off-site car parking spaces at the iC;
- Landscaping works, including a communal courtyard with a covered outdoor dining area, tree planting and minor site terracing and
- Site infrastructure works.

The 215 residential units comprise 8x three bed units, 30x two bed units, 57x double studios, 113x single studios, 1x on site managers residence and 6x single visitor rooms with a total of 261 beds.

Pedestrian access to the accommodation facility will be via a secure entry airlock to the north east of the building to Northfields Avenue and two lifts are proposed to service the development.

This proposal is considered Crown development pursuant to Part 4 Division 4 of the *Environmental Planning and Assessment Act 1979*, as Australian Universities are listed as a 'prescribed person' pursuant to Clause 226(1)(C) of the *Environmental Planning and Assessment Regulation 2000*.

The proposal is considered Integrated Development – Special Fire Protection Purpose land use as defined pursuant to Section 100B of the *Rural Fires Act 1997*.

The proposal is considered to be traffic generating development as defined pursuant to Clause 104 of the State Environmental Planning Policy (Infrastructure) 2007 as the development relates to an Educational Establishment which caters for more than 50 students.

The photomontage at Figure 1 depicts the main entry of the proposed development within the context of the site. The view is looking west towards Robsons Road along Northfields Avenue.



**Figure 1: Western perspective of proposal**

Architectural plans and further perspectives are provided at Attachment 1.

## 2.3 BACKGROUND

The UOW landholding has had numerous development applications that relate to the current use as a University Campus. More recently, DA-2009/1189 was conditionally approved by the JRPP for a 360 bed student accommodation development known as 'K2' which fronts Robsons Road.

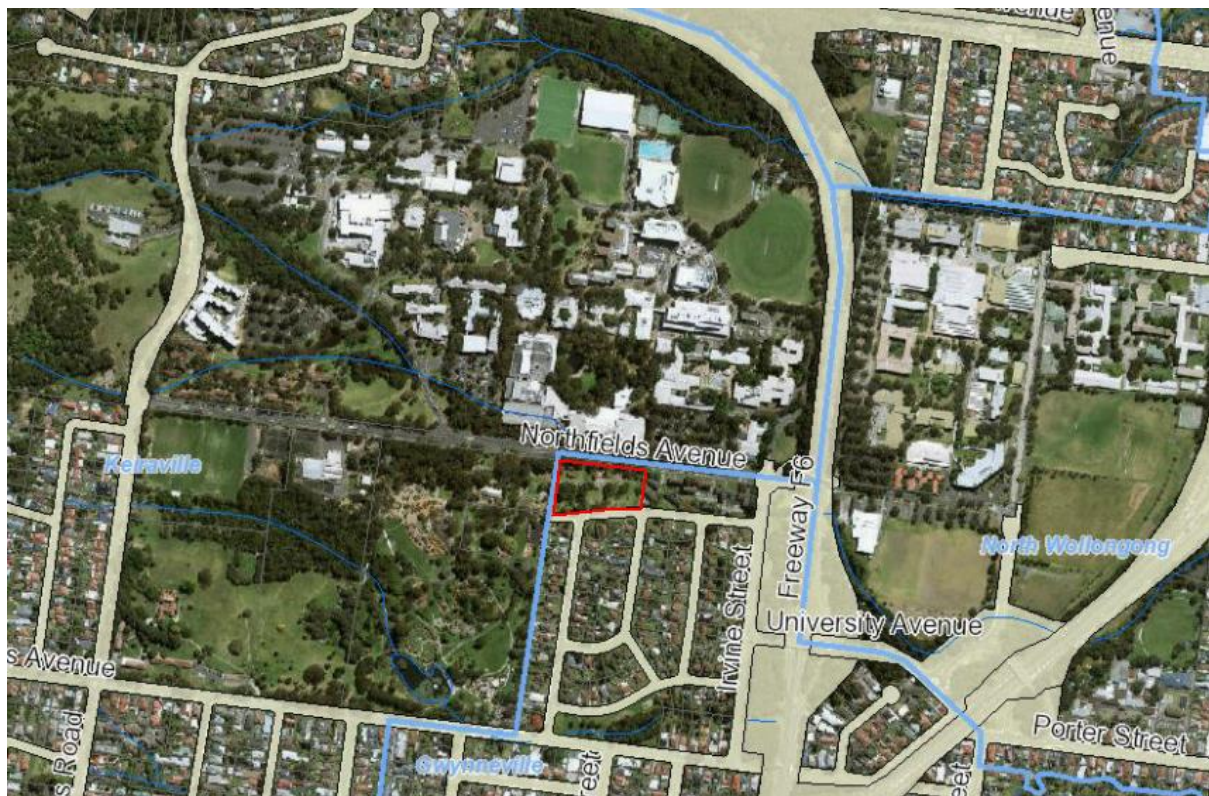
For the current proposal, a prelodgement meeting was held between Council staff and the proponent in October 2014. Matters identified at the meeting have been reasonably addressed within the application submission. Separately the University engaged with the Local Neighbourhood Forum 5 (NF5) via presentations and discussions regarding the proposal prior to lodgement of the application.

### Customer service actions

The property does not have any outstanding customer service actions.

## 2.4 SITE DESCRIPTION

The site is located at 2 Northfields Avenue, Keiraville/Gwynneville and the Title reference is Lot 1 DP 1163615. The site is owned by the UOW and is bounded by Illawarra Escarpment lands West of Robson Road, Madoline Street to the South and Mount Ousley Road to the North and East. The total landholding is approximately 89.39 ha. The subject development site is located between Madoline Street, the Wollongong Botanic Gardens and Northfields Avenue as depicted in Figure 2.



**Figure 2: Aerial Photograph-** subject development site highlighted

The subject site is currently vacant and was previously comprised of 16 residential lots, each containing a dwelling house. The land was consolidated with the larger University Lot in 2011, concurrently with the eastern portion of land that is currently comprised of 9 buildings known as Graduate House.

The subject site slopes from the South West to the North East and contains a number of established trees. The main pedestrian link to the University Campus from the south traverses the western extent of the development site.

Immediately to the South of the subject site the prevailing land use is low density residential, to the West Wollongong Botanic Gardens and to the North the main University Campus.

Reference to Lot 11 DP 1172135, 3 Innovation Way North Wollongong is also included in the site description due to the association, by way of provision of 25 off-site car spaces within an existing approved and completed car park (DA-2014/348) at the iC to assist in servicing the development. In this regard it is considered there are no further direct assessment issues to be addressed other than the inclusion of the 25 spaces in the draft conditions at Attachment 8.

#### Property constraints

Council records list the University landholding as being affected by the following constraints:

- Land fill
- Riparian land
- Unstable land
- Acid sulphate soils
- Flood hazard
- Bushfire hazard
- Heritage - Illawarra Escarpment – Conservation Area – Landscape
- Restrictions on the use of land relate to easements for underground cables, padmount substations, drainage, and electricity. It is considered the restrictions on Title do not preclude the proposed development.



Given the extensive area of the University's landholding, the above property constraints are differentiated over the whole site and apply to specific areas only. An investigation of Council's land information system has identified that only the mapped areas for flooding, land fill and unstable land extents apply to the subject development site location.

## **2.5 CONSULTATION**

### **2.5.1 INTERNAL CONSULTATION**

Details of the proposal were referred to Council's Geotechnical, Stormwater, Traffic, Environment, SCAT, Landscape, Infrastructure and Health Officers for assessment. Satisfactory referral advice, comment and/or recommended conditions were provided in each instance. Assessment considerations of internal groups as relates to relevant Chapters of the WDCP 2009 are presented at section 3.3.1 of the report.

### **2.5.2 EXTERNAL CONSULTATION**

#### **NSW Office of Water**

The proposal was lodged and initially considered as Integrated Development requiring a controlled activity approval pursuant to Section 91 of the *Water Management Act 2000*. A response received on 4 December 2014 identified that the Office does not consider the proposal integrated as the nearby drainage line is piped and the site is not considered waterfront land. Consequently the proposal is exempt from the requirement to obtain a Controlled Activity Approval.

#### **NSW Rural Fire Service**

The proposal is considered to be Integrated Development – Special Fire Protection Purpose land use as defined pursuant to Section 100B of the *Rural Fires Act 1997*. A response received on 2 January 2015 contained a Bushfire Safety Authority subject to one condition requiring that the University's Emergency Evacuation Plan be updated to include the proposed additional Student Accommodation facility.

#### **Roads and Maritime Services**

The proposal is considered Traffic Generating Development pursuant to Clause 104 of the *State Environmental Planning Policy (Infrastructure) 2007* as the development is proposed in association with a large educational establishment. A response received on 19 December 2014 indicated no objections in principle as the subject development is considered unlikely to have a significant impact on the classified road network. Further, the RMS consider that there are opportunities to better understand the future traffic demands to and around the University which would assist in informing decisions relating to future infrastructure requirements. The RMS provided a number of comments only to Council which were considered by Council's Traffic Officer as part of the assessment process.

#### **Endeavour Energy**

Details of the proposal were referred to Endeavour Energy given the scale of development and proposed new padmount substation. A response received on 17 December 2014 indicated no objections to the proposal and no conditions were recommended in this regard.

#### **Sydney Water Corporation**

Given the proposed development contains 215 residential units for student accommodation and the requirements of Section 78 of the *Sydney Water Act 1994*, the consent authority must give the Corporation notice of the application.

A response received on 22 December 2014 indicated that services are available to the site and requested a condition for a Section 73 Certificate to be included within any consent issued.

#### **NSW Department of Planning and Environment**

The Department were consulted in relation to SEPP (State and Regional Development) 2011 as relates to the appropriate statutory determination pathway for the proposal. A response received on 2 June 2014 from a delegate of the Director General identified the JRPP as the appropriate determining authority. This matter is further discussed at section 3.1.1 of this report.

Copies of the responses from the external agencies are provided at Attachment 7.

## 3. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

### SECTION 79C ASSESSMENT

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#### Section 79C – Evaluation

##### (1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) <i>the provisions of:</i>	
(i) <i>any environmental planning instrument, and</i>	See section 3.1
(ii) <i>any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and</i>	See section 3.2
(iii) <i>any development control plan, and</i>	See section 3.3
(iia) <i>any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and</i>	See section 3.4
(iv) <i>the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,</i>	See section 3.5
(v) <i>any coastal zone management plan (within the meaning of the Coastal Protection Act 1979),</i>	See section 3.6
<i>that apply to the land to which the development application relates,</i>	
(b) <i>the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,</i>	See section 3.7
(c) <i>the suitability of the site for the development,</i>	See section 3.8
(d) <i>any submissions made in accordance with this Act or the regulations,</i>	See section 3.9
(e) <i>the public interest.</i>	See section 3.10

### 3.1 SECTION 79C 1(A)(I) ANY ENVIRONMENTAL PLANNING INSTRUMENT

#### 3.1.1 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT ) 2011

State Environmental Planning Policy (State and Regional Development) 2011 applies to certain development that is considered to be of significance to the state. For the purpose of clause 89C of the *Environmental Planning and Assessment Act 1979* development is declared to be of state significance if:

- 8 (1)(a) *the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and*  
(b) *the development is specified in Schedule 1 or 2.*

Schedule 1 of SEPP (State and Regional Development) 2011 lists the types of development that are regarded as state significant development. The proposed development is captured by clause 15 of Schedule 1 (below).

### **15 Educational establishments**

*Development for the purpose of educational establishments (including associated research facilities) that has a capital investment value of more than \$30 million.*

The application submitted to Council nominates the capital investment value of the project at \$31 million.

However, correspondence received from a delegate of the Director General from the NSW Department of Planning and Environment in June 2014 advised that the appropriate determination pathway for the proposed development to be via a development application submission to Council. Further, the Department do not consider the development to be State Significant Development pursuant to the policy with the understanding that application be referred to the JRPP for determination as the proposal is captured within Schedule 4A of the *Environmental Planning and Assessment Act 1979* as "Crown development over \$5 Million" and "Development that has a capital investment value of more than \$20 million" generally.

## **3.1.2 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007**

### **Division 5 Electricity Transmission or Distribution**

#### **Clause 45**

Before determining an application a consent authority must advise the electricity supply authority of the application where development proposed is within 5m of an exposed overhead electricity power line. Endeavour Energy advised in writing on the 17 December 2014 that they raised no objection to the proposal.

### **Division 17 Roads and Traffic**

#### **Clause 104 Traffic Generating Development**

Clause 104 requires certain traffic generating development to be referred to the NSW Roads and Maritime Services (RMS) for comment within 7 days of the application being made. Schedule 3 of the ISEPP lists an application for a new educational establishment or the enlargement of or extension to an existing educational establishment as requiring referral.

The RMS on 19 December 2014 provided the following comments:

*RMS has reviewed the information provided. RMS will not object to the development application in principle given the subject development is unlikely to have a significant impact on the classified road network due to the relatively low generation rates.*

*Notwithstanding the above, RMS considers there are opportunities to better understand future traffic demands to and around the University. This in turn would help inform decisions relating to future infrastructure requirements.*

*RMS would appreciate the opportunity to continue to work closely with Council and the University to ensure growth at the Wollongong Campus is undertaken in a sustainable manner.*

Following the submission of additional information relating to car parking provision and the relationship to the University's Wollongong Campus Transport Strategy – Parking (2014), the proposal was renotified, however, Council elected not to refer the additional information received to the RMS as it was considered no further matters were relevant with regard to impacts on the classified road network.

## **3.1.3 STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND**

SEPP 55 requires that, when assessing a development application, the consent authority must give consideration to whether the land to which the development application relates is contaminated. If so, consideration must be given to whether the land is suitable (in either its contaminated state or after remediation), for the purpose for which the development is proposed to be carried out.

The SEPP requires the consent authority to consider a preliminary investigation of the land as there may have been previous land uses which may have resulted in contamination. In this case the subject site was previously comprised of 16 dwelling houses. All dwellings have since been removed via separate development applications lodged and approved in 2007. The southern portion of land to which this application applies was acquired by the University between 2006 and 2007 approximately.

A Preliminary Contamination Assessment prepared by Coffey Geotechnics Pty Ltd formed part of the application submission. Soil sampling and laboratory testing was undertaken as part of the assessment. The assessment found that, based on available information, the likelihood of contamination was low.

The potential for contamination has also been considered by Council's Environment Officer who has advised that the report is satisfactory. Draft conditions are recommended in this regard to account for any unexpected finds.

The site is considered to be appropriate for the land use proposed as relates to contamination matters.

### 3.1.4 STATE ENVIRONMENTAL PLANNING POLICY (BUILDING SUSTAINABILITY INDEX: BASIX) 2004

SEPP BASIX applies to the development.

In accordance with Schedule 1 of the Regulations and SEPP 2004 a BASIX Certificate has been submitted in support of the application demonstrating that the proposed scheme achieves the BASIX targets.

### 3.1.5 STATE ENVIRONMENTAL PLANNING POLICY NO. 65 – DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT

The proposal is subject to the provisions of State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development (SEPP 65).

Clause 3 of the SEPP defines 'Residential flat buildings' as follows:

*"Residential flat building" means a building that comprises or includes:*

- (a) 3 or more storeys (not including levels below ground level provided for car parking or storage, or both, that protrude less than 1.2 metres above ground level), and*
- (b) 4 or more self-contained dwellings (whether or not the building includes uses for other purposes, such as shops),*

The SEPP does not provide a definition for 'self-contained dwellings'.

To be deemed as a Residential Flat Building pursuant to this policy, a building must not be classified as a Class 1a or 1b buildings under the Building Code of Australia (BCA).

It is considered the building proposed would be appropriately classified under the BCA as a Class 2 or 3 building. The rooms however, are not considered to be completely self-contained.

**Class 2** - a building containing 2 or more sole occupancy units each being a separate dwelling.

**Class 3** - a residential building, other than a building of Class 1 or 2, which is a common place of long term transient living for a number of unrelated persons including – a boarding house, guest house, hostel, lodging house, back-packers accommodation; or the residential part of a hotel or motel; or the residential part of a school; or accommodation for the aged or children or people with disabilities; or the residential part of a health-care building that accommodates members of staff; or a residential part of a detention centre.

In this instance, communal laundry facilities and kitchens are proposed. As such, the proposed development may not be considered to include 'self-contained' dwellings and thus would not directly align with the definition of a residential flat building under the SEPP.

Notwithstanding, a merit assessment against this policy has been undertaken demonstrating reasonable compliance with both design principles and relevant controls for a residential flat building, to which the proposed development could be considered as comparable. A copy is provided at Attachment 4.

Clause 50 of the *Environmental Planning and Assessment (EP&A) Regulation 2000* states:

*(1A) A development application that relates to a residential flat development, and that is made on or after 1 December 2003, must be accompanied by a design verification from a qualified designer, being a statement in which the qualified designer verifies:*

*(a) that he or she designed, or directed the design, of the residential flat development, and*

*(b) that the design quality principles set out in Part 2 of State Environmental Planning Policy No 65-Design Quality of Residential Flat Development are achieved for the residential flat development.*

The application was accompanied by a Design Verification Statement. A copy is provided at Attachment 4.

## **Part 2 Design quality principles**

Clauses 9-18 of the SEPP set out ten (10) design quality principles which must be considered in the preparation of the design of the building (Schedule 1(2)(5)(a) EP&A Regulation 2000).

A merit assessment of the proposal against these principles is provided at Attachment 4.

### **30 Determination of development applications**

*(1) After receipt of a development application for consent to carry out residential flat development (other than State significant development) and before it determines the application, the consent authority is to obtain the advice of the relevant design review panel (if any) concerning the design quality of the residential flat development.*

The proposal was referred to Councils DRP on 19 February 2015. A copy of the DRP comments is provided at Attachment 2. The applicants' response to matters identified by the DRP are included at Attachment 3.

*(2) In determining a development application for consent to carry out residential flat development, a consent authority is to take into consideration (in addition to any other matters that are required to be, or may be, taken into consideration):*

*(a) the advice (if any) obtained in accordance with subclause (1), and*

*(b) the design quality of the residential flat development when evaluated in accordance with the design quality principles, and*

*(c) the publication Residential Flat Design Code (a publication of the Department of Planning, September 2002).*

A merit assessment of the proposal against the Residential Flat Design Code (RFDC) is provided at Attachment 4.

### **In summary**

As further discussed within section 3.1.6 below, the proposed postgraduate student accommodation is not considered to directly align with the definition of a 'residential flat building' under the SEPP.

Notwithstanding, a merit assessment has been undertaken demonstrating reasonable compliance with the relevant design principles and controls for a residential flat buildings, to which the proposed development could be considered as comparable.

The proposed development is not dissimilar to recent student accommodation developments at UOW and other tertiary institutions i.e. Sydney University and Monash University. The proposed development is considered to satisfy the provisions of the SEPP to the extent to which they could be considered to reasonably apply. The proposed building is not considered to be inconsistent with the bulk and scale of the locality when considering the development within the context of the larger University site.

Draft condition 131 at Attachment 8 is recommended with regard to the ongoing use of the development for post graduate student accommodation purposes only.



### 3.1.6 WOLLONGONG LOCAL ENVIRONMENTAL PLAN 2009

#### Clause 1.4 Definitions

**Educational establishment** means a building or place used for education (including teaching), being:

- (a) a school, or
- (b) a tertiary institution, including a university or a TAFE establishment, that provides formal education and is constituted by or under an Act.

#### Planning Comment:

Due to the proposed building design and use, the typology of the development can lend itself to both a residential flat building and a boarding house when considered in terms of form, function and management of the proposed facility. This combination of uses is considered to be consistent with the definitions contained within WLEP 2009.

**residential flat building** means a building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing.

**Note.** Residential flat buildings are a type of **residential accommodation**— see the definition of that term in this Dictionary.

**boarding house** means a building that:

- (a) is wholly or partly let in lodgings, and
  - (b) provides lodgers with a principal place of residence for 3 months or more, and
  - (c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and
  - (d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers,
- but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

**Note.** Boarding houses are a type of **residential accommodation**—see the definition of that term in this Dictionary.

However, permissibility of the proposed development is established under the definition of an **educational establishment** which is a permissible use in the prevailing SP2 zone for the specific site area. The University is constituted under the *University of Wollongong Act 1989*. Section 7 of this Act deals with the provision of facilities for students and staff which states:

*The University may, for the purposes of or in connection with the exercise of its functions, provide such facilities for its students and staff and other members of the university community as the University considers desirable.*

As such, the proposed development is considered to provide facilities for students via on campus accommodation within an **educational establishment** as ordinarily incidental or ancillary development to the existing primary land use.

#### **Part 2 Permitted or prohibited development**

##### Clause 2.2 – zoning of land to which Plan applies

There are four (4) separate land use zones which relate to the subject site as follows:

- E2 – Environmental Conservation
- RE1 – Public Recreation
- SP2 – Road
- SP2 – Educational Establishment

The subject development site is wholly zoned SP2 – Educational Establishment as depicted at Figure 3.

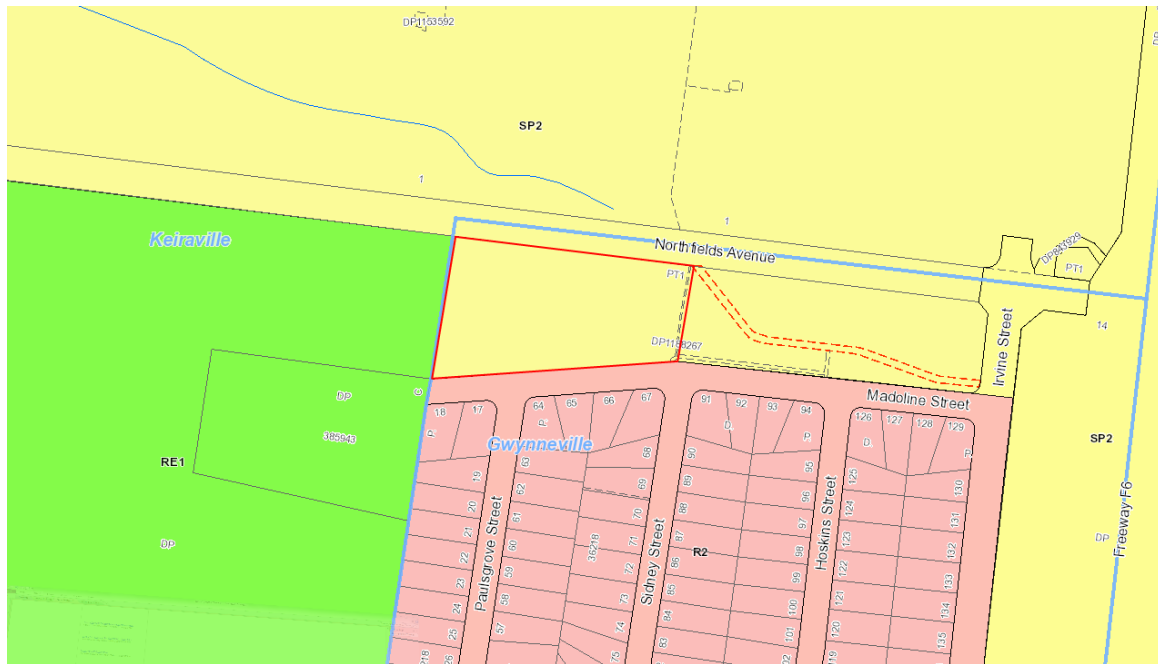


Figure 3: Development Site WLEP 2009 Zoning Map

#### Clause 2.3 – Zone objectives and land use table

The objectives of the SP2 Infrastructure zone are as follows:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To provide for key transport corridors.*

The proposal is not considered to be inconsistent with regard to the above objectives as relates to development that is ordinarily incidental or ancillary to an **Educational Establishment**.

The land use table permits the following uses in the zone.

***The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose;*** Advertising structures; Business identification signs; Child care centres; Community facilities; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Respite day care centres; Roads

The Land Zoning Map identifies the site as for the purpose of an **Educational Establishment**. The proposed use of the building for student accommodation is considered to be development which is ordinarily incidental or ancillary to the primary use as discussed in Clause 1.4 above.

In this respect, the provision of Student Accommodation is considered desirable by the University and is required to provide for the needs of students and as a response to industry trends.

As such, permissibility of the proposal is considered established.

#### Clause 4.3 Height of buildings

(1) *The objectives of this clause are as follows:*

- (a) *to establish the maximum height limit in which buildings can be designed and floor space can be achieved,*
- (b) *to permit building heights that encourage high quality urban form,*
- (c) *to ensure buildings and public areas continue to have views of the sky and receive exposure to sunlight.*

WLEP 2009 Mapping does not identify a height restriction for the site. Notwithstanding, the maximum height of the proposal at 23.25 metres is not considered to be inconsistent with the other buildings within the University campus. The building has been designed with regard to public areas and is considered to provide for adequate sunlight provision. The design of the building is considered to be

satisfactory, as relates to high quality urban form and as previously discussed at section 3.1.5 of this report (SEPP 65 considerations) and Attachment 4.

As such, the height of the proposed development is not considered to be inconsistent with the objectives of this clause.

#### Clause 4.4 Floor space ratio

(1) *The objectives of this clause are as follows:*

- (a) *to provide an appropriate correlation between the size of a site and the extent of any development on that site,*
- (b) *to establish the maximum development density and intensity of land use, taking into account the availability of infrastructure to service that site and the vehicle and pedestrian traffic the development will generate,*
- (c) *to ensure buildings are compatible with the bulk and scale of the locality.*

WLEP 2009 Mapping does not identify a maximum floor space ratio for the land/site. The applicant has provided additional information demonstrating the relationship of the proposed building with the existing and future character of the surrounding area. The proposed bulk and scale of the building is considered to be appropriate in this instance due to the articulated design which provides an appropriate correlation between the size of the site, in total being over 89Ha, and the development footprint of 7,720sqm proposed. The proposed building is not considered to be inconsistent with the bulk and scale of the locality when considering the development within the context of the larger University site.

### **Part 5 Miscellaneous provisions**

#### Clause 5.9 Preservation of trees or vegetation

(1) *The objective of this clause is to preserve the amenity of the area, including biodiversity values, through the preservation of trees and other vegetation.*

Council's Environment and Landscape Officers have considered the submitted Arborists Report for tree removal from the site to accommodate the proposed building. The proposal has been designed to retain the large eucalypts that front Northfields Avenue where possible. Significant landscaping works are proposed within the site area and draft condition 118 is recommended requiring compensatory plantings. The proposal is not considered to be inconsistent with the objectives of this clause in that the development has aimed to preserve the amenity of the area through the preservation of significant trees and other vegetation where possible.

#### Clause 5.10 Heritage conservation

The University's landholding is identified as containing a heritage item due to western portion forming part of the Illawarra Escarpment Landscape Area which is identified within Schedule 5 Environmental Heritage of WLEP 2009. The subject development site is approximately one kilometre from the mapped area and as such, no adverse impacts are expected in this regard. Council's records do not identify other heritage items located in the immediate vicinity of, or visible from the site.

#### Clause 5.11 Bush fire hazard reduction

The proposal is considered to be Integrated Development – Special Fire Protection Purpose land use as defined pursuant to Section 100B of the *Rural Fires Act 1997*. A response received on 2 January 2015 contained a Bushfire Safety Authority subject to one condition requiring that the University's Emergency Evacuation Plan be updated to include the proposed additional Student Accommodation facility.

It should be noted that the bushfire hazard mapping does not extend to the specific development site within the University landholding.

Any bush fire hazard reduction work that is to be carried out within the site requires consent and is to be authorised by the *Rural Fires Act 1997*.

### **Part 6 Urban release areas**

Not applicable

## **Part 7 Local provisions – general**

### Clause 7.1 – Public Utility Infrastructure

Development consent must not be granted on unless the consent authority is satisfied that suitable arrangements can be made for the supply of water, electricity and disposal of sewage. The site is connected to Sydney water and as such has access to water supply and sewage disposal. Electricity is available to the site. Draft conditions are recommended with regard to ensuring that suitable arrangements are in place with the relevant utility provider prior to the issue of the Construction Certificate. This matter was also discussed at section 2.5.2 as relates to external consultations.

### Clause 7.3 Flood planning area

The land is identified as being potentially flood hazard affected. The applicant has provided a Flood Study which identifies that the flood affectation mapping of the University landholding does not extend to within the specific development site. Council's Stormwater Officer has assessed the application in this regard and identified no objection to the proposal. Draft conditions are recommended with regard to stormwater and flooding matters.

### Clause 7.4 Riparian lands

The Riparian Land Map indicates the University landholding contains riparian land, the nearest being 100m from the subject development site - Category 2 corridor – terrestrial and aquatic habitat.

Council's Environment Officer has reviewed the application in this regard and is satisfied.

### Clause 7.5 Acid Sulfate Soils

Whilst the University landholding is mapped as potentially containing Acid Sulfate Soils, the Map does not extend to within the subject development site. Council's Environment Officer has reviewed the application in this regard and is satisfied.

### Clause 7.6 Earthworks

The earthworks required for the proposal are considered to be minor in nature. Council's Environment Officer has reviewed the application which included a Site Management Plan in this regard and is satisfied. Draft conditions are recommended with regard to soil erosion and sediment control.

### Clause 7.8 Illawarra Escarpment area conservation

The far western portion of the University's landholding is located within the Illawarra Escarpment Area. This area does not extend into the specific development site and as such, has no impact on the proposal. Council's Environment Officer has reviewed the application in this regard and is satisfied.

### Clause 7.18 Design excellence in Wollongong city centre and at key sites

The subject development site is not located in the defined Wollongong City Centre area or as being a Key Site on the Key Sites Map. Despite this, considering the scale of the development proposed, it was appropriate for the development to be reviewed by Council's Design Review Panel (DRP) as previously discussed in section 3.1.5.

It is considered a high standard of architectural design and materials have been proposed. The external form and appearance of the development is consistent with that of other University student accommodation developments in the locality and is considered to be satisfactory. Shadow diagrams have been provided with the application submission that demonstrates the proposal will have minimal impacts with regard to overshadowing of adjoining properties and it is considered this is adequate gradation by way of topography and distance of the built form transitioning to residential areas to the south. Architectural plans are provided at Attachment 1.

The proposal is considered to be suitable for the land in the context of the University campus and precinct and may be reasonably expected to result in a positive outcome for the public domain in the locality.

## 3.2 SECTION 79C 1(A)(II) ANY PROPOSED INSTRUMENT

### 3.2.1 STATE ENVIRONMENTAL PLANNING POLICY NO. 65 – DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT (DRAFT AMENDMENT 3)

An amendment to SEPP 65 was placed on exhibition from 23 September 2014 to 31 October 2014. The amendments to SEPP 65 are still in draft form and have not been formally adopted. The proposal has been assessed against draft SEPP65 and is not considered to be inconsistent as far as could reasonably be considered to apply to the proposed development (also see comments at section 3.1.5).

The proposal is considered acceptable when considering the 9 Design Quality Principles being:

1. Context and Neighbourhood Character
2. Built form and Character
3. Density
4. Sustainability
5. Landscape
6. Amenity
7. Safety
8. Housing Diversity and Social Interaction
9. Architectural Expression

The proposal is also considered acceptable when considering the requirements of the companion Apartment Design Guide.

## 3.3 SECTION 79C 1(A)(III) ANY DEVELOPMENT CONTROL PLAN

### 3.3.1 WOLLONGONG DEVELOPMENT CONTROL PLAN 2009

Section 3.1.6 has identified that the proposed student accommodation facility is considered as a use that is ordinarily incidental or ancillary to the primary use of the site as a University (Educational Establishment) as required by clause 2.3 of WLEP 2009 from which permissibility is established.

Notwithstanding, it is considered that the use of the proposed facility is similar to both a '*residential flat building*' and '*boarding house*' pursuant to WLEP 2009 definitions and that it is appropriate the proposal is assessed on merit against the controls in WDCP 2009 as identified below.

#### CHAPTER D1 – CHARACTER STATEMENTS

##### Gwynneville

##### *Desired Future Character:*

*Gwynneville will remain a low to medium density residential suburb with some new medium density housing likely to occur around North Wollongong railway station, the University of Wollongong and the Wollongong TAFE campuses.*

*Any new residential building should be designed to be relatively sympathetic with the surrounding residential development in terms of housing style and external finishes. In this respect, face brickwork or a combination of face brick on the ground floor and rendered brickwork on the upper storey is considered most appropriate. New residential buildings should also feature hipped or gabled end roof forms.*

*The existing retail centre will remain a village centre which provides for the daily convenience needs of the surrounding population. Higher order retailing and business services will continue to be provided by the Wollongong City Centre.*

The proposal is considered to be in keeping with the future desired character for Gwynneville when considered in relation to the prevailing SP2 – Educational Establishment zoning of the University

landholding pursuant to WLEP 2009. As the subject site is located adjoining an R2 – Low Density Residential zone it is acknowledged that concerns regarding built form can arise where transitioning occurs between such zones with differentiated planning controls, however, the proposal is considered in keeping with the desired character of the immediate locality in the context of the prevailing zoning and close proximity to the main campus built form. A section plan of the UOW landholding between Northfields Avenue and Madoline Street is included within Attachment 1 demonstrating the intended transitioning of development scale proposed towards the R2 zoned land to the south.

Neighbourhood Forum 5, with the input from the community, UOW, elected Councillors and Council officers have developed a “Keiraville Gwynneville Community Planning Project Report”. The report included 10 vision statements for the area which were endorsed by Council in April 2014.

The 10 vision statements as relates to the proposal are as follows:

1. *Keiraville and Gwynneville are villages*  
The proposal is not envisaged to adversely impact the village nature of the area.
2. *Viable shopping centres*  
The development site is located approximately 1 kilometre from both Keiraville and Gwynneville village centres. The proposal is not envisaged to adversely impact on the viability of these centres. No additional commercial premises are proposed as part of this current application.
3. *Building styles to reflect village character*  
The proposed development is considered to be of high quality and appropriately located within the site. The style of the development is not considered to be out of character with the immediate area of the University precinct.
4. *Managing traffic for safety and access*  
Traffic matters are discussed at Chapter E3 below. The proposal is not envisaged to result in unreasonable traffic generation or safety concerns.
5. *Managing parking pressures*  
Traffic and car parking matters are discussed at Chapter E3 below as relates to submitted post graduate student car ownership data in combination with the University’s sustainable transport initiatives and commitments identified through the report.
6. *A mix of people*  
The proposed building is designed to cater for both domestic and international postgraduate students and in some instances their families, which are expected to contribute to the mix of people in the locality.
7. *A connected community*  
The efforts of the community with regard to engagement with the University are acknowledged.
8. *Valuing the University while retaining our character*  
The proposed development is not considered to result in adverse impacts upon the village character of the area.
9. *Protected green spaces*  
See Chapter E6 below. The proposal has been designed with regard to retaining significant vegetation where possible with sufficient green space curtilage around the built form.
10. *Protected heritage*  
See Chapter E11 below. No adverse impacts are expected in this regard.

A subsequent Implementation and Strategy Plan to the Community Planning Project Report is being drafted, within which an Access and Movement Strategy is nominated. This action is expected to include a Traffic Management and Car Parking Study for the locale, however, no budget or timeframe has been committed to.

## **CHAPTER B1 – RESIDENTIAL DEVELOPMENT**

A merit assessment of the proposal against this Chapter has been undertaken demonstrating reasonable compliance with relevant controls and objectives, to which the proposed development could be considered comparable. The assessment is also provided at Attachment 6.

The proposal is not considered to be inconsistent with the objectives of this Chapter.

## CHAPTER C3 – BOARDING HOUSES

In addition to the discussion at Chapter B1 above, there is no restriction for a development being considered as both a '*residential flat building*' and a '*boarding house*'.

In this regard, it is considered that the proposal could fall within this definition as each room/dwelling will be wholly or partly let in lodgings and common facilities are provided on the lower ground floor.

A merit assessment of the proposal against this Chapter has been undertaken demonstrating reasonable compliance with relevant controls and objectives, to which the proposed development could be considered comparable. The assessment is provided at Attachment 6.

The proposal is not considered to be inconsistent with the objectives of this Chapter.

## CHAPTER E1 - ACCESS FOR PEOPLE WITH A DISABILITY

The proposal has been considered against the requirements of this Chapter and found to be acceptable. A total of 13 of the 216 residential units are nominated as adaptable and two (2) disabled car parking spaces have been allocated on-site. An Access Consultant has provided an Adaptable Housing Statement of Compliance which confirms that the units can comply with the spatial requirements of AS4299 for Adaptable Housing.

The main parts of the BCA which relate to access, mobility and the provision of sanitary facilities for people with a disability are:

- Part D3 Access and Egress for People with Disabilities;
- Part E Lift Installations; and
- Part F Sanitary Facilities for People with Disabilities.

Draft conditions are recommended at Attachment 8 reinforcing compliance with the National Construction Code (NCC), BCA and relevant Australian Standards in regards to disabled access provisions.

## CHAPTER E2 - CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

A CPTED Report has been included with the application submission and reviewed by Council's Safe Community Action Team Officer with satisfactory referral advice received.

The following compliance table relates to the controls within this Chapter:

<i>Control/objective</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.1 Lighting</u>	Draft condition 33 requires the car parking areas of the site and the entrance points to buildings to be adequately illuminated.	Draft conditions proposed
<u>3.2 Natural surveillance and sightlines</u>	<p>The design of the site provides a clear pedestrian entry point to the site from Northfields Avenue for visitors and from the adjacent car parking area. The proposed entrance, treatment of the building and retention of several large street trees on the Northfields Avenue frontage create an active street frontage.</p> <p>The lower ground floor communal areas are proposed to be fitted with large doors capable of being opened out onto the open courtyard which will provide for casual surveillance of public areas.</p> <p>No fencing is proposed, rather security and controlled access to the upper floors is proposed to be managed by a swipe tag system. Draft conditions 34 and 35 are recommended in this regard.</p>	Yes

<u>3.4 Building design</u>	The design of the building is considered to be satisfactory. The entrance to the proposal is clearly defined. The at grade car parking area is accessible from Madoline Street. The design of the site provides a clear entry point to the site from Northfields Avenue for visitors. Opportunities for entrapment are considered to be minimal.	Yes
<u>3.5 Landscaping</u>	The Landscape Concept Plan submitted with the application is considered to be appropriate for the site and does not propose landscaping which has the potential to screen entrances to the building. All surfaces are designed in a way that will allow access for disabled and mobility impaired people. Councils Landscape and SCAT Officers have reviewed the application submission and indicated that they do not object to the proposal. Opportunities for concealment are minimal. Several draft conditions are recommended in this regard.	Yes
<u>3.8 Bus stops and taxi ranks</u>	The site is located less than 100m from a major bus stop and taxi rank.	Yes

In response to clarifications requested by Council with regard to the management of the facility, additional information was provided which identified the method of secure access and control, CCTV monitoring and general design aspects. Details of the facilities management arrangements have also been provided. Draft conditions 33-35 inclusive and 125 are recommended at Attachment 8 relating to CPTED provisions including the requirement for an audit report.

### **CHAPTER E3 - CAR PARKING, ACCESS, SERVICING/LOADING FACILITIES AND TRAFFIC MANAGEMENT**

In accordance with part 6 of this Chapter, a Car Parking and Traffic Impact Assessment (TIA) Study was submitted. Modelling of the surrounding intersections and their performance was included within this report. A Construction Traffic Management Plan was also provided with the application submission.

In accordance with part 7 of this Chapter, and as detailed previously in section 3.1.6 the typology of the facility is not considered to directly align with the different land use categories identified within Schedule 1 of the Chapter. Separately car parking and / or other requirements are not defined for a particular land use or in the RTA Guide to Traffic Generating Developments. In conjunction with the TIA the relationship with the University's Wollongong Campus Transport Strategy – Parking (2014) was presented which included the following survey data:

- *Of 185 students surveyed in the University's existing Kooloobong and Graduate House (Student Accommodation facilities) it was found that 54 of the respondents (29%) did not own a vehicle. Accordingly we would expect the other 71% to own a car.*
- *Of 489 resident students surveyed who were living in student accommodation, 316 (65%) owned a motor vehicle. The survey found that of the resident students that owned a vehicle, 97% kept their vehicle in Wollongong.*
- *Of the 65% of students who are expected to own a motor vehicle, 61% of vehicles park in one of the designated accommodation permit area car parks, 3% do not bring their car to Wollongong and 32% park on the street near the accommodation parking (AECOM, 2014, p 12).*
- *The difficulty in requiring all students to utilise the on campus parking when there is free, unrestricted, on-street parking in convenient nearby areas is noted.*

Councils Traffic Officer raised issues relating to the initial car parking provision at the rate of 1 space per 7.6 beds and, based on the car ownership levels, identified a likely shortfall in residential car parking provision which would likely impact on adjacent residential streets.



Following a request for additional information, the applicant provided a detailed supplementary traffic response as presented at Attachment 5 which included:-

- A letter from UOW advising of 5 (five) commitments to provide Council and the community with reassurance that such actions as follows will be undertaken:
  1. Student resident transport information pack
  2. Free bicycle hire
  3. Car share scheme
  4. Off-site long term car parking (initially 25 car spaces at the iC)
  5. Off campus parking survey (ongoing commitment)

The commitment letter has been attached to the draft conditions at Attachment 8. Draft conditions 36, 107 and 123 are recommended to ensure accountability.

- Given the subject development is proposed for post graduate student accommodation only, survey data specifically of postgraduate students has been provided. The following results were presented:
  - *92% of postgraduate students residing within the existing UOW postgraduate student accommodation were international students. Of the international students, 87% did not own a car.*
  - *The percentage of domestic postgraduate students residing in university accommodation was only 8%, however 80% of domestic students own a car.*
- Issues relating to the layout of the car park have been addressed through the removal of the proposed small car spaces and the provision of wheel stops.
- Bicycle parking provision has been increased significantly from 40 spaces to 86 secure covered spaces. This is more than would be required based on University travel data (32 bicycle spaces), and is in line with residential flat building rates. The provision of bicycle parking and the commitment to free bicycle hire (8 bicycles) are likely to assist in mitigating car ownership and providing sustainable travel mode options for student residents.
- The presence of on campus service facilities has been confirmed. The University intends to provide a mini supermarket within the main campus to reduce the need to travel for shopping, groceries and day to day essentials thereby increasing the self-sufficiency of student residents in the precinct.

Notwithstanding the above, reference is also made to cl.7.4 of this Chapter, which states that Council has the discretion to waive or reduce the number of car parking spaces required for a particular site based on an empirical assessment of car parking or proximity to public transport nodes, provided the reduction is justified within a car parking and traffic impact assessment.

7.4 1 (b) The subject site is located less than 100m from the nearest bus stop. This would therefore constitute a 10% reduction in required car parking spaces.

7.4 1(d) A traffic and car parking impact assessment report was provided by the applicant with the application submission. The report provides an empirical assessment of car parking for the facility and considers that the proposed provision of car parking is adequate in the circumstance.

By comparison, car parking rates approved via DA-2009/1189 – Kooloobong Student Accommodation Facility and those required for Boarding Houses (WDCP 2009) are 0.5 car parking space per staff plus 1 car parking space per 5 beds. Applying this rate to the proposed development, 53 car parking spaces would be required. The applicable 10% discretionary reduction discussed above results in the provision of 48 required car parking spaces.

The proposed car share space (to be provided by a car share operator) is also likely to reduce car ownership. In case studies carried out by the City of Sydney Council it was found that a single on-street car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking.

As provided by the applicant, according to car share provider 'Go Get' a car share space in a residential situation could serve up to 70 residents who would otherwise rely on their own vehicle to make occasional shopping or leisure trips. For this reason the allocation of 1 car share space within the development is supported by Councils Traffic Officer.

Should demand grow for car share, additional spaces could be allocated within the development or on-street (subject to Council concurrence) to further reduce traffic and car parking impacts.

The development therefore makes provision for the following:

- 34 on-site residential car parking spaces;
- 7 visitor car parking spaces (2 pickup/drop off, 3 visitors and 2 maintenance spaces);
- 1 car share space;
- 25 off-site residential car parking spaces at iC; and
- 86 secure bicycle parking spaces

As such, it is considered that the 34 student resident car parking spaces and 25 off site car parking spaces – total of 59 car parking spaces, in conjunction with the proposed car share scheme which can replace up to 12 private vehicles, will be sufficient to provide for the needs of the future post graduate occupants of the facility. This would result in the rate of car parking provision being 1 car space per 4.4 beds excluding the potential reductions in car use facilitated by the introduction of the car share scheme, the 7 visitor, pick up/drop off and maintenance spaces and other commitments as outlined above.

The proposal is therefore not considered to be inconsistent with the objectives of this Chapter and the ongoing efforts by the University to reduce private car use by encouraging a mode shift to alternate transportation through the implementation of a variety of ongoing strategies and strategic actions into the future.

Councils Traffic Officer has reviewed the application submission, comments received from the RMS, additional information submitted along with site/locality conditions and submissions received from exhibition. Satisfactory referral advice has been received subject to conditions as included at Attachment 8.

## **CHAPTER E6 - LANDSCAPING**

A Landscape Concept Plan and Arborist Report have been submitted, considered and found to be conditionally satisfactory by Councils Landscape Officer. The Landscape Plan provides for sufficient planting on the site and the proposal has been designed with regard to integrating and maintaining the existing significant trees fronting Northfields Avenue. Draft condition 118 is recommended requiring compensatory planting.

## **CHAPTER E7 - WASTE MANAGEMENT**

An operational Waste Management Plan formed part of the application submission and identifies the process for the ongoing management of waste generated by the proposed building and recommends waste audit and management strategies to provide support for the building design and promote sustainability. Draft condition 130 is recommended requiring that the recommendations of this report be carried out. Council's Traffic Officer has assessed the application submission and provided satisfactory referral advice subject to conditions for waste servicing arrangements.

## **CHAPTER E11 - HERITAGE CONSERVATION**

The University's landholding is identified as containing a heritage item due to western portion of the site forming part of the Illawarra Escarpment Landscape Area which is identified within Schedule 5 Environmental Heritage of WLEP 2009. The subject development site is approximately one kilometre from the portion of land so labelled and as such, no adverse impacts are expected in this regard.

Council's land information system does not identify other heritage items located in the immediate vicinity of, or visible from the development site.

## **CHAPTER E12 - GEOTECHNICAL ASSESSMENT**

The application submission included a Geotechnical Report which has been reviewed by Council's Geotechnical Officer in relation to site stability and the suitability of the site for the development proposed. Satisfactory referral advice has been received subject to conditions.

## **CHAPTER E13 FLOODPLAIN MANAGEMENT**

The University landholding is identified within Councils land information record system as being located within a low, medium and high flood risk precinct. The application submission included a Flood Study which demonstrates that the flood affectation does not extend to the proposed development area. Councils Stormwater Officer has assessed the proposal and provided a conditionally satisfactory referral response in this regard.

## **CHAPTER E14 STORMWATER MANAGEMENT**

A Concept Drainage Plan incorporating On Site Detention (OSD) was provided with the application submission. Councils Stormwater Officer has assessed the proposal and provided a conditionally satisfactory referral response in this regard.

## **CHAPTER E15 WATER SENSITIVE URBAN DESIGN**

A Water Sensitive Urban Design (WSUD) Report was provided with the application submission and considers the overall management of stormwater quality for the site. MUSIC modelling was used to determine the treatment train so that treated stormwater will achieve the water quality objectives of this Chapter. Councils Environment Officer has reviewed the submitted report and is satisfied. Draft conditions are recommended relating to monitoring and management.

## **CHAPTER E17 PRESERVATION AND MANAGEMENT OF TREES AND VEGETATION**

Council's Environment and Landscape Officers have considered the submitted Arborists Report for tree removal from the site to accommodate the proposed building. The proposal has been designed to retain the large eucalypts that front Northfields Avenue where possible. Significant landscaping works are proposed within the site area and draft conditions are recommended requiring compensatory plantings. The proposal is considered to be consistent with the objectives of this clause in that the development has aimed to preserve the amenity of the area through the preservation of significant trees and other vegetation where possible.

## **CHAPTER E19 EARTHWORKS (LAND RESHAPING WORKS)**

The earthworks required for the proposal are considered to be minor in nature. Councils Environment Officer has reviewed the proposal which included a Site Management Plan. The development site is not identified by Councils land information records as being affected by Acid Sulphate Soils and potential for contamination has been discussed at section 3.1.3 of the report. Draft conditions are recommended with regard to soil erosion and sediment control.

## **CHAPTER E20 CONTAMINATED LAND MANAGEMENT**

See SEPP 55 – Remediation Of Land comments in Section 3.1.3. No issues were identified and the land is considered suitable for the intended use.

## **CHAPTER E22 SOIL EROSION AND SEDIMENT CONTROL**

Council's Environment Officer has considered the application submission which included a Site Management Plan and provided a conditionally satisfactory response.

## **CHAPTER E23 RIPARIAN LAND MANAGEMENT**

The Riparian Land Map indicates the University landholding contains riparian land, the nearest 100m from the subject development site being a Category 2 corridor – terrestrial and aquatic habitat.

Council's Environment Officer has reviewed the application in this regard and is satisfied.

### **3.3.2 WOLLONGONG SECTION 94A DEVELOPMENT CONTRIBUTIONS PLAN (2014)**

The estimated cost of works is \$31,666,770.00 and would normally attract a Section 94A levy of 1% or \$316,667.70. However, as this development is for privately funded community infrastructure in the form of facilities for the University of Wollongong, Councils Section 94 Officer has considered a written request and granted an exemption from, paying the contribution levy pursuant to Clause 12 (J) of the Contributions Plan.

### **3.4 SECTION 79C 1(A)(IIIA) ANY PLANNING AGREEMENT THAT HAS BEEN ENTERED INTO UNDER SECTION 93F, OR ANY DRAFT PLANNING AGREEMENT THAT A DEVELOPER HAS OFFERED TO ENTER INTO UNDER SECTION 93F**

There are no planning agreements entered into or any draft agreement offered to enter into under S93F which affect the development.

### **3.5 SECTION 79C 1(A)(IV) THE REGULATIONS (TO THE EXTENT THAT THEY PRESCRIBE MATTERS FOR THE PURPOSES OF THIS PARAGRAPH)**

92 What additional matters must a consent authority take into consideration in determining a development application?

The application does not involve demolition and is not located in the coastal zone.

93 Fire safety and other considerations

As the subject development application does not seek consent for a change of use, this clause does not apply.

94 Consent authority may require buildings to be upgraded

As the subject development application does not involve the rebuilding, alteration, enlargement or extension of an existing building, this clause does not apply.

### **3.6 SECTION 79C 1(A)(V) ANY COASTAL ZONE MANAGEMENT PLAN (WITHIN THE MEANING OF THE COASTAL PROTECTION ACT**

There is no Coastal Zone Management Plan currently applicable to the land. The site is not located in the coastal zone.

### **3.7 SECTION 79C 1(B) THE LIKELY IMPACTS OF DEVELOPMENT**

#### Context and Setting:

In regard to the matter of context, the planning principle in *Project Venture Developments v Pittwater Council* [2005] NSWLEC 191 is relevant in that it provides guidance in the assessment of compatibility. The two major aspects of compatibility are physical impact and visual impact. In assessing each of these the following questions should be asked:

- Are the proposals physical impacts on surrounding development acceptable? The physical impacts include constraints on the development potential of surrounding sites.
- Is the proposals appearance in harmony with the buildings around it and the character of the street?

In response to the first question, matters such as overshadowing, privacy concerns, bulk scale and setbacks are relevant. The development will result in minor overshadowing of a small portion of the adjacent Botanic Gardens to the west. This is not however considered unacceptable given the circumstances of the case. The development site does not have an applicable height or FSR development standard and as such, a merit and design assessment was undertaken as discussed throughout this report. The design of the proposed development is not considered to be unsatisfactory in this instance.

With regard to the visual impact, the development is not considered to be out of context with the character of Northfields Avenue either at present or the desired future character of the University precinct. The proposal is not considered to result in unreasonable impacts on views from surrounding properties. The design of the building has considered the existing large eucalypts and proposes to retain these trees to assist in screening where possible. The University site to the north of Northfields Avenue is characterised by a mixture of developments. The University has presented a Notional Masterplan for the campus which identifies a number of new buildings and buildings to be

redeveloped to form the desired future character of the University precinct.

In summary, the proposal has been assessed with regard to visual amenity impacts, zoning, development standards for the land, the existing and future desired character of the area, and is not considered to be inconsistent with the character of the locality.

Access, Transport and Traffic:

The University of Wollongong has developed a transport strategy relating to the implementation and ongoing funding of sustainable transport alternatives such as buses, bicycle paths and carpooling incentives encouraging mode shift away from private car conveyance to attend the university.

The proposal is not considered to be inconsistent with the objectives of Chapter E3 of WDCP 2009 and the ongoing efforts by the University to reduce private car use by encouraging a mode shift to alternate transportation through the implementation of a variety of ongoing strategies and strategic actions into the future.

It is considered that the 34 resident car spaces directly adjacent to the site, the reservation of an additional 25 student resident car parking spaces at the Innovation Campus accessed by the IC Shuttle and the introduction of a car share scheme, in conjunction with Post Graduate Student occupancy who have been found to have lower car ownership rates, is appropriate in the circumstances.

The proposal is considered Traffic Generating Development pursuant to Clause 104 of the State Environmental Planning Policy (Infrastructure) 2007 as the development is proposed in association with a large educational establishment. A response received on 19 December 2014 from the RMS indicated no objections in principle as the subject development is considered unlikely to have a significant impact on the classified road network.

Council's Traffic Officer has reviewed the application submission, comments received from the RMS, additional information submitted along with site/locality conditions and submissions received from exhibition. Satisfactory referral advice has been received subject to a number of conditions with regard to on site car parking and traffic management as discussed at section 3.3.1 of this report. The applicant's response to Traffic and Car Parking matters which includes further details as to the strategic actions and ongoing implementation is provided at Attachment 5.

Public Domain:

Upon completion, the proposal is expected to contribute positively to the public domain with the upgrading of pedestrian linkages and landscaping incorporating tree retention and a built form of high visual quality.

Utilities:

Existing utility services are available to the subject site and are adequate or able to be augmented to service the proposal. Sydney Water Corporation and Endeavour Energy have provided satisfactory referral responses as discussed at section 2.5.2 of the report.

Heritage:

The specific development site for the development is not located within the mapped heritage conservation area. Council's land information system does not identify other heritage items located in the immediate vicinity of, or visible from the development site. No heritage items are expected to be adversely impacted by the proposal.

Other land resources:

The proposal is not envisaged to impact upon valuable land resources subject to appropriate management being employed during construction.

Water:

The site is presently serviced by Sydney Water. It is expected that services can be extended and/or augmented to meet the requirements of the proposed development.

No adverse water quality impacts are expected as a result of approval of the proposed development subject to soil and water management measures being implemented during construction.

A Water Sensitive Urban Design (WSUD) Strategy formed part of the application submission, which has been reviewed by Council's Environment Officer and found to be satisfactory.

The proposal is not expected to involve excessive water consumption. A BASIX Certificate formed part of the application submission. The applicant indicates that rainwater collection and reuse are proposed, and water efficient fixtures will be used to assist in reducing potable water use.

Soils:

No acid sulfate soils mapped in the location of the proposed building. The proposal is not envisaged to result in adverse impacts on the soil characteristics of the site.

The application submission included a Geotechnical Report which has been reviewed by Council's Geotechnical Officer in relation to site stability and the suitability of the site for the development. Satisfactory referral advice has been received subject to conditions.

Air and Microclimate:

The proposal is not expected to result in negative impacts on air or microclimate.

Flora and Fauna:

The proposal requires the removal of a number of trees as recommended by the submitted Arborists report. An Ecological Report was also provided as part of the application submission and included a number of recommendations. Council's Landscape and Environment Officers have reviewed the proposal in this regard and identified no objection to the proposal, noting that the large eucalypts along Northfields Avenue are to be retained where possible to assist in the screening of the completed development. Substantial new landscaping works are proposed as part of the development application. Conditions are recommended with regard to tree removal and retention and the implementation of the recommendations of the submitted Ecological Report. No adverse impacts on fauna are expected.

Waste:

An appropriate receptacle is required to be in place for any waste generated during the construction for the proposal. A waste storage room is proposed at the lower ground floor area with sufficient capacity and loading area. Waste collection arrangements have been reviewed by Council's Traffic Officer and found to be satisfactory. An operational Waste Management Plan formed part of the application submission and identifies the process for the ongoing management of waste generated by the proposed building and recommends waste audit and management strategies to provide support for the building design and promote sustainability. Draft condition 130 is recommended requiring that the recommendations of this report be carried out.

Energy:

The proposal is not expected to involve unreasonable energy consumption. In accordance with Schedule 1 of the Regulations and SEPP 2004 a BASIX Certificate has been submitted in support of the application demonstrating that the proposed scheme achieves the BASIX targets.

Further detail provided in additional information submitted indicates that the proposal has a maximum embodied carbon intensity rate of 680kg/CO<sub>2</sub>/m<sup>2</sup>. This measure flows through the full life cycle of the building and is considered a higher standard than the Green Star rating requirements. There does not appear to be any current relevant guidelines on how embodied carbon intensity rates are to be calculated.

The proposal has been reviewed by Council's Environment Officer with satisfactory referral advice received.

Noise and vibration:

The proposal is not expected to generate unreasonable noise and vibration impacts during construction. These will be limited in duration and can be mitigated through compliance with regulatory standards via consent conditions.

An acoustic report formed part of the application submission. The Noise Impact Assessment Report prepared by Acoustic Logic has determined background noise as per the NSW EPA guidelines and various criteria were considered such as for construction noise, internal living spaces and machinery and equipment on buildings. The report has recommended appropriate glazing for the building to comply with internal living space noise criteria and construction noise and vibration management. Councils Environment Officer has reviewed the submitted report and provided a conditionally satisfactory referral response.

Natural hazards:

There are no natural hazards affecting the site that would prevent the proposal.

The site is identified as being within a low, medium and high flood risk precinct. The application submission included a Flood Study demonstrating that the flood affectation does not extend to the proposed development area. Councils Stormwater Officer has assessed the proposal and provided a conditionally satisfactory referral response.

Technological hazards:

See SEPP 55 – Remediation Of Land in Section 3.1.3. No contamination issues were identified by the submitted Preliminary Contamination Assessment and the land is considered suitable for the intended use.

There are no technological hazards affecting the development site that would prevent the proposal.

Safety, Security and Crime Prevention:

The submitted CPTED Report has been provided and assessed by Council's Safe Community Action Team Officer with conditionally satisfactory referral advice received.

Social Impact:

The proposal is not expected to result in negative social impacts. A Management Arrangement Plan for Student Accommodation has been submitted which identifies the process for managing student behaviour and the behavioural expectations for students whilst on campus. The new facility could indirectly free up other private rental accommodation in the city for other persons to utilise. Condition 125 is recommended with regard to the ongoing management of the facility.

Economic Impact:

The proposal is not expected to result in negative economic impacts. Construction activity and increased student accommodation activity could positively contribute to the local/regional economy.

Site Design and Internal Design:

The application does not result in any exceptions to development standards of WLEP2009. Council has also considered the relevant Chapters of WDCP2009.

Reasonable arrangements appear to have been made in relation to amenity, access/egress, car parking, servicing and waste management for the proposal.

Construction:

A condition will be attached to any consent granted that all works are to be in compliance with the National Construction Code (NCC)/Building Code of Australia (BCA).

Cumulative Impacts:

The proposal is not expected to result in negative cumulative impacts by way of reasonable compliance with relevant controls for comparable development as evidenced throughout the report.

### Ecologically Sustainable Development Considerations

#### *Precautionary principle*

Means if there are threats of serious or irreversible damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation.

The environmental impacts associated with proposed development should be accounted for and quantified to an adequate degree of certainty.

#### *Intergenerational equity*

Proposed development should ensure that the local environment is maintained or enhanced for future generations in that:

- The proposed development should not produce significant negative impacts on the environment or the surrounding development.
- The proposal is an effective use of the site.

#### *Conservation of biological diversity and maintenance of ecological integrity*

Maintenance of biological diversity will ensure life support functions and can be considered a 'minimal' requirement for intergenerational equity.

#### *Improved valuation and pricing of environmental resources*

Establishes the need to determine economic values for ecosystem services provided by the natural environment such as the atmosphere's ability to receive emissions, cultural values and visual amenity.

The proposed development is not considered to be inconsistent with ESD principles as evidenced by the assessment commentary provided throughout the report.

## **3.8 SECTION 79C 1(C) THE SUITABILITY OF THE SITE FOR DEVELOPMENT**

### Does the proposal fit in the locality?

The proposal is considered appropriate with regard to the zoning of the site and is not expected to result in negative impacts on the amenity of the locality or adjoining developments.

### Are the site attributes conducive to development?

There are no site constraints that would prevent the proposal.

## **3.9 SECTION 79C 1(D) ANY SUBMISSIONS MADE IN ACCORDANCE WITH THIS ACT OR THE REGULATIONS**

The application was notified to adjacent/adjoining land owners and occupiers and in the Advertiser from 1 December 2014 to the 7 January 2015 in accordance with Appendix 1: Public Notification and Advertising of WDCP 2009. 34 (thirty four) submissions were received. Following the receipt of additional information including amended plans, the proposal was re-exhibited to the first round respondents with 16 (sixteen) submissions received. A submission has also been received from Neighbourhood Forum 5.

### Submissions from public authorities

See section 2.5.2 within this report.



Concern	Comment
<p><b>1. Traffic and Car Parking Matters</b></p> <ul style="list-style-type: none"> <li>– The rate of 1 car parking space per 7.5 beds is too low for the proposed development and will result in an unreasonable spill over of post graduate student cars spilling out onto the surrounding streets which are already at capacity as evidenced by the submitted Traffic Impact Report.</li> <li>– No further development should occur until sufficient car parking is constructed to meet the current demand.</li> <li>– A number of surrounding streets are already too narrow to allow for cars to be parked on both sides or are restricted by timed parking.</li> <li>– Suggesting that student's park within a 15-20 min walk from the campus is already unsafe as a number of the key walking routes are not provided with formed car parks, forcing pedestrians to walk on the road.</li> <li>– The submitted traffic impact assessment is restricted only to the area immediately surrounding the campus. No consideration has been given to the impact of the increase in cars travelling to the site from Mount Ousley, the M1 off ramp, University Ave, Mount Keira Road etc.</li> <li>– The submitted strategic transport plan is inadequate. The plan outlines a range of strategies which are proposed to be trialled, however gives no alternate solution if they are found to be unsatisfactory or an expected timeframe for the introduction of the methods for student use. One of the main suggestions is the construction of off-site car parking for students at the innovation campus. This does not form part of the current application and its establishment therefore should not be relied upon.</li> <li>– Encouraging an increased use of cycling as a method of transport should not occur until such a time as formal bike paths or cycle lanes are constructed/established. At present, a number of the routes to the University require cyclists to ride on roads that are highly utilised for parking which is not considered to be safe. Further, the cost for the construction of these facilities should be borne by the University and not Council.</li> <li>– The development should not proceed until the Traffic Impact Assessment for the Keiraville/Gwynneville area is carried out as supported by Council in April 2014. This would allow for a more accurate understanding of the traffic and car parking in the area at present.</li> <li>– The construction of the K2 building was approved at a rate of 1 car parking</li> </ul>	<p>See section 3.3.1 commentary for Chapter E3 WDCP 2009 of the report.</p> <p>A Car Parking and Traffic Impact Assessment (TIA) Study was provided with the application submission. Modelling of the surrounding intersections and their performance was included within this report.</p> <p>A construction traffic management plan was also provided with the application submission and a number of conditions are recommended in this regard.</p> <p>In accordance with part 7 of this Chapter, and as detailed previously in section 3.1.6 the typology of the facility is not considered to directly align with the different land use categories outlined within Schedule 1 of Chapter E3 and separately car parking and / or other requirements are not defined for a particular land use or in the RTA Guide to Traffic Generating Developments. In conjunction with the TIA the relationship with the Wollongong University's Campus Transport Strategy was presented with survey data of the existing car ownership rates for students living within University accommodation.</p> <p>Council's Traffic Officer previously raised issues relating to car parking provision (1 space provided for every 7.6 beds) and, based on the car ownership levels, identified a likely shortfall in residential car parking which could impact on residential streets.</p> <p>The applicants' response to Traffic matters is provided at Attachment 5 and Council's considerations included at section 3.3.1.</p> <p>Reference is also made to cl.7.4 of this Chapter, which states that Council has the discretion to waive or reduce the number of car parking spaces required for a particular site based on an empirical assessment of car parking or proximity to public transport nodes, provided the reduction is justified within a car parking and traffic impact assessment.</p> <p>On-street car parking restrictions cannot be altered under this DA. Traffic and parking controls are a matter for Council's Local Traffic Committee.</p> <p>Car Parking Rates approved via DA-2009/1189 – Kooloobong Student Accommodation Facility and required for Boarding Houses (WDCP 2009) are 0.5 car parking space per staff plus 1 car parking space per 5 beds. Applying this rate to the proposed development, 53 car parking spaces would be required. The applicable 10% discretionary reduction discussed above results</p>

<p>space for every 5 beds and was completed approximately 2 years ago. Since this time, there has been a significant increase in on street car parking of students cars that live on campus on Robsons Road (adjacent to the development). This is evidence that a reduced rate of 1:5 was inadequate and therefore a rate of 1:7.5 should not be considered appropriate.</p> <ul style="list-style-type: none"> <li>– The Madoline Street/Irvine Street intersection is already dangerous. Additional traffic should not be encouraged to use this intersection.</li> <li>– Madoline Street is in a state of disrepair and no further development should occur until the road is satisfactorily fixed.</li> <li>– A peer review of the traffic study should be undertaken by a completely independent firm.</li> <li>– More weight should be put on encouraging motorcycle rather than car use.</li> <li>– The applicant should provide more details about the parking of workers vehicles during construction. Reliance on the Gong Shuttle and parking at campus east is not considered adequate as the shuttle does not start until 7am, with many work sites starting before or at this time.</li> <li>– The number of cars parked in surrounding streets does not allow sufficient room for two cars to pass. More restrictions and clear signage is required on several nearby residential streets.</li> </ul>	<p>in the required number to 48 car parking spaces.</p> <p>The proposed car share space (to be utilised by a car share operator) is also likely to reduce car ownership. In case studies carried out by City of Sydney Council it was found that a single on-street car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking.</p> <p>As such, it is considered that the 34 student resident car parking spaces and 25 off site car parking spaces – total of 59 car parking spaces, in conjunction with the proposed car share programme which can replace up to 12 private vehicles, will be sufficient to provide for the needs of the future occupants of the facility. This would result in the rate of car parking provision being 1 car space per 4.4 students excluding the potential reductions in car use facilitated by the introduction of the car share scheme and other commitments as outlined above.</p> <p>Draft conditions are recommended with regard to construction management and restricted hours of construction work.</p> <p>Councils Traffic Officer has reviewed the application submission, and additional information submitted along with site/locality conditions. Satisfactory referral advice has been received subject to a number of conditions with regard to on site car parking and traffic management.</p>
<p><u>Additional matters identified as a result of re-notification</u></p> <ul style="list-style-type: none"> <li>– The K2 building was approved at a rate of 1 car parking space per 3 students by the JRPP and a modification was lodged to reduce this rate to 1 car parking space per 5 students. As such, the 1:5 rate should not be used as a baseline.</li> <li>– The development of K2 has had an impact on surrounding streets. The submitted surveys demonstrate that cars parking on the street have not increased, but do not distinguish between commuter and resident cars. Resident cars are different and the proposed development could result in additional overflow of these resident cars which will impact on surrounding properties.</li> <li>– Concerns are identified with regard to the re-categorisation of the 75 car space car park to the north of the Kooloobong precinct to a resident parking area. What would stop these spaces being converted back to general</li> </ul>	<p>A rate of 1:5 spaces is the applicable rate for boarding houses to which the proposal could be considered comparable.</p> <p>It is difficult to distinguish between student resident cars, student day trip cars and resident vehicles. It is unclear as to what time of the day the surveys were taken. As discussed at section 3.3.1 of the report, the on and off site car parking and strategic actions proposed are expected to be sufficient to cater for the expected student resident requirements.</p> <p>The University is seeking to address student travel behaviour by providing incentives for sustainable travel, such as a generous supply of secure bicycle parking, a free bicycle hire scheme, car share. Transport Planning Best Practice suggests that continuing to provide high levels of on-site car parking will increase the propensity to drive to the University.</p> <p>The 75 space car park adjacent to the Kooloobong precinct is not proposed or relied upon as part of the current application and will be separately considered</p>

<p>parking?</p> <ul style="list-style-type: none"> <li>- The strategy of using long term car parking at Campus East is dependent on approvals and buildings that have not yet been confirmed.</li> <li>- A rate of 1 space per 3 beds is recommended as the minimum rate.</li> <li>- Clarification is sought as to the operating times for the iC shuttle. The shuttle would need to operate at times convenient to the students.</li> <li>- A broader access and movement study should be completed before any additional development in the area.</li> <li>- The applicant's responses to the matters identified by WCC are inadequate.</li> <li>- The impact of the five proposed strategic actions has not been tested or quantified and there is no evidence of consideration of a Plan B.</li> <li>- Council should not assume that the data on post graduate students presented by the University will not change into the future to a more domestic market.</li> <li>- The increase in total enrolments and percentage growth of the University is greater than indicated within the submitted documentation.</li> <li>- Many students park illegally and too close to intersections which cause increased risk for additional accidents. Encouraging additional cars in the area surrounding the University can only worsen the problem.</li> </ul>	<p>as part of the assessment of DA-2014/1510.</p> <p>Off-site car parking is proposed at the Innovation Campus (iC). A designated area has been identified on the submitted plans where parking is in excess of the needs of the iC, and draft conditions recommended with regard to the implementation of all strategic actions identified.</p> <p>Council and Neighbourhood Forum 5 have been working with the Keiraville Gwynneville community to prepare the Vision for the Keiraville Gwynneville Area. This has resulted in the Keiraville Gwynneville Community Planning Project, which included 10 vision statements for the area, being presented. Council endorsed the 10 vision statements in April 2014.</p> <p>A subsequent Implementation and Strategy Plan are being drafted and are to be reported to Council. While an Access and Movement Strategy is nominated which is expected to include a traffic management and car parking study - no budget or timeframe has been committed. It could be considered unreasonable to withhold the determination of development applications for the University precinct in anticipation for this study to be undertaken.</p> <p>Draft conditions 107 and 123 are recommended to ensure that the commitments made by UOW are met and continued with the occupation of the development.</p> <p>The subject application relates to a student accommodation development and is not considered to significantly impact student enrolment numbers.</p> <p>Illegal parking on public streets or road reserve, whilst acknowledged are enforcement and/or police matters and are of limited relevance to the assessment process.</p>
<p><b>2. The proposal is an overdevelopment of the site and out of character with the surrounding area</b></p> <ul style="list-style-type: none"> <li>- The proposal does not comply with the Wollongong Local Environmental Plan 2009 or Development Control Plan 2009 controls for height or density.</li> <li>- The height of the building proposed is completely out of character with the surrounding area and other development on the campus.</li> <li>- The application does not give adequate consideration for Council controls</li> <li>- The development proposed is not consistent with the character of the surrounding area, which are predominately single dwelling houses in a low</li> </ul>	<p>The development site does not have an applicable height or FSR development standard as discussed at section 3.1.6 and as such, a merit and design assessment has been undertaken as discussed throughout this report. The scale of the development proposed is considered appropriate in this instance.</p> <p>The development is not considered to be out of context with the character of Northfields Avenue either at present or the desired future character of the University precinct.</p> <p>Chapter D1 of WDCP 2009 states that additional medium density</p>

<p>density environment.</p> <ul style="list-style-type: none"> <li>– The development is non-compliant with the universities own standards and the general character of other buildings on the campus which are mostly 3-4 storeys high.</li> <li>– The location and height of the proposed development will have an unreasonable impact on the views to the escarpment.</li> <li>– The proposal does not meet the desired future character of the area as defined by Chapter D1 of the WDCP 2009.</li> <li>– The suburb vision statement endorsed by Council in April 2014 has not been adequately considered.</li> </ul> <p><u>Additional matters identified as a result of re-notification</u></p> <ul style="list-style-type: none"> <li>– The submitted traffic report refers to the campus as a University Town. Concerns have been identified with regard to the development of a town without any master plan or site specific controls.</li> <li>– The proposed development is going to be built virtually on top of a natural watercourse which floods with a minimal amount of rain.</li> </ul>	<p>developments are likely to occur within areas in close proximity to the University and is addressed at section 3.3.1.</p> <p>The 10 Vision Statements outlined within the Keiraville Gwynneville Community Planning Project endorsed and by Council in April 2014 have been considered within the assessment of this application.</p> <p>The proposal is not considered to be inconsistent with the vision statements outlined within this document. The University is acknowledged within the project as being important to the character of the area. The Vision Statement also places emphasis on the retention of the leafy green areas and places where people can gather. The proposed development is not considered to be inconsistent with the Vision Statement. The management of parking pressures is also considered to be of high importance and is discussed at point 1 above. Student Accommodation developments on Northfields Avenue are acknowledged within the Vision Statement. Matters of concern in this regard are identified as car parking and traffic generation which are have been discussed at point 1 above.</p> <p>The proposal is not expected to result in adverse impacts on views to the escarpment with the scale and bulk proposed comparable to other buildings within the University precinct.</p> <p>The proposed development is located almost 1km from the Keiraville village centre area.</p> <p>The University site is not identified as a town centre (existing or emerging) within Councils retail and business centre hierarchy. The facilities and services available at the site and the planned future developments are envisaged to cater predominately to the University students and staff only, rather than becoming a 'town centre'.</p> <p>The proposed development is not proposed in the vicinity of a natural watercourse. Stormwater and flooding related controls have been addressed by the applicant's consulting engineer and conditions. The NSW Office of Water have also provided correspondence outlining that they do not considered the development site waterfront land. A copy of the response is included at Attachment 7.</p>
<p><b>3. Design</b></p>	<p>The proposal was referred to Councils Design Review Panel and responses have been provided by the applicant to each identified matter which are</p>

<ul style="list-style-type: none"> <li>- The design of the proposal is not consistent with the character of surrounding buildings</li> <li>- Not enough of the units will receive the required amount of sunlight</li> <li>- Inadequate disabled facilities are proposed</li> <li>- The proposed waste collection requirements need to be further considered</li> <li>- A pedestrian access across Northfields should be provided as part of the application. Encouraging additional people to cross Northfields without a formed crossing or overbridge should not be permitted.</li> <li>- Further work is required to include sustainable technology. The proposal just complies with the BASIX requirements where additional effort should be made by the University to set a higher standard.</li> <li>- The proposal is too close to several Heritage Listed trees on the boundary of the subject site and the Botanic Gardens</li> <li>- The proposal will result in unreasonable overshadowing of the Botanic Gardens, important tree specimens and established gardens.</li> <li>- There should be a site specific development control plan developed for the site as there has been for the innovation campus to control development.</li> <li>- The University of Wollongong Masterplan has not been made available for public comment or consultation and therefore should not be considered by Council to be adequate to replace normal controls.</li> <li>- The development applications DA-2014/1474 and DA-2014/1510 should be assessed jointly and impacts considered cumulatively.</li> </ul> <p>Additional matters identified as a result of re-notification</p> <ul style="list-style-type: none"> <li>- The matters identified by the design review panel appear to have been dismissed without adequate justification.</li> </ul>	<p>included at Attachment 3. The design of the proposed development is not considered to be unsatisfactory in this instance.</p> <p>Adequate accessible facilities are proposed for the development as discussed at section 3.3.1 of the report.</p> <p>The proposal is not envisaged to result in a significant increase in the number of people crossing Northfields Avenue at this point.</p> <p>Councils Traffic Officer has reviewed the waste collection arrangements proposed and has provided a conditionally satisfactory referral response as discussed at section 3.3.1. Draft conditions 129 and 130 are recommended with regard to operational waste management.</p> <p>Further discussion with regard to the implementation of sustainable technologies within the design of the development is included within the SEPP 65 discussion at Attachment 4.</p> <p>Council records indicate that there are no heritage listed trees located in the area described. The closest heritage item to the site is "Gleniffer Brae" and the surrounding garden which is located more than 500m from the site specific development site.</p> <p>Whilst the Wollongong Campus Notional Masterplan assists in developing an understanding of the potential future developments on campus it has not been relied upon by Council as the basis for all required statutory assessment considerations.</p> <p>DA-2014/1510, whilst undetermined, has been considered as part of this development application with regard to potential cumulative impact, particularly in regards to traffic and parking matters.</p> <p>The applicant's response to the matters identified by the Design Review Panel (DRP) is provided at Attachment 3.</p>
<p><b>4. Section 94A Development Contribution Fees</b></p> <ul style="list-style-type: none"> <li>- The University should not be granted an exemption to the payment of S94A fees for the following reasons: <ul style="list-style-type: none"> <li>o The submitted TIA essentially identifies all the surrounding public roads as car parking designated for the use of University students</li> <li>o The Council already has a huge shortfall in funding for</li> </ul> </li> </ul>	<p>As this development is for privately funded community infrastructure in the form of facilities for the University of Wollongong, Councils Section 94 Officer has considered a request and granted an exemption from paying the contribution levy pursuant to Clause 12 (J) of the Contributions Plan.</p>

<p>infrastructure and requiring the payment as a condition of this DA would assist in closing this gap.</p> <ul style="list-style-type: none"> <li>○ The University operates as a private business and the development application was not lodged by the University and therefore no exemption should be granted.</li> <li>○ The continuing decline in the provision of facilities and infrastructure as a result of a lack of Council resources is evident across the LGA.</li> <li>○ The proposal will have a large impact on surrounding utilities and therefore they should be required to pay for this impact.</li> </ul>	
<p><b>5. Use</b></p> <ul style="list-style-type: none"> <li>– The proposal, together with DA-2014/1510 will result in a large increase in student numbers on the campus.</li> <li>– Further detail on the use of the units, particularly during University session breaks is required. Other universities sublet the units during session breaks.</li> <li>– Clarification is required on how the codes of conduct will be enforced.</li> <li>– Further details are required on the procedure for handling community complaints.</li> </ul>	<p>A management plan has been submitted detailing code of conduct expectations and complaints handling for the facility. Draft condition 125 is recommended regarding the Accommodation Agreement and My Residence Rules.</p> <p>Sublet comments whilst acknowledged, are of limited relevance to the assessment. Draft condition 131 is recommended to ensure that the ongoing use of the development is for post graduate student accommodation directly associated with the University.</p>
<p><b>6. Incorrect Description</b></p> <ul style="list-style-type: none"> <li>– The subject site is stated to be 2 Northfields Ave when the site has an access to Madoline Street. Re-notification with the correct address is required.</li> </ul>	<p>The primary address by Councils land information records is 2 Northfields Avenue. Residents in close proximity to the access point in Madoline Street have been notified directly.</p>
<p><b>7. Noise</b></p> <ul style="list-style-type: none"> <li>– The existing on campus accommodation and the surrounding area includes a high density of University age students who regularly throw parties and create noise issues. Further developments would exacerbate this issue.</li> <li>– The submitted acoustic assessment considers construction noise impacts only and not operational. The report should be amended.</li> <li>– Construction hours have not been specified.</li> </ul>	<p>An acoustic report formed part of the application submission. The Noise Impact Assessment Report prepared by Acoustic Logic has determined background noise as per the NSW EPA guidelines and various criteria were considered such as for construction noise, internal living spaces and machinery and equipment on buildings. The report has recommended appropriate glazing for the building to comply with internal living space noise criteria and construction noise and vibration management.</p> <p>Councils Environment Officer has reviewed the proposal and the submitted</p>

	<p>Acoustic Report and provided a conditionally satisfactory referral response. Separately the facility provides for an onsite managers residence and the University has submitted a management plan (See point 5 above).</p> <p>Draft condition 93 is recommended with regard to restricted hours of work and draft condition 77 is recommended to ensure that the recommendations of the submitted acoustic report are implemented as described.</p>
<p><b>8. Impacts on the Botanic Gardens</b></p> <ul style="list-style-type: none"> <li>– There is already very little parking available surrounding the botanic gardens and the proposal will increase the issue.</li> <li>– The impacts caused by the proposal will result in a lowering of visitor numbers to the garden.</li> <li>– Council has recently constructed a car park at the Madoline street entry to the Botanic Gardens which will be impacted by the proposal.</li> <li>– Madoline and the surrounding streets are not able to cope with two such large traffic generating developments.</li> </ul>	<p>The proposal is not envisaged to result in unreasonable impacts on the Botanic Gardens.</p> <p>Traffic and Parking issues in the locality have been discussed at point 1 above. The proposal is only considered a traffic generating development as identified at section 2.5.2 of the report by association with the University as an Educational Establishment.</p>
<p><b>9. Community Consultation</b></p> <ul style="list-style-type: none"> <li>– The community consultation undertaken throughout the development of the proposal and the notification period has not been reasonable.</li> <li>– The community should have been involved in the preparation of the proposals.</li> <li>– The notification period over the Christmas/new year period should not have been permitted and should therefore be extended.</li> <li>– Consultation that has occurred with the community has been with a select few whose comments should not be considered a representation of the neighbourhood.</li> </ul> <p>Additional matters identified as a result of re-notification</p> <ul style="list-style-type: none"> <li>– Notification of the second exhibition period was received only one week before the closing date.</li> </ul>	<p>Community exhibition has been undertaken in accordance with the requirements of Chapter A1 of WDCP 2009. Separately the University engaged with NF5 prior to lodgement of the application.</p> <p>Considerations for the re-notification of any development application are discretionary as identified in Appendix 1 of the Wollongong Development Control Plan 2009.</p> <p>Given the nature of the addition information submitted, it was considered that the potential for new matters to be raised was minimal. Nevertheless, given the public interest and the nature of the development, it was considered appropriate to provide interested parties with a further opportunity to make submission.</p>

**Table 1: Submissions**

Concern	1	2	3	4	5	6	7	8	9
Round 1 No#	30	25	9	8	3	3	4	9	5
Round 2 No#	15	11	6	6	0	0	0	3	2

**Table 2: Submissions Number**

Some of the issues raised in submissions though technically unresolved are considered to be adequately addressed either through design, continued commitment by UOW to strategies and/or management and implementation or by way of conditions of consent. Any remaining issues are not considered to be sufficient to refuse the application.

### **3.10 SECTION 79C 1(E) THE PUBLIC INTEREST**

The proposal is not expected to result in unreasonable impacts on the environment or the amenity of the locality. It is considered appropriate with consideration to the zoning and the character of the area and is therefore considered to be in the public interest.

### **3.11 OTHER LEGISLATIVE REQUIREMENTS**

#### **3.11.1 Environmental Planning and Assessment Act 1979 –Crown Development**

For the purposes of reviewing this determination, the following matters have been considered pursuant to Section 89 of the Environmental Planning and Assessment Act 1979.

**Section 88 of the Act states that:**

**Crown development application** means a development application made by or on behalf of the Crown.

(2) A reference in this Division to the Crown:

- (a) Includes a reference to a person who is prescribed by the regulations to be the Crown for the purposes of this Division, and
- (b) Does not include a reference to:
  - (i) A capacity of the Crown that is prescribed by the regulations not to be the Crown for the purposes of this Division, or
  - (ii) A person who is prescribed by the regulations not to be the Crown for the purposes of this Division.

This development application has been submitted by Hutchinson Builders on behalf of a crown authority, being the University of Wollongong. This proposal is considered Crown development pursuant to Part 4 Division 4 of the Environmental Planning and Assessment Act 1979, as Australian Universities within the meaning of the *Higher Education Act 2001* are listed as a prescribed person pursuant to Clause 226(1)(C) of the Environmental Planning and Assessment Regulation 2000.

Schedule 1 of the *Higher Education Act 2001* identify the University of Wollongong as an Australian University.

**Section 89 of the Act states the following:**

89 Determination of Crown development applications

- (1) A consent authority (other than the Minister) must not:
  - (a) Refuse its consent to a Crown development application, except with the approval of the Minister, or
  - (b) Impose a condition on its consent to a Crown development application, except with the approval of the applicant or the Minister.



Following finalisation of the assessment, Council provided draft conditions to the applicant and minor amendments were requested. The changes requested were made and provided to the applicant. The applicant has agreed to the draft conditions imposed as presented at Attachment 8.

### **3.11.2 University of Wollongong Act 1989**

The University of Wollongong Act 1989 establishes the University and provides guidelines for its governance. Clause 7 of the University of Wollongong Act 1989 allows the following:

*“The University may, for the purposes of or in connection with the exercise of its functions, provide such facilities for its students and staff and other members of the university community as the University considers desirable.”*

In this respect, the provision of Student Accommodation is considered desirable by the University to provide for the needs of students. This further supports that Post Graduate Student Accommodation should be considered to be ordinarily incidental or ancillary to the primary use of the site as a University, which is defined as an Educational Establishment and is included as a purpose shown on the Land Zoning Map for the development site.

The University of Wollongong Act 1989 does not include other provisions that are of reasonable relevance to the statutory planning assessment process considerations.

## **4. CONCLUSION**

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This application has been assessed in accordance with Section 79C (i) of the *Environmental Planning and Assessment Act 1979*, the relevant provisions of State Environmental Planning Policy (Infrastructure) 2007, State Environmental Planning Policy No. 65, WLEP 2009 and WDCP 2009. The proposal is not considered to be in conflict with the objectives sought by these provisions.

Council has undertaken a merit assessment of the proposal against statutory provisions which relate to comparable land uses due to the typology of the development and limited applicable development standards and controls. In this case, it is considered that the proposal demonstrates reasonable compliance with controls that could be sensibly considered to apply in the circumstance. This is further discussed throughout the report.

The exhibition of the proposal has identified two main community concerns – traffic/parking management and the contextual relationship of the proposal in the locality. It is considered that car parking provision for the proposal at the rate of 1 space per 4.4 beds is appropriate as relates to submitted post graduate student car ownership data. It is also considered the proposal is not out of context in the University precinct having considered design elements, zoning change transition matters and likely future development potential in the immediate area.

Whilst the Wollongong Campus Notional Masterplan assists in developing an understanding of the potential future developments on campus, it has not been relied upon by Council in assessing the merits of the proposal.

Some of the issues raised in submissions though technically unresolved are considered to be adequately addressed either through design, continued commitment by UOW to strategies and/or management and implementation or by way of conditions of consent. Any remaining issues are not considered to be sufficient to refuse the application.

## **5. RECOMMENDATION**

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It is recommended that development application DA-2014/1474 be approved pursuant to Section 80 and 89 of the *Environmental Planning and Assessment Act 1979* subject to the draft conditions at Attachment 8.

## **ATTACHMENTS:**

- 1 Architectural Plans
- 2 Design Review Panel Comments
- 3 Applicants Response to Design Review Panel Comments
- 4 Design Verification Statement, SEPP 65 and RFDC Merit Assessment Considerations
- 5 Applicants response to Traffic and Car Parking Matters
- 6 WDCP 2009 Merit Assessment – Chapter B1 Residential Development and C3 Boarding Houses
- 7 External Referral Responses
- 8 Draft Conditions

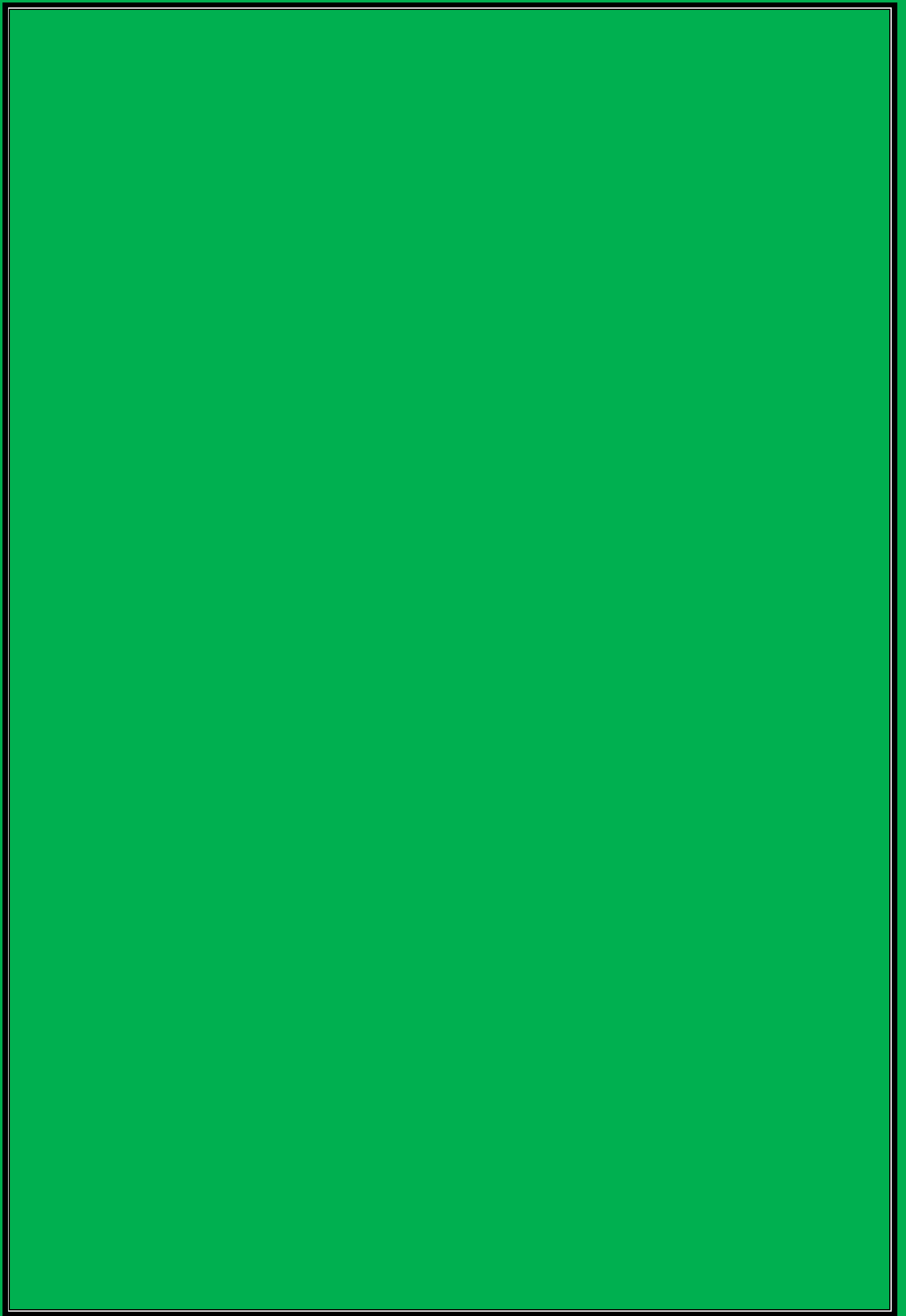
# **Attachment 2 – Determination & Statement of Reasons (8 May 2015)**

**2014STH028 (DA2014/1474)**


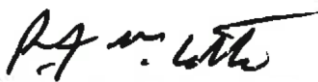

**Post Graduate Student**

**Accommodation**

**2 Northfields Avenue, Keiraville**



<b>SOUTHERN JOINT REGIONAL PLANNING PANEL</b>
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Meeting held at Wollongong City Council at 1.10 PM		
Panel Members: Allen Grimwood (Acting Chair), Mark Grayson, Bob McCotter, Cllr Vicki Curran and Mark Carlon		
Apologies: Pam Allan      Declarations of Interest: Nil		
<b>Determination and Statement of Reasons</b>		
<b>2014STH028 - Wollongong – DA-2014/1474 [2 Northfields Avenue. Keiraville/Gwynville] as described in Schedule 1.</b>		
<b>Date of determination:</b> 8 May 2015		
<b>Decision:</b> The panel determined to defer determination of the development application.		
<b>Panel consideration:</b> The panel considered: the matters listed at item 6, the material listed at item 7 and the material presented at meetings and the matters observed at site inspections listed at item 8 in Schedule 1.		
<b>Reasons for the panel decision:</b> <ol style="list-style-type: none"> <li>1. DA 2014/1474 be deferred so that the Panel can be confident that car parking and cumulative impacts of traffic and parking on the local road network can be resolved in conjunction with DA 2014/1510</li> <li>2. The Panel considers that parking at the Innovation Campus cannot be relied upon to serve this property and consideration be given to providing necessary parking as additional spaces on campus</li> <li>3. The Panel encourages Wollongong City Council and the University of Wollongong to jointly prepare a parking and access study for the area and a masterplan for inclusion in a development control plan chapter</li> </ol>		
<b>Conditions:</b> Not applicable		
<b>Panel members:</b>		
 <b>Allen Grimwood (Acting Chair)</b>	 <b>Bob McCotter</b>	 <b>Mark Grayson</b>
Approved by email <b>Cllr Vicki Curran</b>	Approved by email <b>Mark Carlon</b>	

## SOUTHERN JOINT REGIONAL PLANNING PANEL

### SCHEDULE 1

1	<b>JRPP Reference – LGA- Council Reference:</b> 2014STH028 - Wollongong – DA-2014/1474
2	<b>Proposed development:</b> Post Graduate Student Accommodation Facility
3	<b>Street address:</b> 2 Northfields Avenue, Keiraville/Gwynville
4	<b>Applicant/Owner:</b> Hutchison Builders
5	<b>Type of Regional development:</b> CIV > \$5M - Crown Development
6	<b>Relevant mandatory considerations</b> <ul style="list-style-type: none"> <li>• SEPP (State and Regional Development ) 2011</li> <li>• SEPP (Infrastructure) 2007</li> <li>• SEPP No. 55 – Remediation of Land</li> <li>• SEPP (Building Sustainability Index: BASIX) 2004</li> <li>• SEPP No. 65 – Design Quality of Residential Flat Development</li> <li>• Wollongong Local Environmental Plan (WLEP) 2009</li> <li>• Wollongong Development Control Plan (WDCP) 2009</li> <li>• Wollongong Section 94A Development Contributions Plan 2014</li> <li>• The likely impacts of the development, including environmental impacts on the natural and built environment and social and economic impacts in the locality.</li> <li>• The suitability of the site for the development.</li> <li>• Any submissions made in accordance with the EPA Act or EPA Regulation.</li> <li>• The public interest.</li> </ul>
7	<b>Material considered by the panel:</b> Council Assessment Report: 30 April 2015 Written submissions during public exhibition: 34 Verbal Submissions at the Panel Meeting: Objection: 7 Support: Nil On behalf of Applicant: 1
8	<b>Meetings and site inspections by the panel:</b> Site visit: 8 May 2015. Final Briefing Meeting: 8 May 2015
9	<b>Council recommendation:</b> Approval with conditions
10	<b>Draft conditions:</b> as attached to assessment report

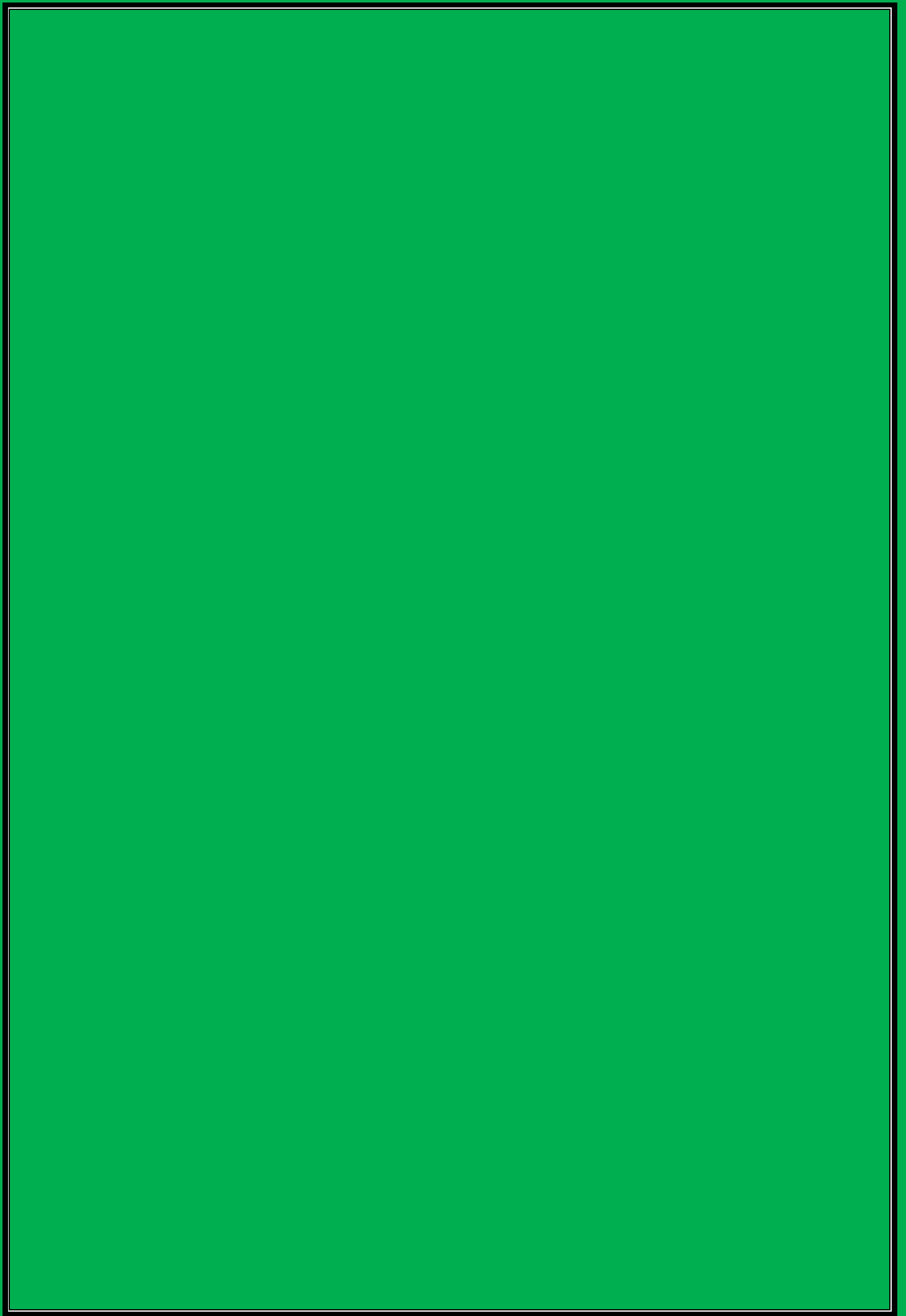
# **Attachment 3 – Transportation Supplementary Report**

**2014STH028 (DA2014/1474)**

**Post Graduate Student**

**Accommodation**

**2 Northfields Avenue, Keiraville**





# University of Wollongong Parking and Traffic Impact Assessment

Student Accommodation - Supplementary Report



# University of Wollongong Parking and Traffic Impact Assessment

## Student Accommodation - Supplementary Report

Client: University of Wollongong

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## Quality Information

Document      University of Wollongong Parking and Traffic Impact Assessment



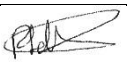


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Date             05-Jun-2015

Prepared by    Seamus Christley

Reviewed by    Stuart Dalziel

### Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	31-Mar-2015	Initial Draft For Comment	Stuart Dalziel Associate Director	
B	07-Apr-2015	Final Draft	Stuart Dalziel Associate Director	
C	08-Apr-2015	For Issue	Roger Jeffries Associate Director	
D	02-Jun-2015	Draft - Revision to address concerns raised at JRPP Meeting 8 May 2015	Stuart Dalziel Associate Director	
E	05-Jun-2015	Final - Revision to address concerns raised at JRPP Meeting 8 May 2015	Stuart Dalziel Associate Director	

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## 1.0 Introduction

### 1.1 Background

The University of Wollongong (UOW) is expanding its student accommodation portfolio with a number of new buildings to be constructed over two stages. Building 120 (Stage 1), to be located in the Northfields precinct, would cater for post graduate students and families. Buildings 73, 74 and 75 (Stage 2), to be located in the Kooloobong precinct, would cater for undergraduate students. Both buildings would provide fully furnished, single-bed and multi-bed units, communal living spaces, off-street car park facilities and secure bicycle storage facilities. In December 2014 applications for both developments were submitted to Wollongong City Council (DA 2014/1474 – Northfields and DA 2014/1510 – Kooloobong).

Council responses to the above development applications were received on 3<sup>rd</sup> March 2015 and contained the following concerns regarding each development which have been separated into two categories, sustainable transport vision issues and technical design items:

- DA 2014/1474 – Northfields
  - Sustainable Transport Vision
    - Parking provision rates for both permit and non-permit parking were not deemed acceptable and were thought to generate a negative impact on the surrounding street environment; and
    - The strategic actions outlined provide no commitment or extensive details from the University regarding their implementation or on-going monitoring regarding their success.
  - Design
    - Small car parking spaces should not be used to comply with parking quotas and should only be used when parking quotas are reached and excess parking is supplied;
    - Wheel stops must be provided for all spaces which back onto pedestrian circulatory areas; and
    - Bicycle parking provision should be updated to align with Wollongong City Council Development Control Plan 2009 (WDCP 2009) requirements.
- DA 2014/1510 – Kooloobong
  - Sustainable Transport Vision
    - Parking provision rates for both permit and non-permit parking were not deemed acceptable and were thought to generate a negative impact on the surrounding street environment;
    - The strategic actions outlined provide no commitment or extensive details from the University regarding their implementation and on-going monitoring regarding their success;
  - Design
    - Small car parking spaces should not be used to comply with parking quotas and should only be used when parking quotas are reached and excess parking is supplied;
    - Visitor car parking is required to be signposted and have appropriate link marking details;
    - Eastern car park requires a turning bay in order to comply with AS2890.1; and
    - Bicycle parking provision should be updated to align with Wollongong City Council Development Control Plan 2009 (WDCP 2009) requirements.

UOW and AECOM met with WCC on 18 March 2015 to discuss Council's responses and concerns. UOW's Sustainable Transport vision and strategies were discussed and generally supported by Council, however Council advised that the proposed student accommodation will result in specific parking challenges, which are different to general UOW commuters, and that the current student parking ratio and commitments do not satisfy Council's concerns with respect to potential negative impacts.

UOW and Council met again on 24 March 2015 and outlined an enhanced transport and parking solution, tailored to the specific needs of the student accommodation proposals. The enhancement includes additional parking,

dedicated to student residents and proposes a University commitment on a range of strategies designed to reduce car ownership and minimise the impact of the development with respect to parking.

The enhanced transportation and parking initiatives were assessed by Council and they provided a positive recommendation report to the Joint Regional Planning Panel (JRPP) which stated:

*“...it is considered that the 34 student resident car parking spaces and 25 off site car parking spaces – total of 59 car parking spaces, in conjunction with the proposed car scare scheme which can replace up to 12 private vehicles, will be sufficient to provide for the needs of the future post graduate occupants and facilities”*

At the Southern Joint Regional Planning Panel meeting held on 8 May 2015 the panel determined to defer determination of the development application as a result of the following traffic and parking issues:

- 1) DA 2014/1474 (Stage 1 Building 120 Northfields) be deferred so that the Panel can be confident that car parking and cumulative impacts of traffic and parking on the local road network can be resolved in conjunction with DA 2014/1510 (Stage 2 Buildings 73, 74 and 75 Kooloobong), and
- 2) The Panel considers that parking at the Innovation Campus cannot be relied upon to serve this property and consideration be given to providing necessary parking as additional spaces on Wollongong campus.

This report and previous submissions to Council considered the cumulative impacts of traffic and parking. The specific documents referred to are as follows:

- Building 120, Student Accommodation Project – Parking and Traffic Impact Assessment (AECOM, Revision C, dated 13 November 2014);
- Buildings 73, 74 and 75 Student Accommodation Project – Parking and Traffic Impact Assessment (AECOM, Revision C, dated 13 November 2014); and
- Additional Information (DA 2014/1474) lodged 10 April 2015

The key change in this updated Supplementary Report is the change to provide all new student resident parking as additional spaces ‘on campus’ to address the JRPP’s concerns. In addition the report refines parking ratio calculations for the Building 120 development to demonstrate adequate parking for the Post Graduate cohort accommodation population.

## 1.2 Objective

The objective of this supplementary report is to outline enhanced transportation and parking initiatives that cater for the cumulative impacts of the developments as well as address JRPP and Council’s concerns regarding the proposed student accommodation developments referred to as DA 2014/1474 and DA2014/1510.

## 1.3 Report Structure

Following Section 1 which provides an introduction and context surrounding the supplementary report the remainder of the document is structured as follows:

- **Section 2** outlines UOW’s sustainable transport vision and discusses existing measures in place to achieve stated objectives;
- **Section 3** details modifications that have been made to UOW’s strategic transport vision and design criteria for DA 2014/1474 (Northfields) and DA 2014/1510 (Kooloobong) which addresses the JRPP and Council’s concerns regarding parking allocation and technical design issues; and
- **Section 4** concludes the report in line with the outcomes of the proposed development.

## 2.0 University of Wollongong – Sustainable Transport (Campus) Vision

### 2.1 Existing Sustainable Transport Initiatives

UOW is a unique land user in that it has a defined and distinct relationship with the community it serves. Great care is taken to ensure accountability in its land use and to maintain an amenity in the surrounding street network as well as striving to reduce the impact of private vehicles.

UOW has a comprehensive overarching Transport Strategy, initially prepared in 2008, which is regularly reviewed and revised as required. The basis of this document is to guide a reduction in the reliance on the private motor vehicle and promote active and public transport. The next iteration and update of the Transport Strategy shall be undertaken in the second quarter of 2015 beginning with the Transport Survey which measures progress against set transport mode share targets.

UOW consistently spends on average in excess of \$1.4M per annum on transport initiatives. In 2015 alone, UOW will spend approximately \$900,000 on shuttle buses to the Wollongong Campus and \$1.5 million on the Northfields Bus Interchange expansion. This investment has resulted in reducing the proportion of private vehicle commuting to the Wollongong Campus from 69 per cent in 2008 to 58 per cent in 2013. The target for 2015 is a further reduction to 55 per cent.

UOW views transport as a holistic element encompassing student commuters, staff, visitors, general public and student accommodation. It is acknowledged that this holistic approach has not specifically addressed the unique requirements of on-campus student accommodation. As such the following chapters of this report contain a detailed evaluation of strategic initiatives, specific to the proposed student accommodation facilities, which provide evidence as to the satisfactory provision of parking and transport requirements that result in a solution which is an improved position to the K2 student accommodation (1 parking space per 5 students) approved by Council in 2010.

#### 2.1.1 Parking Survey

UOW consistently monitors the level of parking utilisation in streets surrounding the Wollongong campus in annual parking surveys. These are used to assess the impact of UOW activities on the amenity of local streets. Results from the 2015 surveys, compared against 2014 and 2013, are shown in **Figure 2.1** and **Figure 2.2**. It can be seen that the level of parking utilisation in streets surrounding the campus has remained equal, and in some cases has fallen, when compared to 2014. These results show that the measures put in place by the University are successful in creating change in the travel patterns of students, staff, visitors as well as student residents. It should be noted that the reduction in parking utilisation has occurred despite the introduction of K2 student residents in 2013 and 2014.



Figure 2.1 2015 Parking Survey Results

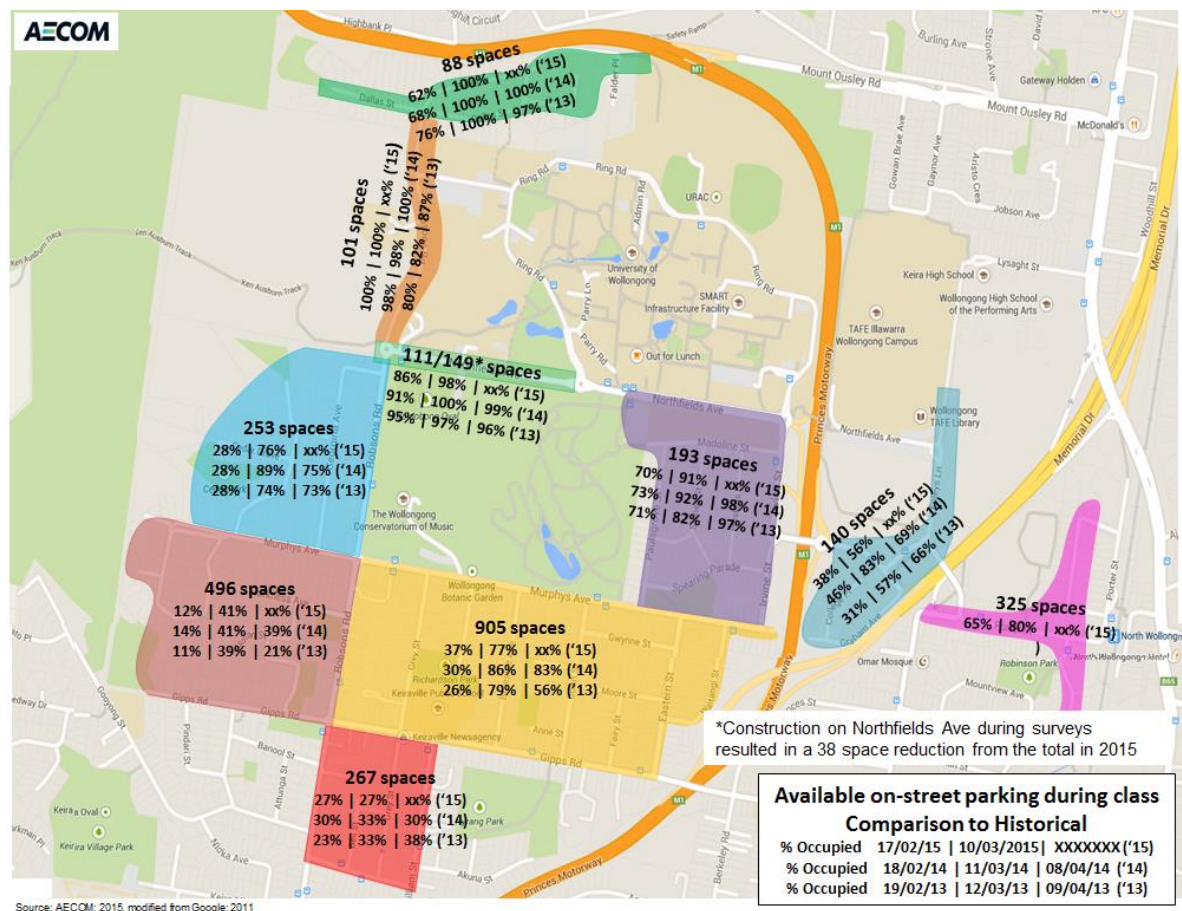
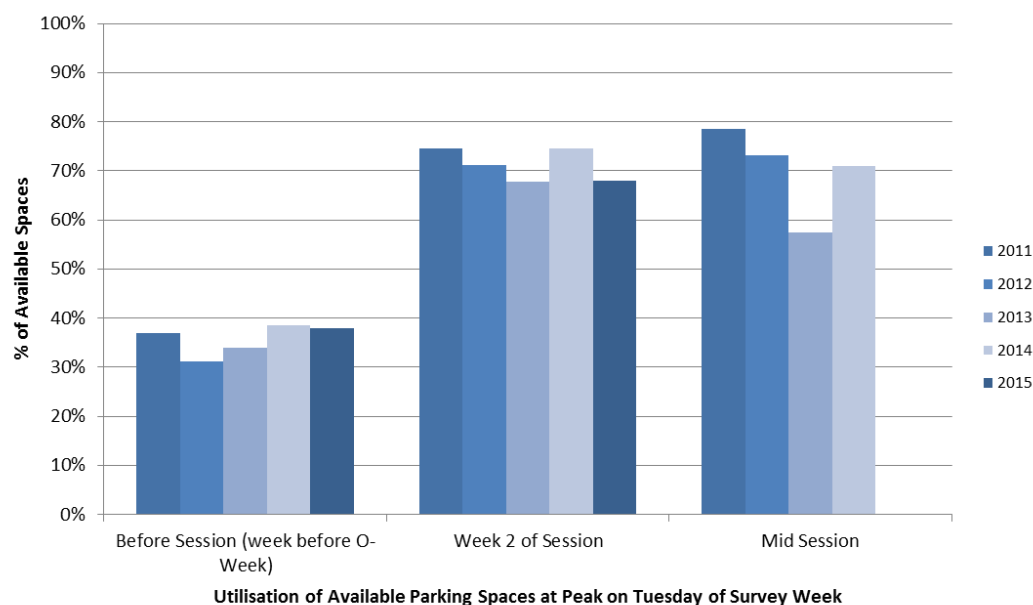


Figure 2.2 2015 Parking Survey Utilisation

### Parking Space Utilisation in Surveyed Streets Near Wollongong Campus 2011 - 2015



Source: AECOM; 2015



## 2.2 Future Campus Development

In January 2014, UOW prepared a notional Wollongong Campus Master Plan, which is intended to provide a framework for the future development of the Wollongong Campus. The notional Master Plan anticipates and provides for growth projections:

- Effective Full Time Student Load (EFTSL) to increase from 16,730 to 25,000 (50 per cent increase).
- Gross Floor Area (GFA) of buildings to increase from 198,048m<sup>2</sup> (2013) to 280,000m<sup>2</sup> (41 per cent increase).
- Car parking spaces increased from around 3,100 spaces to 3,650 spaces (20 per cent increase), but with a planned reduction in spaces/EFTSL; as follows:
  - Existing:  $3,100/16,730 = 0.185$ .
  - Future:  $3,650/25,000 = 0.146$ .

Behind this increase is a linkage to the proposed student accommodation developments which will enable the creation of an on campus University town. This will enable UOW to induce a shift in student commuters to student residents. In this regard it is important to note that the proposed approximately new 1,000 bed student accommodation facilities, associated with DA 2014/1474 and DA 2014/1510, will not equate to 1,000 extra or additional students. Student growth is predicted to continue at the historically modest average of between two to three per cent per annum with the student accommodation facilities catering to this growth and assisting to reduce car usage.

UOW currently provides significant student services and facilities on campus to support this aim. The Retail and Sports precincts encompass the following facilities:

- Food Retail Outlets (16 premises)
- Banks (Two premises);
- Bar;
- Uni Shop and Convenience Store;
- Campus Health (Doctor and Dentist);
- Travel agent;
- Movie theatre; and
- Fitness centre, sports fields and swimming pool.

UOW has further resolved to construct a mini supermarket (IGA or similar) within the retail hub prior to the proposed Northfields development being completed in 2017. This is in addition to existing retail facilities and services within easy walking / cycling distance of the proposed accommodation within the Keiraville and Gwynneville village shopping precincts. These facilities will reduce the demand for residents to use private vehicles to drive to other areas which in turn will reduce associated reliance on private vehicles.

## 3.0 Development Application Revisions

### 3.1 Accountability

UOW is committed to being accountable to residents, Council and ultimately its own Transport Strategy with regards to the proposed transport measures detailed above. To this end a letter, signed and executed by UOW, committing to these strategies is provided in **Appendix A**. It should be noted that this letter contains a number of initiatives which are as follows:

- Commitment 1: Student Resident Transport Information Pack
  - To enhance the sustainable transport vision UOW will develop and implement a tailored and specific Student Resident Transport Information Pack. This Pack will be developed to promote the benefits of living on campus and alternative options available, such as bicycle hire, car share scheme and public transport options, to reduce the need for students to bring private vehicles to campus. The Pack would be issued to all students applying to live on campus, before they arrive, and be updated yearly.
- Commitment 2: Free Bicycle Hire
  - UOW will provide, maintain and operate a fleet of bicycles for student resident use free of charge. Initially eight bicycles will be provided at Building 120, and for Buildings 73, 74 & 75 a fleet of 15 bicycles is confirmed.
- Commitment 3: Car Share Scheme
  - The University will dedicate three car spaces directly adjacent to the proposed buildings (Building 120 Northfields – 1 space and Building 73, 74 and 75 Kooloobong – 2 spaces) for the operation of a car share scheme, such as GoGet or equivalent, for students.

All students involved in the scheme benefit from:

- Enhanced rationalisation of student accommodation parking spaces with regards to parking demand.
- The car share parking spaces being located in the secure area and positioned as closely as possible to the proposed pathway. This will enhance the amenity and desirability of the parking spaces.
- Lower costs as the car sharing scheme includes petrol, dedicated parking, insurance, maintenance and cleaning and no hourly charge between the hours of midnight and 6am.

Data gathered from GoGet indicates that one car space services the needs of up to 23 members and removes up to 12 cars, and associated parking spaces, from the road. A brochure on integrating GoGet into developments is attached in **Appendix B** for additional information.

- Commitment 4: Additional Car Parking Provision
  - Building 120 (Northfields)
    - UOW will allocate 35 secure spaces within existing Multi-Storey Car Park (P1) dedicated for Building 120 student residence use (Refer to UOW-SK-003 / A in **Appendix C**).

The 35 spaces displaced from P1, which are currently dedicated to staff and visitors, will be offset by the current new spaces being constructed on campus (Car park P5a, DA-2014-1311). These spaces are under construction presently and will be available for use prior to the proposed occupation of Building 120 in February 2017.
  - Buildings 73, 74 and 75 (Kooloobong)
    - UOW will initiate a new project to design and construct a multi-storey car park on existing car park P3 which is directly adjacent to the proposed Kooloobong Student Accommodation Precinct (Refer to UOW-SK-004 / B in **Appendix D**).

The project will provide a minimum of 270 secure spaces for Building 73, 74 and 75 residents. In addition the existing Pay and Display and UOW Permit spaces within P3 will be maintained in the

design. There will be no net loss of general Pay and Display or UOW Permit spaces when the new multi-storey car park is operational in December 2017.

- Commitment 5: Off Campus Parking Survey (On-going commitment)
  - The success of the above commitments is measurable through the impact of parking in local streets surrounding the campus. UOW commits to continue undertaking the annual local street parking survey and discussing the results with Council and Roads and Maritime Services.

Further details on the above commitments can be found in **Appendix A**.

These policies and commitments provide JRPP, Council and the community with the reassurance that the proposed developments (DA 2014/1474 and DA 2014/1510) satisfy concerns regarding sustainable transport vision elements of the proposal, particularly with respect to parking and the impact on the local road network.

Consideration of mitigating the cumulative impact of the development is at the forefront of the above commitments. A visual representation of the cumulative commitment and parking provisions is illustrated in **Appendix E** (UOW-SK-001 / E)

## **3.2 DA 2014/1474 – Northfields**

### **3.2.1 Parking Rate Calculations**

Council have considered the car ownership rates in the 2014 Student Accommodation Survey contained within the previously submitted 'Independent Assessment of the Wollongong Campus Transport Strategy – Parking (2014)' (AECOM; 2014) and correlated this rate to parking provision for the proposed development. It is contended that the parking provision rate for the proposed student accommodation development should not be based on the survey rate of existing students residing in accommodation facilities. This sample size contains no calculation or consideration of the impact the sustainable transport initiatives outlined in the 'Independent Assessment of the Wollongong Campus Transport Strategy – Parking (2014)' (AECOM; 2014) will potentially have on private vehicle usage in the area surrounding the Wollongong Campus. In addition, despite the perception that the K2 student accommodation has resulted in a deterioration in parking conditions on the surrounding network annual parking occupancy surveys, highlighted in **Figure 2.1**, provide a clear indication that this is not the case. Whilst patterns of demand and locations of demand have altered as a result of the development the net impact of parking demand is unchanged. In this regard it is considered that the previously approved ratio of 1 car space per 5 students is an appropriate starting position for the proposed development with respect to parking provision and possible impacts.

It is also important to consider that a portion of the students who reside in the proposed student accommodation are existing students who already park their vehicles on the streets surrounding the University. Whilst, at this stage of the project, it is not possible to quantify the specific shift in day students residing and commuting from surrounding suburbs who will shift to on campus accommodation services the outcome of this shift shall be a net benefit (reduction) to traffic generation and parking occupancy on local streets surrounding the Wollongong Campus.

### **3.2.2 Sustainable Transport Vision Alterations**

The proposed Building 120 (Northfields) development has been purposefully designed to cater for postgraduate students, their partners and families, if applicable. This is an important strategy for UOW in attracting postgraduate students and researchers who are predominantly international and are seeking affordable, modern and vibrant accommodation on campus. The building 120 room mix comprises:

- Single studios – 113
- Double studios – 57
- 2 Bed Apartments – 30
- 3 Bed Apartments – 8

This will cater for a total of 208 students with extra beds, from double studio and apartment bedrooms, for partners and children. It is also noted that the extra beds for partners and children would not envisage additional car ownership due to the nature of the cohort and family members i.e. low income, young families with at least one partner working / studying on campus.

Research findings indicate that the car ownership and country of origin breakdown for postgraduate student accommodation is very different to undergraduate student accommodation. **Table 3.1** shows the breakdown of student's country of origin at existing UOW post graduate accommodation.

**Table 3.1 Postgraduate Students: Country of Origin**

Country of Origin	Total Students	Percentage
Australia	9	8%
Rest of the World	103	92%

Source: University of Wollongong Accommodation Services; 2015

Car ownership percentages of international and domestic students are provided in **Table 3.2** and are based on the 2014 Student Accommodation Survey results which are also supported by University Student Accommodation staff over many years. The statistics indicate an inverse relationship between domestic and international students with respect to car ownership with domestic students being six times more likely to own a car than an international student. This is primarily due to the fact that international post-graduate students are in Australia, at the University, for up to one to two years only and primarily live on Campus and are focused on their research and studies.

**Table 3.2 Car Ownership: Country of Origin**

Country of Origin	Car Owner	Non Car-Owner	Car Owner %	Non Car-Owner %
Australia	301	77	80%	20%
Rest of the World	15	97	13%	87%

Source: 2014 Student Accommodation Survey; 2015

Based on the above statistics the forecast number of international students who will reside in the Northfields post graduate student accommodation is 191 with domestic students numbering 17. Of these the proportion of international students who will own private vehicles is 25 students. Factoring in the high domestic student car ownership results in a further 14 car spaces or a total of 39 spaces. Whilst this is a snapshot analysis of the statistics it is anticipated that it is an authentic representation of the demand for parking for this particular post-graduate residence. This snap shot analysis would result in a student to parking space ratio of 5.3/1 (208/39) which is similar to the recently approved K2 ratio of 5/1.

UOW proposes to provide an improved ratio and other initiatives that would result in further improvements to parking impacts across the surrounding road network. The committed parking provisions and strategies are:

- Provision of 34 secure resident car parking spaces immediately adjacent to Building 120
- Provision of 35 secure resident car parking spaces in existing UOW car park P1. This is located a short distance from Building 120.
- Supply one car share (GoGet or equivalent) car space at the development
  - In the previously discussed 2014 Student Accommodation Parking Survey 10 per cent of survey respondents (31 students), who currently own private vehicles, stated they would 'Definitely' participate in a car share scheme. As a worst case scenario it has been assumed that, of the 39 people forecast to own a private vehicle 10 per cent will definitely use the car share scheme instead of a private vehicle. This will result in a four vehicle reduction in parking provision at a minimum however the actual value realised could be as high as 12 parking spaces.
- A free bike hire scheme on campus to assist students undertaking short term trips around campus and to nearby trip attractors.

The above parking provision, excluding the car share scheme which has not been included to provide a worst case assessment, would result in total parking provision for Building 120 (DA 2014/1474 Northfields) that equates to 1 space per 3 students. Based on the approved K2 development rate this is equivalent to a 30 per cent increase in parking provision. As previously highlighted in **Figure 2.1** the introduction of K2, and its associated parking rate of one space per 5 students, has not had a measurable impact on the net parking demand surrounding the Wollongong Campus.

### 3.2.3 Design Alterations

Based on the comments provided by Council the following modifications have been made to the 2014/1474 car park design:

- Small car parking spaces have been removed from the proposed car park design in line with Council comments;
- Wheel stops have been provided in all locations where spaces back onto pedestrian circulatory areas;
- Bicycle parking provision has been extended in line with Wollongong City Council Development Control Plan 2009 (WDCP 2009) requirements. Bicycle parking spaces have been increased to comply with the requirements for the "Residential flat building/Multi-dwelling housing" development type in the WCC DCP, from 40 spaces to 86 spaces. The active transport rate for 2013 from the UOW Transport Questionnaire Survey (TQS) had a rate of 12.3% of students using active transport. Using this rate, the 260 students would require 32 residential bike spaces, which is more than met by the proposed number of bicycle spaces

In addition to this high level of provision UOW has also committed to providing a dedicated bicycle hire facility for students. Eight bicycles are proposed for the Northfields site. This shall be reviewed annually with demand increased as required.

## 3.3 DA 2014/1510 – Kooloobong

### 3.3.1 Parking Rate Calculations

Council have considered the car ownership rates in the 2014 Student Accommodation Survey contained within the previously submitted 'Independent Assessment of the Wollongong Campus Transport Strategy – Parking (2014)' (AECOM; 2014) and correlated this rate to parking provision for the proposed development. It is contended that the parking provision rate for the proposed student accommodation development should not be based on the survey rate of existing students residing in accommodation facilities. This sample size contains no calculation or consideration of the impact the sustainable transport initiatives outlined in the 'Independent Assessment of the Wollongong Campus Transport Strategy – Parking (2014)' (AECOM; 2014) will potentially have on private vehicle usage in the area surrounding the Wollongong Campus. In addition, despite the perception that the K2 student accommodation has resulted in a deterioration in parking conditions on the surrounding network annual parking occupancy surveys, highlighted in **Figure 2.1**, provide a clear indication that this is not the case. Whilst patterns of demand and locations of demand have altered as a result of the development the net impact of parking demand is unchanged.

It is also important to consider that a portion of the students who reside in the proposed student accommodation are existing students who already park their vehicles on the streets surrounding the University. Whilst, at this stage of the project, it is not possible to quantify the specific shift in day students residing and commuting from surrounding suburbs who will shift to on campus accommodation services the outcome of this shift shall be a net benefit (reduction) to traffic generation and parking occupancy on local streets surrounding the Wollongong Campus.

Despite the above UOW recognises the importance of a shortage in on campus parking provision as an issue for both JRPP, Council and the local community with which UOW regularly engages. As a result the parking rate for DA 2014/1510 is proposed to be increased to one space per 3 students. This equates to a total requirement for on-site parking provision of 270 secure spaces. This is a substantial increase from the 100 secure spaces previously provided on site.

### 3.3.2 Sustainable Transport Vision Alterations

The proposed Kooloobong student accommodation, which will cater for undergraduate students, will house 800 students. The previous approved K2 Student Accommodation project (1 space per 5 students) would equate to a total requirement of 160 spaces however, as mentioned in **Section 3.3.1**, the new rate of one space for every three students equates to a total of 270 spaces.

Due to topographical constraints the existing DA 2014/1510 site does not provide adequate land area to facilitate construction of the required parking facilities. As a result UOW will initiate a new project to design and construct a multi-storey car park on existing car park P3 which is directly adjacent to the proposed Kooloobong Student Accommodation Precinct

The project will provide a minimum of 270 secure spaces for Building 73, 74 and 75 residents. In addition the existing Pay and Display and UOW Permit spaces within P3 will be maintained in the design. There will be no net loss of general Pay and Display or UOW Permit spaces when the new multi-storey car park is operational in December 2017. Due to the additional parking spaces being provided for use by students residing at UOW the peak period trip generation of the campus is not anticipated to be impacted.

All visitor parking, car share spaces and garbage access arrangements will remain on the DA 2014/1510 site as per the original proposal.

In addition to the above, despite already recording a parking rate provision that is lower than the previously approved K2 student accommodation, UOW proposes the following committed alternatives and strategies:

- Supply two car share (GoGet or equivalent) car spaces at the development
  - Data gathered from GoGet indicates that two car share space services the needs of 46 members. In the previously discussed 2014 Student Accommodation Parking Survey 10 per cent of survey respondents (31 students), who currently own private vehicles, stated they would 'Definitely' participate in a car share scheme. As a worst case scenario it has been assumed that, of the 493 people forecast to own a private vehicle (noting many of these are existing students) 10 per cent will definitely use the car share scheme instead of a private vehicle. This will result in a total of 49 users of the car share service. However 45 users should be assumed due to the previously stated figure of two car share spaces servicing the needs of 46 members. The parking reduction is estimated to be up to 24 parking spaces.

A brochure on integrating GoGet into residential developments is attached in **Appendix B** for additional information.

### **3.3.3 Design Alterations**

Due to the proposed site alterations and resultant impacts on the previously proposed at grade car park the comments provided by Council for the DA 2014/1510 car park design no longer apply. The revised car park arrangement associated with DA 2014/1510 shall be resubmitted to Council with comments addressed as required.

## 4.0 Summary

### 4.1 Conclusion

This report has quantified the proposed alterations to DA 2014/1474 (Northfields) and DA 2014/1510 (Kooloobong) following JRPP and Council's comments. In summary the proposed developments, which will cater for a total of 1,006 students shall provide 339 dedicated student resident on-site parking spaces. This equates to a parking space provision of 1 space per 3 (2.96) students which is substantially higher than the previously approved K2 rate of 1 space per 5 students.

Annual parking surveys indicate that the impact of the K2 development on the streets surrounding the Wollongong Campus has been negligible which is a success story regarding the way in which UOW delivers sustainable transport options for students both attending and residing on campus.

The above figures and calculations do not include an additional 18 spaces which will be provided (10 DA 2014/1510 and eight for DA2014/1474) for visitors, maintenance, pick up and drop off and car share vehicles.

In addition the following commitments are provided to JRPP and Council by UOW:

- Commitment 1: Student Resident Transport Information Pack;
- Commitment 2: Free Bicycle Hire;
- Commitment 3: Car Share Scheme;
- Commitment 4: Additional Car parking Provision; and
- Commitment 5: Off Campus Parking Survey (On-going commitment).

These commitments and the discussed parking and traffic modifications have been developed with the cumulative impact of the developments at the forefront of any suggested strategies. Based on the above alterations to parking provision rates and enhanced strategic initiatives pertaining to DA2014/1474 and DA2014/1510 it is recommended that Council approve the above developments with respect to the traffic issues raised in previous correspondence.

## Appendix A

# UOW Commitment Letter





4 June 2015

Ref:oltr\_wcc\_Transport\_Accomm\_Commitments\_040615\_FINAL

Mr David Farmer  
General Manager  
Wollongong City Council  
Locked Bag 8821  
Wollongong DC NSW 2520

Dear David

**UOW Student Accommodation – Transport Initiatives and Commitments  
DA's 2014-1474 and 2014-1510**

Following the Southern Region JRPP meeting (8 May 2015) and their decision to defer determination of DA 2014-1474 on the basis of parking and transportation cumulative impacts (with DA 2015-1510), we have reviewed the assessments, strategies and commitments that were proposed and presented to Wollongong City Council (WCC). This letter supersedes the previous University letter dated 1<sup>st</sup> April 2015.

We are pleased to confirm that the reports and previous submissions issued to WCC, including;

- Building 120, Student Accommodation Project, Parking and Traffic Impact Assessment (AECOM Rev C dated 13 Nov 14),
- Building 73, 74 & 75, Student Accommodation Project, Parking and Traffic Impact Assessment (AECOM Rev C dated 13 Nov 14), and
- Building 120 and Building 73, 74 & 75, Parking and Traffic Impact Assessment – Supplementary Report (AECOM Rev C dated 8 Apr 15).

considered the cumulative impacts of both Development Proposals. We have requested, via the applicant (Hutchinson Builders), the opportunity to hold a technical briefing with the JRPP to ensure the complex assessment of transportation and parking matters can be explained in detail.

As WCC is aware, the University has been very successful in the implementation of a Strategic Sustainable Transport Model which has seen a modal shift of commuters moving to public transport. Currently 42% of commuters now come to the Wollongong Campus without using a car compared to 31% in 2007.

**Melva Crouch** CSM  
**Chief Administrative Officer**

University of Wollongong NSW 2522 Australia  
P: +61 2 4221 3933 F: +61 2 4221 5191  
melva\_crouch@uow.edu.au [www.uow.edu.au](http://www.uow.edu.au)

The Student Accommodation expansion project will see a net increase of approximately 900 students living on campus by 2018. The additional beds will replace old and unsuitable beds both on-campus (95) and in other Wollongong locations (178).

The new accommodation will be beneficial in moving existing students to an on-campus location thus reducing peak traffic trip rates. It is, however, recognised that additional on-campus student residents will create different challenges associated with car ownership and parking.

We are pleased to confirm that we have reviewed the strategy of remote long term parking, as part of the overall parking solution for student residents, which was previously proposed to be at Innovation Campus. We now have parking, dedicated for student residents, adjacent to the developments at an enhanced rate of 1 space per 3 students.

The University has developed a considered and appropriate approach to the provision of parking for the student residents with our Transport Planning Consultant AECOM. Their updated report, prepared to support the Development Applications, details the proposed solution. The solution contains a number of strategies and initiatives that require University commitment and support.

#### **Commitment 1: Student Resident Transport Information Pack**

To complement the existing sustainable transport information and strategy already in place the University will develop and implement a tailored and specific Student Resident Transport Information Pack. This Pack will be developed to promote the benefits of living on campus and alternative options available, such as bicycle hire, car hire and public transport, to reduce the need for students to bring private vehicles. The Pack would be issued to all students applying to live on campus, before they arrive, and be updated yearly.

#### **Commitment 2: Free Bicycle Hire**

The University, via its Accommodation Services Division, would provide, maintain and operate a fleet of bicycles for student resident use free of charge. Numbers will depend on demand, however, initially on building occupation we propose to provide 8 bicycles at Building 120, and for Buildings 73, 74 & 75 a fleet of 15 bicycles. In the second year of operation the size of the fleet will be assessed and adjusted according to demand.

#### **Commitment 3: Car Hire**

The University will dedicate 3 car spaces directly adjacent to the proposed buildings (Bldg. 120 – 1 space and Bldgs. 73, 74 & 75 – 2 spaces) for the operation of a car hire scheme for the students. Prior to building(s) operation (2017 and 2018 respectively) the University will engage with a commercial operator (such as GoGet or similar) to provide the service.

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The introduction of a commercial operator to Wollongong is anticipated to present wider opportunities for the region and we will seek to work with the WCC in the future to promote and widen the service.

#### **Commitment 4: Car Parking Provision**

##### **Building 120 (Northfields)**

- UOW will allocate 35 secure spaces within existing Multi-Storey Car Park (P1) dedicated for Building 120 student residence use (Refer to UOW-SK-003 / A in Appendix C). These spaces will supplement the dedicated secure 34 spaces being constructed as part of the development.

The 35 spaces displaced from P1, which are currently dedicated to staff and visitors, will be offset by the current new spaces being constructed on campus (Car park P5a, DA-2014-1311). These spaces are under construction presently and will be available for use prior to the proposed occupation of Building 120 in February 2017.

##### **Buildings 73, 74 and 75 (Kooloobong)**

- UOW will initiate a new project to design and construct a multi-storey car park on existing car park P3 which is directly adjacent to the proposed Kooloobong Student Accommodation Precinct (Refer to UOW-SK-004 / A in Appendix D).

The project will provide a minimum of 270 secure spaces for Building 73, 74 and 75 residents. In addition the existing Pay and Display and UOW Permit spaces within P3 will be maintained in the design. There will be no net loss of general Pay and Display or UOW Permit spaces when the new multi-storey car park is operational in December 2017.

The University will prepare and lodge a specific Development Application for the new multi-storey car park (required by December 2017) with a construction program to ensure the spaces are available.

We understand that the JRPP and WCC are seeking surety in the car parking provision proposed. The University would consider favourably a Development Consent Condition whereby the Occupation Certificate of DA 2015-1510 can only be issued if the 270 spaces allocated for the student residents for Buildings 73, 74 & 75 have been constructed in accordance with our commitment.

#### **Commitment 5: Off Campus Parking Survey**

It is understood that the ultimate test of the success of the University's overall Sustainable Transport Strategy and the specific initiatives for the Student Accommodation is the impact of parking in the local streets surrounding the University.

The University will commit to continue to undertake the local street parking survey, each year, and continue to share the results with WCC and RMS.

**Melva Crouch** CSM  
**Chief Administrative Officer**  
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Further, UOW committed in 2014 to be an active participant and financial contributor to WCC's proposed Keiraville/Gwynneville Local Area Transport Management study, which would include addressing neighbourhood parking concerns. The results of the survey will be used by UOW to inform, develop and update the UOW Transport Strategy on an ongoing basis.

We trust the above undertakings will assure WCC of the University's commitment to an appropriate sustainable transportation solution for the proposed Student Accommodation developments.

Please do not hesitate to contact me if you require further information on any of the initiatives proposed.

Regards

Melva Crouch CSM  
Chief Administrative Officer

## Appendix B

# GoGet Developer Brochure



*on-site*



**Please contact:**

Business Development Manager

1300 769 389

[pods@goget.com.au](mailto: pods@goget.com.au)



## Introduction

### Why own a car when you have GoGet on-site?

The trend towards high density, inner city living means car ownership is increasingly a burden. Providing **GoGet on-site** in your building lets residents and businesses have the convenience of a car when they need one, without the costs and hassles of owning their own.

**GoGet on-site** delivers benefits to you, to tenants and the general community, and we make it super easy to incorporate into your building.

GoGet is Australia's first and largest carshare operator, and we have an established network across the country.

We have over 11 years' of experience making carshare work for everybody.





## Benefits for developers

### Sell apartments without parking

- A single GoGet pod services 23 members
- Most councils recognise carshare as a way to reduce parking ratios
- Experience shows apartments without parking sell better in **GoGet on-site** buildings

### A great selling point

- Carshare is a meaningful and easily achievable sustainability angle
- Tenants can get free membership
- Residents, business tenants and councils are all increasingly demanding **GoGet on-site** as crucial infrastructure

### Green Building Accreditation

- Green Star points are awarded for reduced parking provision, especially in highly accessible areas
- Extra points are awarded for dedicated carshare spaces in both residential and commercial buildings
- The GBCA recommends 1 GoGet pod per 70 residents

### Lasting Benefits

- We work with strata and owners after construction has finished
- Cars are cleaned, cared for and upgraded by GoGet fleet maintenance
- Local GoGet members using the pod increase foot traffic to retail tenants



Trio Apartments 2008  
Camperdown Sydney:  
10 GoGet cars on-site

#### Dustin Wu Developer

"When we introduced GoGet to Cirque we experienced an increase in sales of apartments without dedicated parking. These residents can still enjoy the benefits of car ownership while the investors can expect the same return on their property without the added cost of buying a car space."

"We firmly believe in the sustainable development of our cities and the success at Cirque has convinced us to include a car sharing scheme across all our projects in inner city locations that are readily accessible by public transport and bike routes."

## Benefits for residents

**A GoGet on-site pod is a car residents can use like their own**

### **All the fun of a car, none of the hassle**

- Petrol, maintenance, rego and insurance are all covered by GoGet
- Residents can sell their existing car, or not buy one to begin with
- Protection from unexpected car costs and petrol price fluctuations

### **A happier, healthier lifestyle**

- Residents can use public transport, cycling and walking for the majority of trips
- GoGet fills the “mobility gap”, providing a car when it is needed
- Less car dependence means improved community connections and support for local businesses

### **Only pay for what you use**

- Most of the costs of car ownership are fixed - you pay even when you don't drive
- Book a GoGet car by the hour or by the day, and only pay when you need to drive
- Save money by buying an apartment without parking

### **One membership, thousands of vehicles**

- GoGet vehicles are in buildings and local streets across Australia
- The fleet includes utes, commercial vans and SUVs for when a normal car won't do
- Pods at airports and hotels across Australia makes travel easy
- Pet-friendly, learner-friendly and baby seat equipped cars to suit all families





## Benefits for businesses

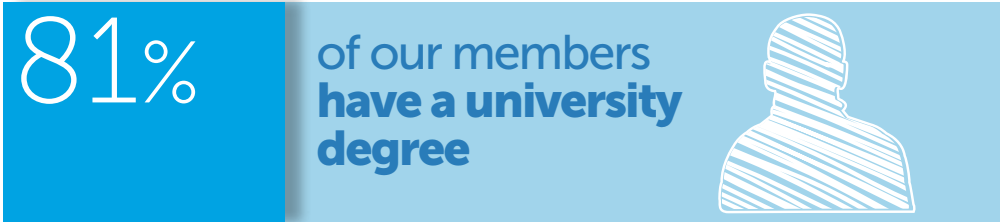
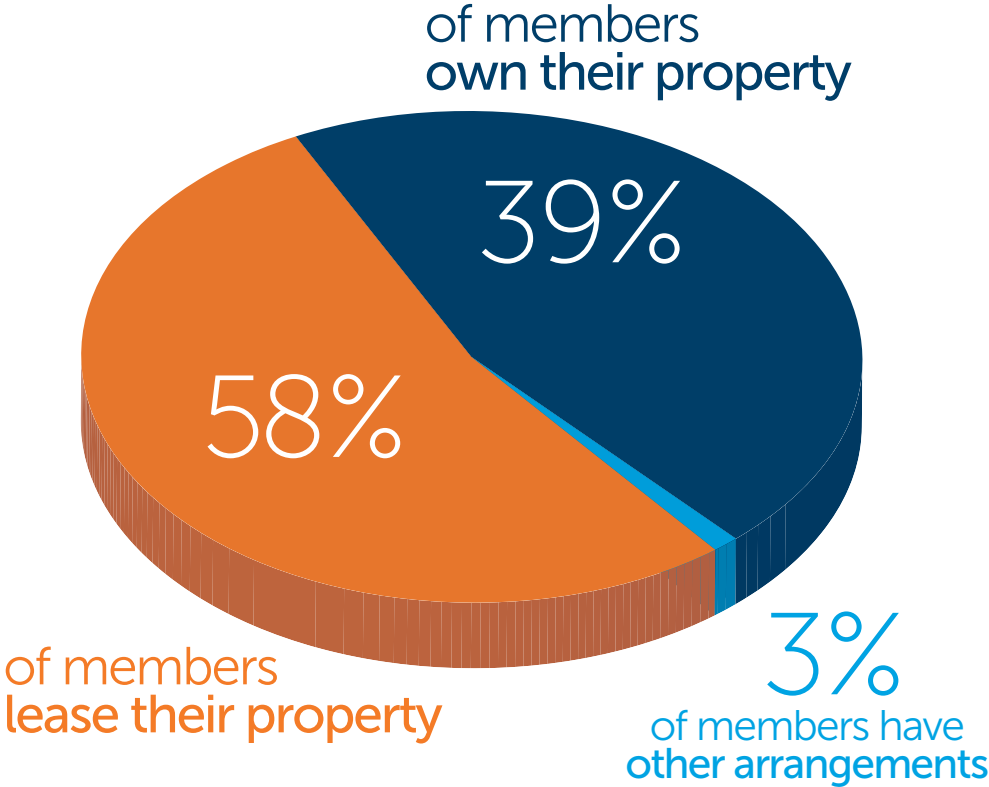
### The hassle-free fleet solution

Businesses of all sizes use GoGet to get around

- **Scalable:** No difficult decisions about buying another fleet car
- **Neutral:** Enough capacity for all staff means no more disputes
- **Efficient:** No personal car allowances or unused fleet cars
- **Accountable:** In-depth activity reports cuts down on misuse
- **Trackable:** Always know who is responsible for fines
- **Down to earth:** Staff drive themselves
- **Affordable:** Around half the cost of cabs for most trips
- **Flexible:** Easy access to commercial vans, utes and people movers



# Who uses GoGet



## Social and environmental benefits

### Cleaner air

Newer, more fuel-efficient cars, including hybrid vehicles, means less pollution.

### Reduced usage

**GoGet** lets people drive less and use other transport methods.

### Promoting & maintaining liveable communities

Carshare encourages public and active transport use, facilitating interaction which creates cohesive residential communities.

### Fewer cars

**1 GoGet car** is shared between **23 members**. Fewer cars means less parking hassles for everyone.

### Providing economic benefit

Carshare provides 'mobility infrastructure' enhancing its local and wider connectivity.



for every GoGet car, 12 private cars are taken off the road



## Security & authentication

### GoGet members aren't strangers

- Members must pass ID and licence checks
- We always know who uses which cars, and when
- We have \$20 million liability insurance
- Each member has a unique RFID smartcard

### Bookings-based authentication

- Standalone access systems can be fitted to any door
- Gallagher provides GoGet-compatible integrated building security
- Doors and lifts work with standard GoGet smartcard
- GoGet booking systems adds and removes access rights



## GoGet vehicles

### Diverse fleet

- Economy cars and compact wagons
- SUVs
- Vans and utes
- Electric cars and hybrids
- People movers

### Ongoing service

- Weekly cleaning by professionals
- Scheduled servicing
- Maintenance crew attend to any problems
- Roadside assistance for on-road issues
- 24/7 contact centre
- Vehicles are periodically replaced





## Our partners

**GoGet** has forged great working relationships with **IKEA, Westfield, Frasers, Lend Lease** and others to deliver much more than pods on-site. We can work to cross-promote your development, provide value-added services for your customers, provide fleet management solutions for your business, and find other ways to meet your business needs.

Get in touch with our Business Development Manager to see how a GoGet partnership can benefit you, and check out our case studies at [goget.com.au/developer-partners](https://goget.com.au/developer-partners)





The earlier the better! Contact us now to integrate GoGet into your:

- Planning and DA submissions
- Sales and marketing
- Construction, design and security

**Please contact:**

**Pods & Locations Team**  
email: [pods@goget.com.au](mailto: pods@goget.com.au)  
1300 769 389

## Fleet guide

### Hatchbacks



### SUVs



### Hybrids



### Premium



### Utilities



### Vans



GoGet is a member of:



*Why own a car when you can goget!*

## Appendix C

# UOW-SK-003: Transport Initiatives Building 120

**NOTE:**  
35 spaces in new carpark P5a used to  
offset loss of spaces in P1 now  
dedicated to Blg 120 residents.

DA-2014-1311  
79 additional spaces  
-under construction

**COMMITMENT 5**  
Continuation of Off  
Campus Parking  
Surveys

ROBSONS RD  
ENTRY

**KOOLOOBONG  
PRECINCT  
(Undergraduates)**

**Retail & Student Services  
UNICENTRE**

**Public Transport  
Interchange**

**COMMITMENT 4**  
35 secure spaces allocated  
for Blg 120 student  
residents in existing P1.

**COMMITMENT 1**  
Specific Student  
Resident Transport  
Information Pack

**COMMITMENT 2**  
Free Bike Hire  
Operated by University  
8 Bicycles

**COMMITMENT 3**  
Car Hire Scheme  
GoGet or similar  
1 Vehicle

Additional Parking-8 Spaces (enforced)  
-1 x Car Share  
-2 x Pickup / Drop Off  
-3 x Visitors  
-2 x Maintenance

**Sports & Fitness Hub  
URAC**

**NORTHFIELDS  
PRECINCT  
(Postgraduates)**

**STUDENT ACCOMMODATION  
BLG 120 - Northfields Ave  
TRANSPORTATION INITIATIVES**

## Appendix D

# UOW-SK-004: Transport Initiatives Buildings 73, 74 and 75



#### COMMITMENT 4

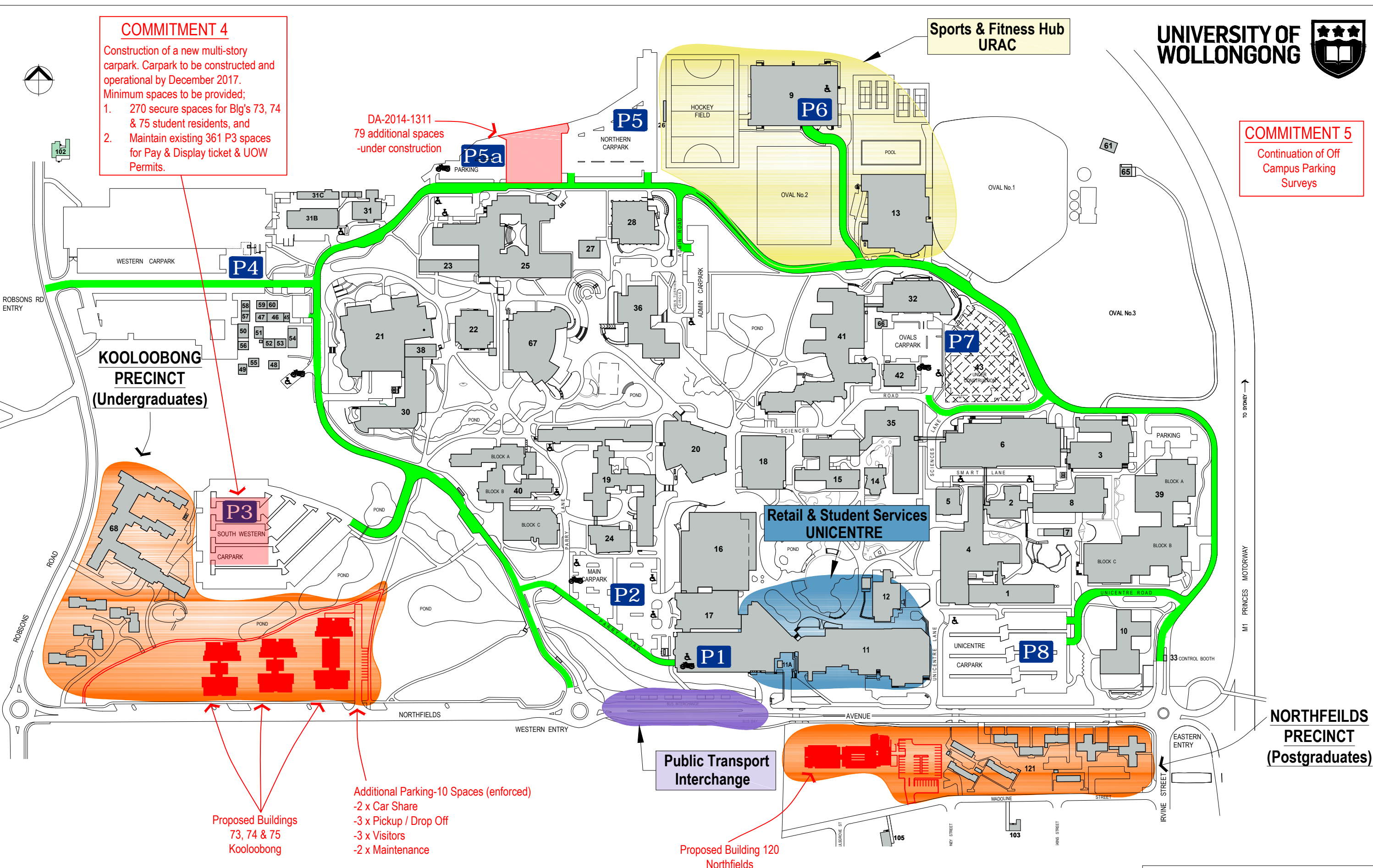
Construction of a new multi-story carpark. Carpark to be constructed and operational by December 2017.

Minimum spaces to be provided;

1. 270 secure spaces for Bldg's 73, 74 & 75 student residents, and
2. Maintain existing 361 P3 spaces for Pay & Display ticket & UOW Permits.

#### COMMITMENT 5

Continuation of Off Campus Parking Surveys



#### COMMITMENT 1

Specific Student Resident Transport Information Pack

#### COMMITMENT 2

Free Bike Hire  
Operated by University  
15 Bicycles

#### COMMITMENT 3

Car Hire Scheme  
GoGet or similar  
2 Vehicles

**STUDENT ACCOMMODATION  
BLD'S 73, 74 & 75 - Kooloobong  
TRANSPORTATION INITIATIVES**

## Appendix E

# UOW-SK-001: Cumulative Transport Initiatives Building 120 and Buildings 73, 74 and 75

**COMMITMENT 5**

Continuation of Off  
Campus Parking  
Surveys

**COMMITMENT 4-KOOLOOBONG**

Construction of a new multi-story  
carpark. Carpark to be constructed and  
operational by December 2017.  
Minimum spaces to be provided;

1. 270 secure spaces for Blg's 73, 74  
& 75 student residents, and
2. Maintain existing 361 P3 spaces  
for Pay & Display ticket & UOW  
Permits.

**NOTE:**

35 spaces in new carpark P5a used to  
offset loss of spaces in P1 now  
dedicated to Blg 120 residents.

DA-2014-1311  
79 additional spaces  
-under construction

ROBSONS RD  
ENTRY

**KOOLOOBONG  
PRECINCT  
(Undergraduates)**

P4

58 59 60  
57 47 46 45  
50 51  
56 52 53  
49 55 48

P3  
SOUTH WESTERN  
CARPARK

Proposed Buildings  
73, 74 & 75  
Kooloobong

Additional Parking-10 Spaces (enforced)  
-2 x Car Share  
-3 x Pickup / Drop Off  
-3 x Visitors  
-2 x Maintenance

**COMMITMENT 4  
NORTHFIELDS**  
35 secure spaces allocated  
for Blg 120 student  
residents in existing P1.

**COMMITMENT 1**

Specific Student  
Resident Transport  
Information Pack

**COMMITMENT 2**

Free Bike Hire  
Operated by University  
15 Bicycles

**COMMITMENT 3**

Car Hire Scheme  
GoGet or similar  
2 Vehicles

**Public Transport  
Interchange**

Proposed Building 120  
Northfields

**Sports & Fitness Hub  
URAC**

P5  
NORTHERN  
CARPARK

P5a

P6

**Retail & Student Services  
UNICENTRE**

P2

P1

P7

P8

**NORTHFIELDS  
PRECINCT  
(Postgraduates)**

Secure Residents Carpark  
34 x Spaces (2 disabled)

Additional Parking-8 Spaces (enforced)  
-1 x Car Share  
-2 x Pickup / Drop Off  
-3 x Visitors  
-2 x Maintenance

**STUDENT ACCOMMODATION  
BLG 120 & BLD'S 73, 74 & 75  
CUMULATIVE TRANSPORTATION INITIATIVES**





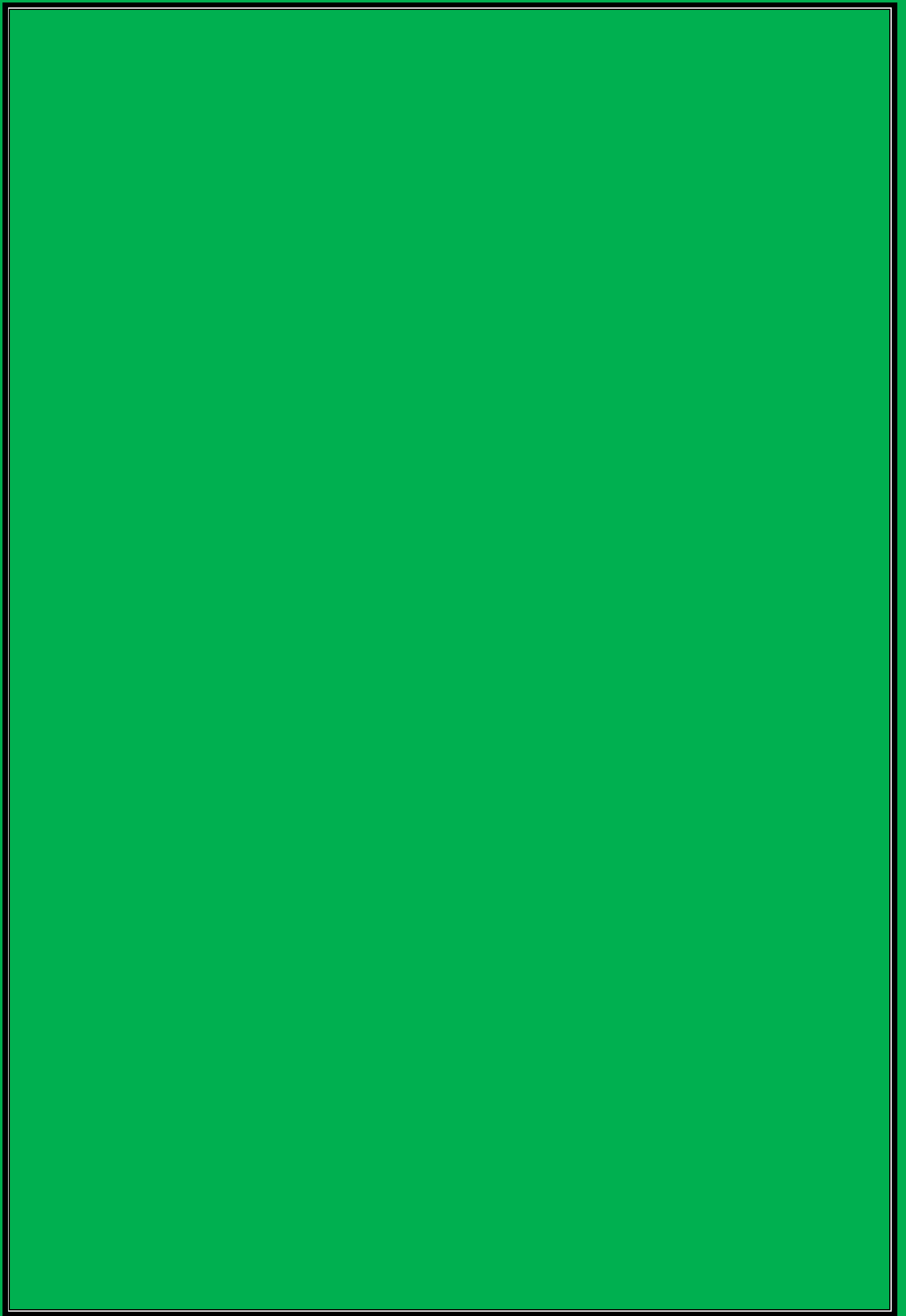
# **Attachment 4 – Transport Initiatives Plan**

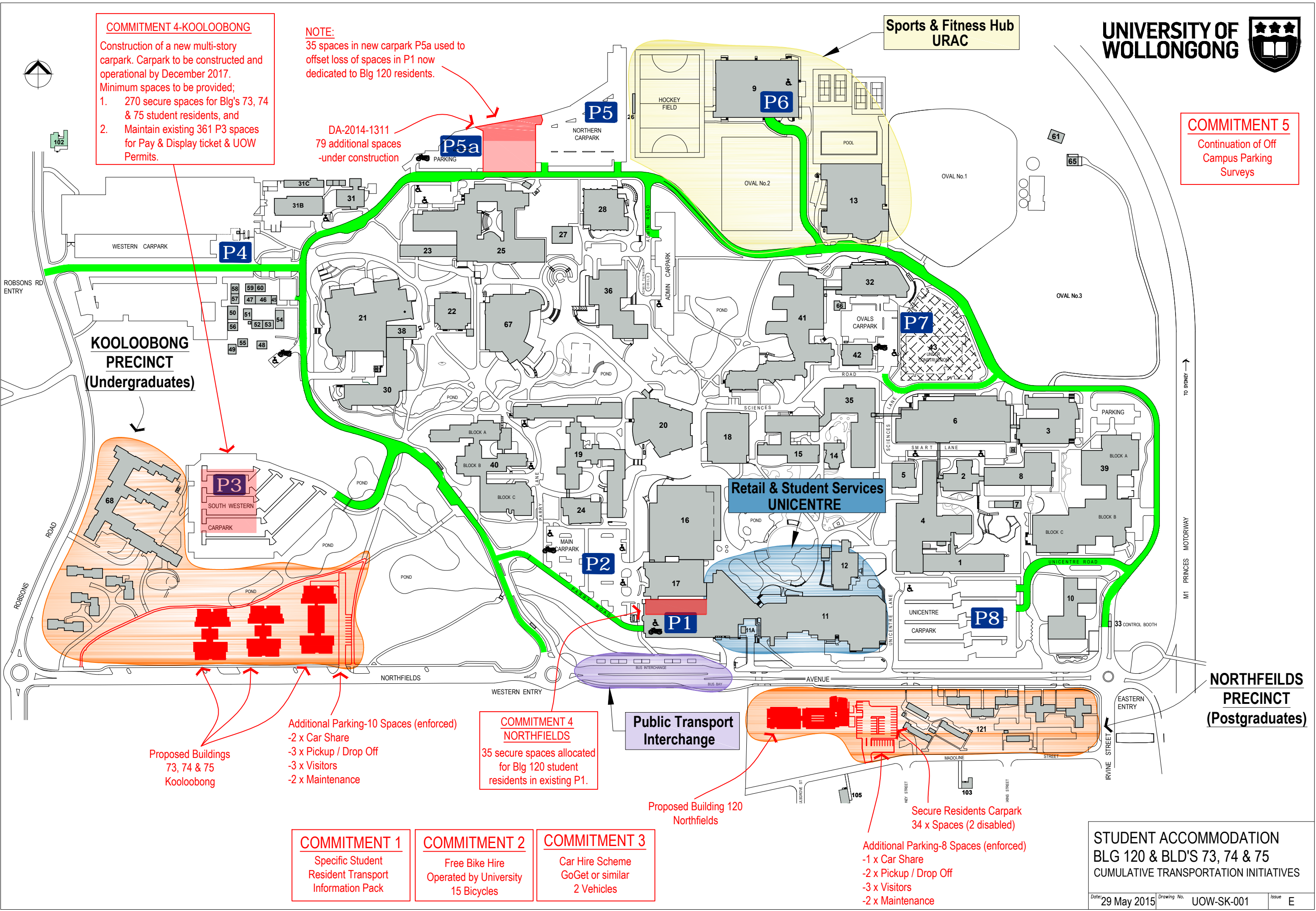
**2014STH028 (DA2014/1474)**

**Post Graduate Student**

**Accommodation**

**2 Northfields Avenue, Keiraville**







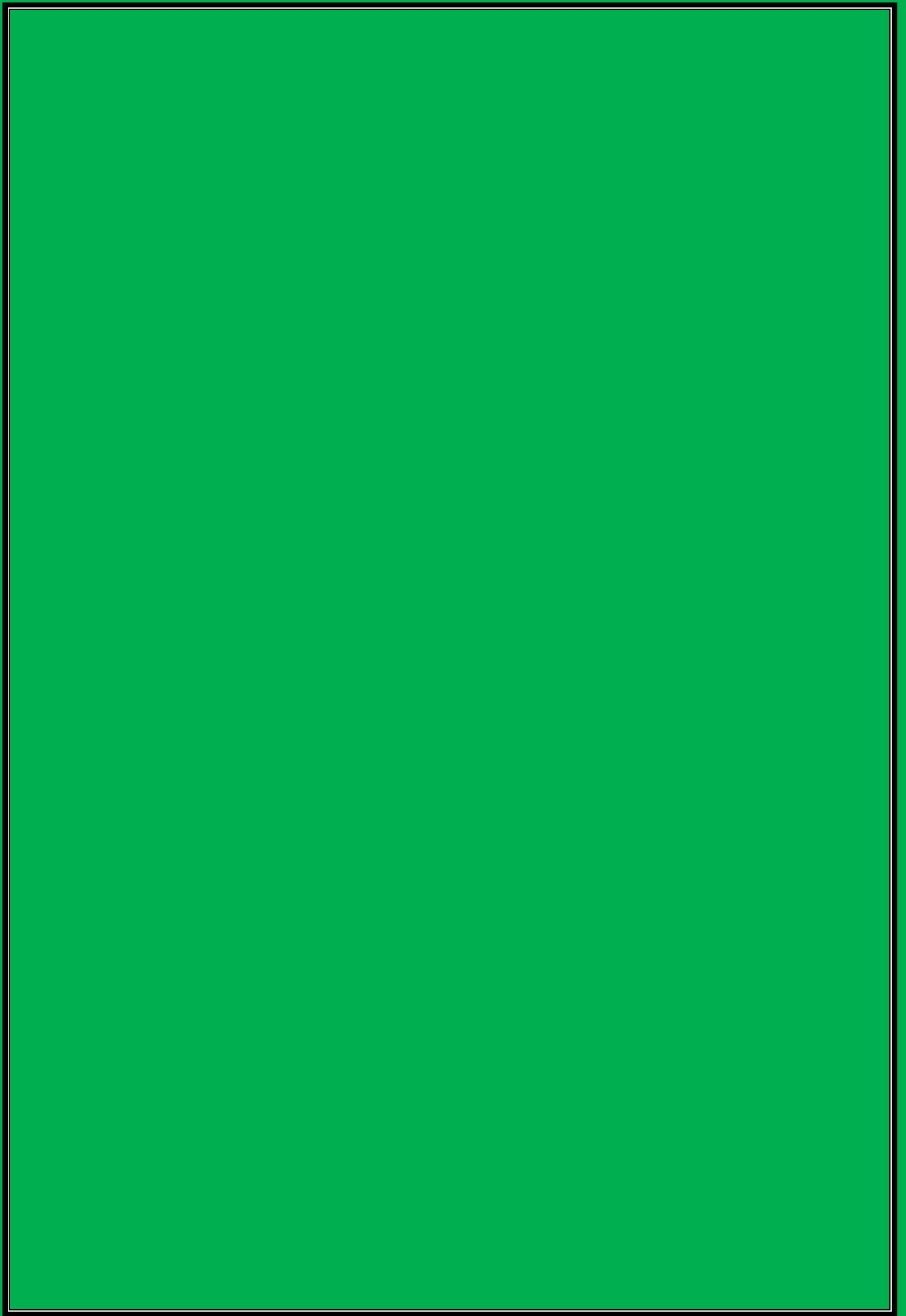
**Attachment 5 –  
Letter from Vice  
Chancellor to  
General Manager**

**2014STH028 (DA2014/1474)**

**Post Graduate Student**

**Accommodation**

**2 Northfields Avenue, Keiraville**



4 June 2015

Mr David Farmer  
General Manager  
Wollongong City Council  
Locked Bag 8821  
WOLLONGONG DC NSW 2500

Dear Mr Farmer *David*

**University of Wollongong – Campus Masterplanning**

I write further to recent discussions between Wollongong City Council (WCC) and the University of Wollongong in relation to the recent deferment of the University's Integrated Development Application (DA-2014/1474) for post-graduate student accommodation in Northfields Avenue.

As you are aware, at its meeting held on 8 May 2015, the Southern Region JRPP deferred determination of this application and sought further consideration of the cumulative impacts of traffic and parking on the local road network and the use of long term parking (for student residents) at our Innovation Campus as part of the sustainable transportation strategy presented and considered by WCC.

The JRPP panel also resolved to:

*"encourage Wollongong City Council and the University of Wollongong to jointly prepare a parking and access study for the area and a masterplan for inclusion in a development control plan chapter."*

The Access and Transportation Strategy for Keiraville and Gwynneville has been the topic of community and University interest for some time. As you are aware, from a previous request of WCC (20 October 2014), the University committed to participating in this study on 11 November 2014. We reaffirm this commitment and will be guided by WCC in its implementation, scope and timing. We would expect that the NSW Roads and Maritime Services would be another key agency to participate in this study.

With regards to the development of a Wollongong Campus Masterplan it is worth noting that the University has developed a number of key considered documents over recent years, including:

- Sustainable transportation plans;
- Precinct, infrastructure, security, pedestrian accessibility, stormwater management and landscape strategic plans; and
- UOW Design Standards (including Building Elements and Ecologically Sustainable Development).

**Professor Paul Wellings CBE  
Vice-Chancellor**

University of Wollongong NSW 2522 Australia  
P: +61 2 4221 3909 F: +61 2 4226 5811  
paul\_wellings@uow.edu.au [www.uow.edu.au](http://www.uow.edu.au)

Each of these is aligned to our strategic University Plan which is available at: <http://www.uow.edu.au/about/strategy/strategicplan/index.html> . This document has been shared and developed with WCC and our local community.

As a major enterprise and employer within the region, the University contributes significantly to fulfilling the broader aspirations of the community of Wollongong and the Illawarra Region as it transitions to becoming an internationally engaged and innovative society and economy. The University currently value-adds over \$700M to the regional economy every year and employs or supports around 5,000 full time equivalent jobs in the region. We believe we can build further on our role as a key driver of growth and change in Wollongong.

The University has recently participated in the development of the *Draft Illawarra Regional Growth Plan* led by the NSW Department of Planning and recognises the strategic context this regional planning will provide to the future development of the University and the Education Corridor. Together with relevant WCC strategies such as the *Wollongong 2022: Community Strategic Plan* it is important to capture both the local and broader factors in the future direction of the University and how this aligns with our Strategic goals.

I believe it is now appropriate to align and consolidate the work undertaken to date and partner with WCC to develop a strategic Campus Masterplan which includes examination of the interfaces between the University and surrounding areas as well as our relationship with the broader growth and development of the city and Illawarra region.

In recent discussions with WCC and the NSW Department of Planning and Environment (Southern Region GM) I understand that the development of a Campus Masterplan to a full development control plan (DCP), as encouraged by the JRPP, may not be considered the most appropriate approach. This view reflects a consensus that the appropriate Masterplan is a strategic document guiding the University's physical growth and development which is able to respond to longer term emergent issues and opportunities, rather than being prescriptive in nature.

I look forward to receiving your confirmation of Council's commitment to partner with us on the Transportation Strategy for Keiraville and Gwynneville and collaborate with us on the preparation of a new strategic Masterplan for our Wollongong Campus. I would also be grateful if you could confirm, at your earliest convenience, your nominee with whom the University can further liaise in regard to defining the scope, action pathway and resourcing for the Transportation Strategy for Keiraville and Gwynneville.

Please do not hesitate to contact Melva Crouch on 4221 3920 or Damien Israel on 4221 5540 to further discuss this matter as you may deem necessary.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Wellings', with a large, stylized flourish at the end.

Professor Paul Wellings CBE  
Vice-Chancellor



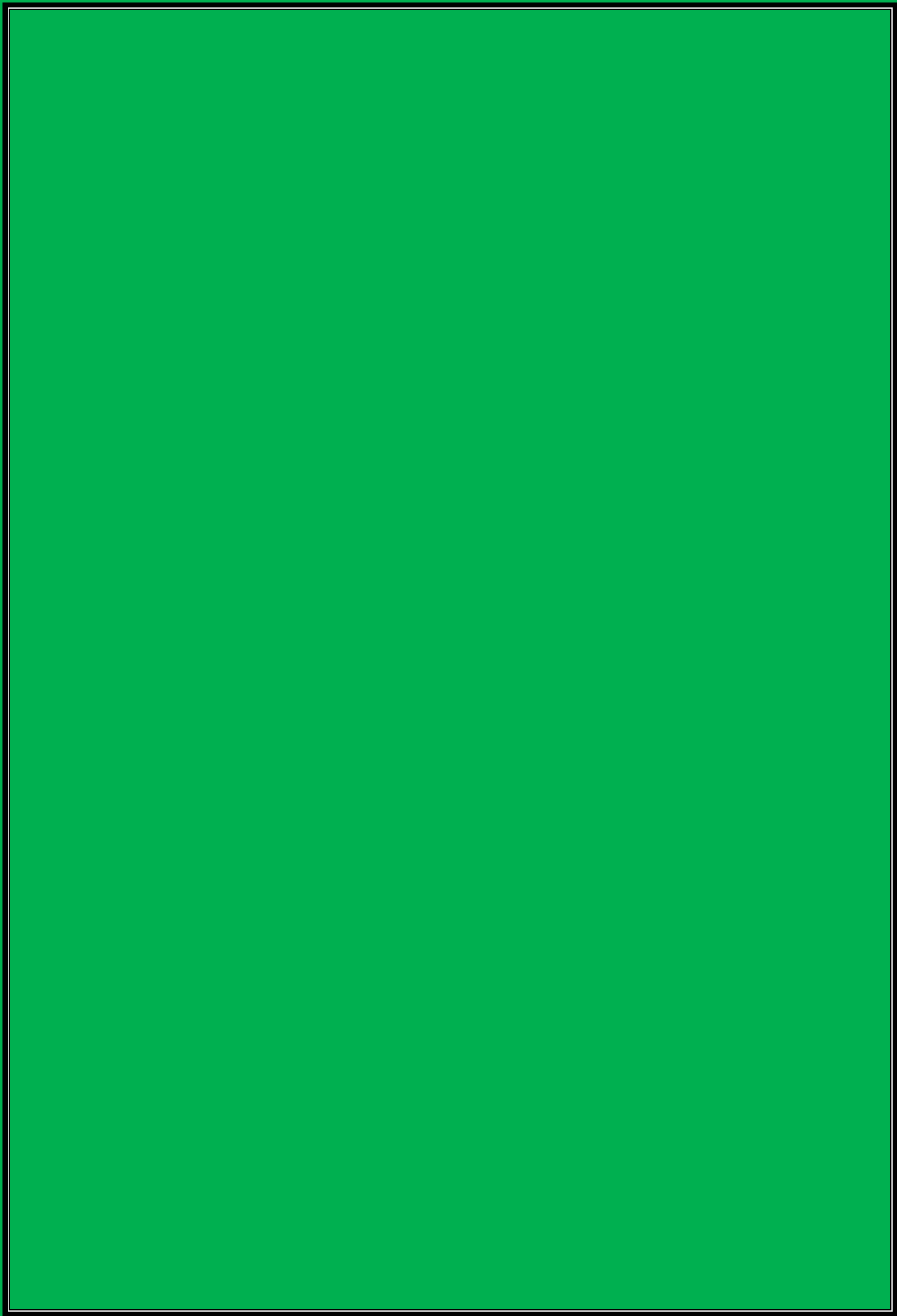
# **Attachment 6 – Response to Vice Chancellor**

**2014STH028 (DA2014/1474)**

**Post Graduate Student**

**Accommodation**

**2 Northfields Avenue, Keiraville**



Professor Paul Wellings CBE  
Vice Chancellor  
Paul\_wellings@ouw.edu.au

Your Ref: Z15/118026  
Our Ref: Z15/138805  
File: IW-910.05.01.022  
Date: 2 July 2015

Dear Professor Wellings

**ACCESS AND MOVEMENT STRATEGY FOR KEIRAVILLE AND GWYNNEVILLE**

I refer to your letter of 4 June 2015 in relation to the Access and Movement Strategy for Keiraville and Gwynneville and the strategic Masterplan for the Wollongong Campus.

I am writing to you to confirm Council's commitment to the Keiraville and Gwynneville Access and Movement Strategy. The Keiraville and Gwynneville Access and Movement Strategy is currently proposed in the Revised Delivery Program to commence in the 2016/17 financial year, however on 9 June 2015, Council resolved to write to the Minister for Transport and Infrastructure, Parliamentary Secretary for The Illawarra, and Local Members of State Parliament, seeking their help in securing agreement of Roads and Maritime Services to fund a proportion of the costs for the relevant Gwynneville/Keiraville transport studies. Council further resolved to bring forward \$100,000 to fund the Keiraville/Gwynneville Access and Movement Strategy to the 2015/16 financial year on the proviso that Roads and Maritime Services makes a similar contribution.

I would like to thank you for your previous offer to contribute financially to the Access and Movement Strategy for Keiraville and Gwynneville, and if funding becomes available from Transport for NSW in 2015/16 I will again write to you and request that you contribute financially towards this study.

Work on scoping the project brief will commence shortly in order to again write to the relevant ministers and Transport for NSW to gain funding for the Access and Movement Strategy for Keiraville and Gwynneville. Should funding for the study be made available this financial year, the Access and Movement Strategy for Keiraville and Gwynneville will commence immediately. Otherwise, scoping the project will continue throughout this financial year so the project can commence as soon as practical in the 2016/17 financial year.

As the University of Wollongong is a major traffic generator in the Keiraville and Gwynneville area, any access and movement strategy must be prepared in consideration of the masterplan for the University. Likewise, developing the Masterplan must take into consideration issues and outcomes of the access and movement strategy for the wider Keiraville and Gwynneville area. To enable the required shared coordination of these plans, I am writing to commit Council's assistance with the access and transportation aspects of the new Strategic Masterplan that you are preparing. Mr Ted Collins, Traffic Unit Manager will be available to provide a review function for the masterplan and can be contacted on (02)4227 7106.

Please contact me should you require further information.

Yours sincerely

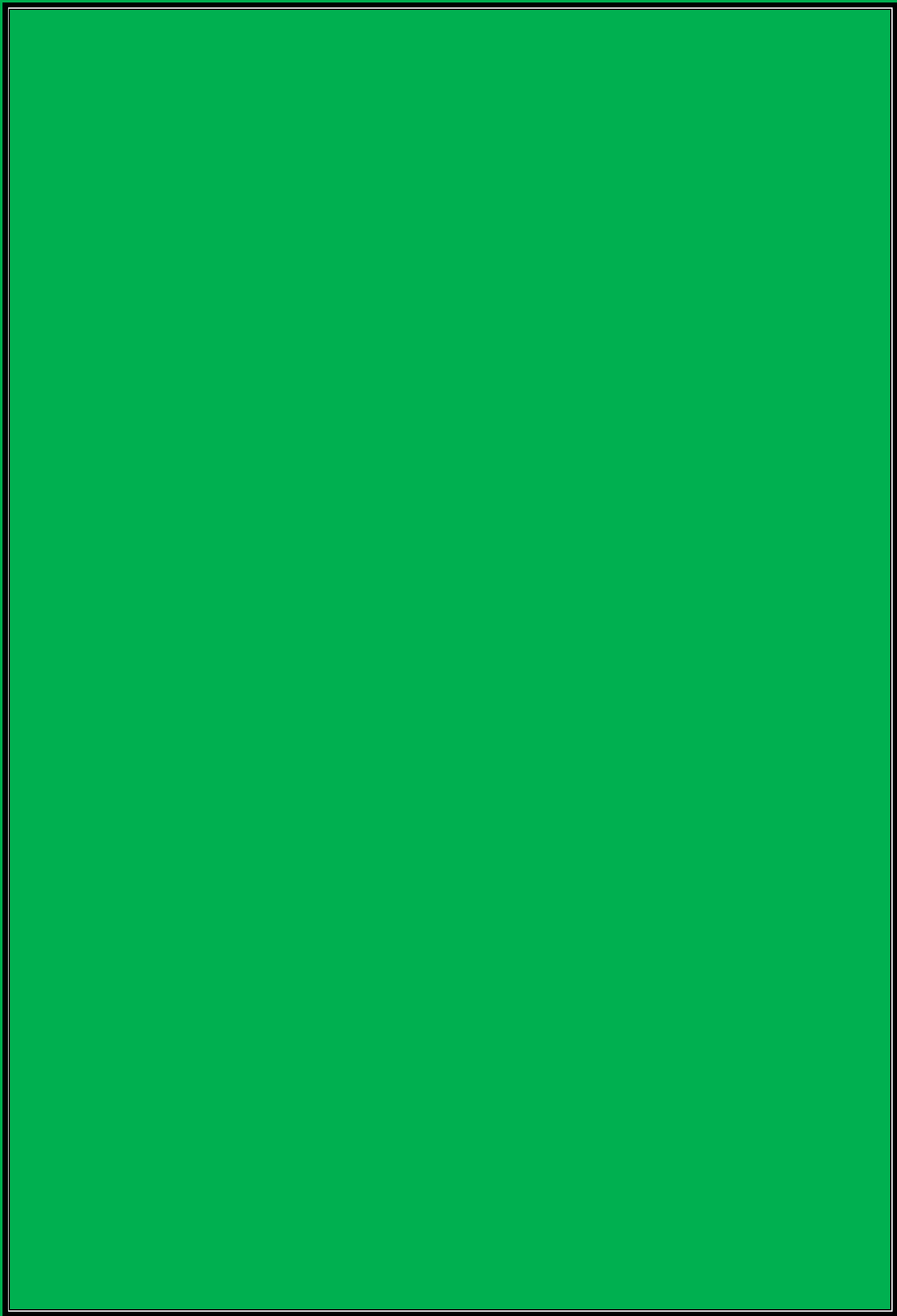


Mike Dowd  
**Director, Infrastructure and Works (Acting)**  
Wollongong City Council  
Telephone (02) 4227 7111



# **Attachment 7 – Section 94A Development Contributions Fee Review**

**2014STH028 (DA2014/1474)  
Post Graduate Student  
Accommodation  
2 Northfields Avenue, Keiraville**



## **Attachment 7: Section 94A Development Contributions Fee Review**

*Clause 13 (J) of the Wollongong Section 94A Development Contributions Plan 2014 allows for exemptions to the payment of Section 94A fees to be granted to universities.*

*This particular development application (DA-2014/1474) was recommended to be exempted from levying section 94A development contributions under Clause 13 (J) of the Plan following a comprehensive submission from the applicant demonstrating how the proposed development met the required criteria listed under Clause 13.*

*Previously, Council exempted University of Wollongong (UOW) owned developments from paying development contributions as per the above plan provisions on consideration that the proposed developments formed part of and/or were ancillary to the educational institution (university).*

*UOW provides communal facilities such as a library, playing fields, recreation facilities, auditoriums, footpaths and car parks within the university precincts. The facilities provided by UOW are also available for use by residents of Wollongong.*

*The UOW is providing car parking facilities for the proposed development and currently operate bus shuttle services in the area to assist in the management of traffic demands. Levying contributions or exemptions would not have any direct correlation with the perceived traffic issues.*

*The matter of the subject development being a public-private partnership is not considered a relevant matter in terms of the overall planning and management of Council's development contributions mechanism, nor is it practical or a requirement generally to review the information regarding the funding sources or the business model of a proposed development during the DA assessment stage.*

*Examples from other NSW Local Government authorities on levying contributions for University student accommodation were reviewed. The reviews found that the payment of section 94 fees was not always common for similar developments. The respective recommendations in the examples reviewed were found to be based on each Council's own way of managing their development contributions and entirely dependent on their own specific situation and need. This is not necessarily similar to the situation and existing planning provisions of Wollongong City Council.*

*It may be noted here that the exemption provisions under Clause 13 of the Wollongong Section 94A Development Contributions Plan will be reviewed as a part of the regular review once the proposed University Master Plan and the proposed studies to formulate a transport access strategy are finalised.*

*Considering the above, it is therefore advised to retain the previous recommendation of the exemption for DA 2014/1474 under the existing planning provisions as this development is for privately funded community infrastructure in the form of facilities for the University of Wollongong.*





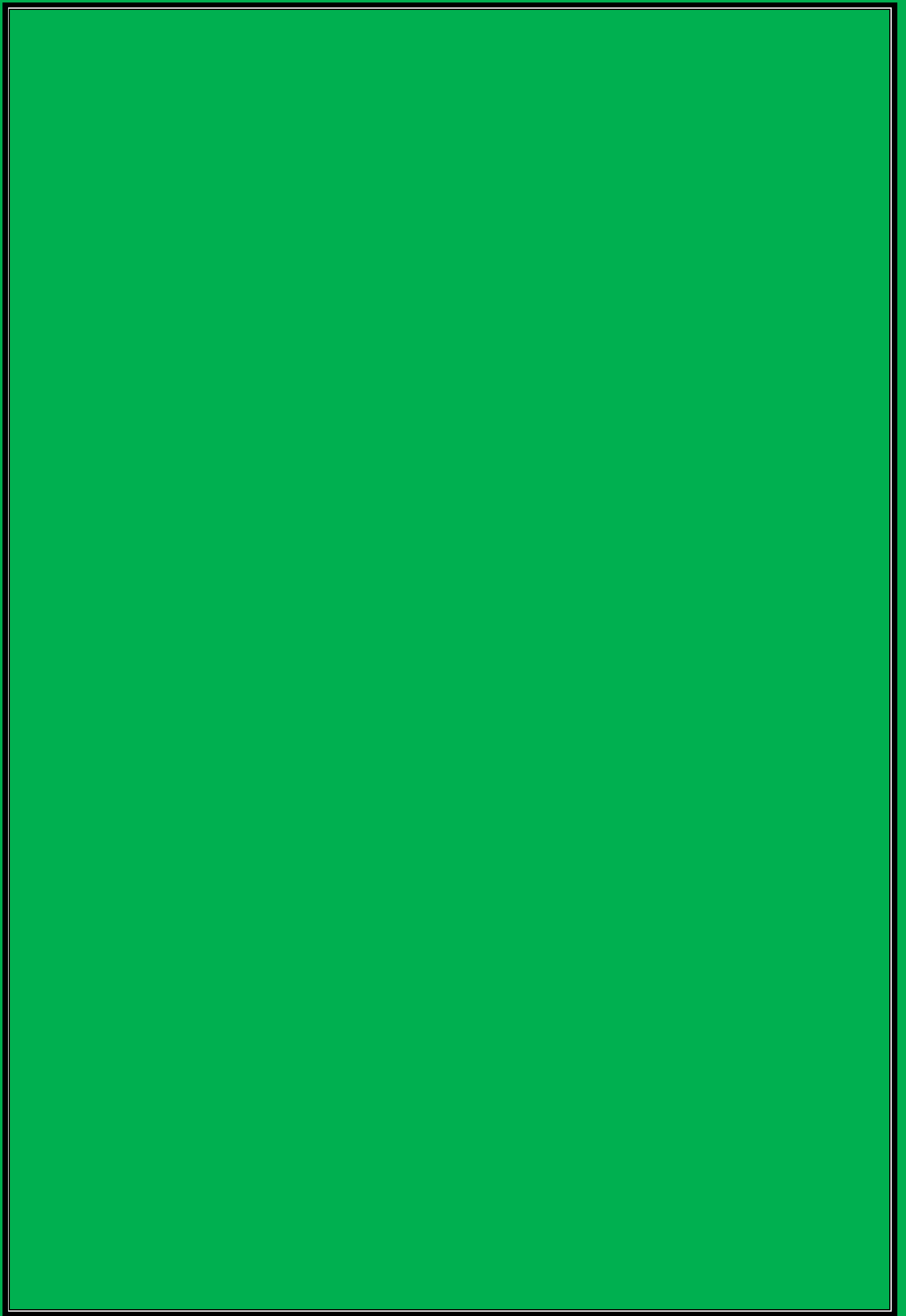
# **Attachment 8 – Draft Consent**

**2014STH028 (DA2014/1474)**

**Post Graduate Student**

**Accommodation**

**2 Northfields Avenue, Keiraville**



## Attachment 8: Draft Conditions

Consent has been granted subject to the following conditions:

The development proposed is integrated development and approval is required from the approval bodies listed below:

### NSW Rural Fire Service

The recommendations contained in the letter from the NSW Rural Fire Service dated 2 January 2015 and attached to this consent at Attachment 1 shall form part of the conditions of consent for this application.

Conditions imposed by Council as part of this Integrated Development Consent are:

### Approved Plans and Specifications

- 1 To be inserted by Council

### General Matters

#### 2 Water Cycle/Stormwater Quality Management

The water cycling management treatment nodes shall be constructed as per the WSUD Strategy prepared by BG&E dated 17 November 2014 to achieve the treatment goals for the removal of pollutants and nutrients which shall be: Gross Pollutants (GP) – 99%, Total Suspended Solids (TSS) – 85%, Total Phosphorus (TP) – 70% and Total Nitrogen (TN) – 45%.

The minimum treatment goals for the removal of pollutants and nutrients shall be GP – 90%, TSS – 80%, TP – 60% and TN – 45%.

It is the developer's/owner's responsibility to maintain the water cycle management infrastructure and undertake regular servicing of gross pollutant traps.

#### 3 Tree Retention

The developer shall retain existing trees indicated within the Arborist's Report by Lenice Tuckett-Carr dated 26 October 2014 consisting of tree numbered 1a, 5, 7, 18, 19, 20, 21, 23-38, 47, 48, 49, 53, 55, 56, 60, 63 and street trees 66, 67, 68, 69 and 72.

Any branch pruning which has been given approval, must be carried out by a qualified arborist in accordance with Australian Standard AS4373-2007.

All tree protection measures are to be installed in accordance with Australian standard AS4790-2009 Protection of Trees on development Sites.

All recommendations in within the Arborist's Report by Lenice Tuckett-Carr dated 26 October 2014 to be implemented including and not restricted to: remedial tree pruning, deadwooding, fencing and signage, sediment buffer, stem protection, establishing tree protection zones and watering and root hormone application if required.

#### 4 Tree Removal

This consent permits the removal of trees numbered 1b, 1c, group 2, 3, 4, 6, 8, group 9, 10, group 11, group 12, 13, 14, 15, group 16, group 17, 22, 39, 40, 41, 42, 43, 44, 45, 46, 50, 51, 52, 54, 57, 58, 59, 61, 62, 64 and 65 within the Arborist's Report by Lenice Tuckett-Carr dated 26 October 2014. No other trees shall be removed without prior written approval of Council.

- 5     **Street tree removal**  
The developer shall remove existing street trees number 70 and 71 as indicated within the Arborist's Report by Lenice Tuckett-Carr dated 26 October 2014.
- Tree removal costs are to be borne by developer. The removal of trees, including stumps, is to be carried out by suitably qualified tree contractor. This contractor must be appropriately insured to indemnify Council against any loss or damage incurred during the above works. They must also have appropriate WH&S policies and procedures (including traffic control) to ensure that works are carried out in a safe manner and in accordance in Council's own WH&S policies.
- The developer must apply for (and be granted) permission under section 138 of the roads act to work within the road reserve. Tree removal must be carried out to the satisfaction of Wollongong City Council Manager of Works.
- 6     **Restricted Vegetation Removal**  
This consent permits the removal of trees and other vegetation from the site within three (3) metres of the approved buildings. This consent also permits the pruning of trees within three (3) metres of approved buildings in accordance with AS 4373-2007 Pruning of Amenity Trees. No other trees or vegetation shall be removed or pruned, without the prior written approval of Council.
- 7     **Building Work - Compliance with the Building Code of Australia**  
All building work must be carried out in compliance with the provisions of the Building Code of Australia.
- 8     **Construction Certificate**  
A Construction Certificate must be obtained from Council or an Accredited Certifier prior to work commencing.
- A Construction Certificate certifies that the provisions of Clauses 139-148 of the Environmental Planning and Assessment Amendment Regulations, 2000 have been satisfied, including compliance with all relevant conditions of Development Consent and the Building Code of Australia.
- Note:** The submission to Council of two (2) copies of all stamped Construction Certificate plans and supporting documentation is required within **two (2)** days from the date of issue of the Construction Certificate, in the event that the Construction Certificate is not issued by Council.
- 9     **Disability Discrimination Act 1992**  
This consent does not imply or confer compliance with the requirements of the Disability Discrimination Act 1992.
- It is the responsibility of the applicant to guarantee compliance with the requirements of the Disability Discrimination Act 1992. The current Australian Standard AS1428.1 – Design for Access and Mobility is recommended to be referred for specific design and construction requirements, in order to provide appropriate access to all persons within the building.
- 10    **Maintenance of Access to Adjoining Properties**  
Access to all properties not the subject of this approval must be maintained at all times and any alteration to access to such properties, temporary or permanent, must not be commenced until such time as written evidence is submitted to Council or the Principal Certifying Authority indicating agreement by the affected property owners.
- 11    **Protection of Public Infrastructure**  
Council must be notified in the event of any existing damage to any of its infrastructure such as the road, kerb and gutter, road shoulder, footpath, drainage structures and street trees fronting the development site, prior to commencement of any work.
- Adequate protection must be provided for Council infrastructure prior to work commencing and during building operations.
- Any damage to Council's assets shall be made good, prior to the issue of any Occupation Certificate or commencement of the operation.

12 **Occupation Certificate**

A final Occupation Certificate must be issued by the Principal Certifying Authority prior to occupation or use of the development. In issuing an Occupation Certificate, the Principal Certifying Authority must be satisfied that the requirements of Section 109H of the Environmental Planning and Assessment Act 1979, have been complied with as well as all of the conditions of the Development Consent.

Prior to the Issue of the Construction Certificate

13 **Minimisation and Management of Construction Waste**

Details (using Council's Site Waste Minimisation and Management Plan Template contained in Chapter E7: Waste Management of Wollongong Development Control Plan 2009) of the proposed minimisation and management of construction waste shall be provided to the Principal Certifying Authority prior to issue of the Construction Certificate.

14 **Environmental Management Plan and Site Management Plan (Construction Plan)**

The Environmental Management Plan and Site Management Plan (Construction Plan) prepared by Hutchinson Builders are to be signed by the Project Director, Project Manager and Site Manager. A signed copy of the Environmental Management Plan and Site Management Plan (Construction Plan) are to be submitted to the Principle Certifying Authority prior to the issue of the Construction Certificate.

15 **Existing/Proposed Levels**

Existing and proposed levels to Australian Height Datum (AHD), including floor, ground, grate, pipe inverts and pavement levels shall be shown on the detailed drainage design. This requirement shall be reflected on the Construction Certificate plans and supporting documentation.

16 **Scour Protection**

All overland flow paths shall incorporate appropriate scour/erosion protection measures in accordance with good engineering practice. The final details of the proposed scour/erosion protection measures shall be reflected on Construction Certificate plans.

17 **Structural Soundness Design Criteria**

The proposed buildings shall be designed to withstand the forces of floodwater, debris and buoyancy up to and including the adjacent Probable Maximum Flood (PMF) level plus 0.5 metres freeboard. This requirement shall be reflected on the Construction Certificate plans and supporting documentation prior to the issue of the Construction Certificate.

18 **Detailed Drainage Design**

A detailed drainage design for the proposed development shall be prepared by a suitably qualified civil engineer in accordance with Chapter E14 of the Wollongong DCP 2009 and conditions listed under this consent. This requirement shall be reflected on the Construction Certificate plans and supporting documentation.

19 **On-Site Detention – Design Criteria**

The on-site stormwater detention (OSD) facility shall incorporate a minimum 900 mm square lockable grate for access and maintenance purposes, provision for safety, debris control screen and a suitably graded invert to the outlet to prevent ponding. The OSD storage shall be located wholly above the adjacent 5 year ARI mainstream flood water level. Also, details of the orifice plate including diameter of orifice and method of fixing shall be provided. These requirements shall be reflected on the Construction Certificate plans.

20 **On-Site Detention – Identification**

The Construction Certificate plans are to detail a corrosion resistant identification plaque for location on or close to the on-site stormwater detention (OSD) facility. The plaque shall include the following information and shall be installed prior to the issue of the occupation certificate:

- 20.1 The structure is an OSD facility, being part of the stormwater drainage network, and is not to be tampered with.
- 20.2 Identification number – DA-2014/1474.
- 20.3 Any specialist maintenance requirements.

- 21 **On-Site Detention – Orifice and Weir Calculations**  
Orifice and weir calculations for the on-site detention facility shall be provided on the Construction Certificate plans and supporting documentation prior to the release of the Construction Certificate.
- 22 **On Site Detention Structural Design**  
The on-site detention facility located within the proposed driveway and car parking area shall withstand the maximum loading and configuration imposed by the heaviest vehicle likely to use the accessway as specified in the RTA Heavy Vehicle Mass Loading and Access documentation, and applied in accordance with the current code: AS/NZS 1170 - Structural Design Actions. The design loading adopted, and details of this detention facility shall be submitted prior to the release of the Construction Certificate.
- 23 **Swale Details**  
Details of each overland flow path swale shall be provided with the detailed drainage design. Each swale shall be capable of catering for the 1 in 100 year ARI storm event flows from the contributing catchment area and shall be free of any vegetation and/or structures that are likely to impede overland flow, or make provision for such obstructions, so there will be no adverse stormwater impacts upon the subject site and adjoining properties. Manning's calculations shall be provided on the capacity of each swale. These requirements shall be reflected on the Construction Certificate plans and supporting documentation.
- 24 **Deliberate Overland Flow Paths**  
Deliberate overland flow paths shall be provided to ensure that surface overflows from the on-site stormwater detention (OSD) tributary catchment area will be directed into the OSD facility in the event of a blockage or overload of the piped stormwater drainage system. Details of each overland flow path shall be provided with the detailed drainage design. Each overland flow path shall be designed to convey the 1 in 100 year ARI storm event flows from the contributing catchment area and shall be free of any vegetation and/or structures that are likely to impede overland flow, or make provision for such obstructions, so there will be no adverse stormwater impacts upon the subject site and adjoining properties. Manning's calculations shall be provided on the capacity of each overland flow path. These requirements shall be reflected on the Construction Certificate plans and supporting documentation.
- 25 **Flood Mitigation Wall**  
A flood mitigation wall shall be provided around the northern and western side of the proposed courtyard in accordance with the flood study by Cardno dated April 2015. Details of the flood mitigation wall shall be prepared by a suitably qualified and experience civil (structural) engineer and submitted with the Construction Certificate application. The flood mitigation wall shall be designed to withstand the forces of floodwater, debris and buoyancy up to and including the adjacent 100 year ARI flood level plus 0.5 metres freeboard. The top of the wall shall be a minimum of 0.5 metres above the adjacent 100 year ARI flood level for its full extent around the perimeter of the proposed courtyard. These requirements shall be reflected on the Construction Certificate plans and supporting documentation prior to the release of the Construction Certificate.
- 26 **Dilapidation Survey**  
A dilapidation survey and report shall be submitted to the Principal Certifying Authority prior to the issue of the Construction Certificate. The dilapidation survey and report shall accurately reflect the condition of existing public and private infrastructure in the adjacent street(s) fronting the lots. The report shall outline measures for the protection of existing public and private infrastructure during the works.  
  
The developer shall provide Wollongong City Council's Development Engineering Manager with a copy of the dilapidation report, identifying the condition of Council assets and all land in the vicinity of the proposed works prior to the commencement of works.  
  
Any damage to infrastructure items and relics which is caused by the developer shall be repaired to the satisfaction of the Principal Certifying Authority prior to the issue of an Occupation Certificate.

- 27 Bicycle parking must have adequate weather protection and provide the appropriate level of security as required by Table 3.1 of AS2890.3 (1993) - Bicycle Parking facilities and Austroads Guide to Traffic Management Part 11: Parking (Commentary 9: C9.2). This requirement shall be reflected on the Construction Certificate plans.
- 28 **Structural Engineering Details**  
The submission of structural engineering details by a suitably qualified and experienced structural engineer (with appropriate insurance coverage) to the Principal Certifying Authority, prior to the release of the Construction Certificate addressing the following matters:
- 28.1 Footings;
  - 28.2 Reinforced concrete slabs;
  - 28.3 Retaining walls; and
  - 28.4 Structural steelwork.
- 29 **Fire Safety Schedule**  
When issuing a Construction Certificate, a certifying authority must attach a Fire Safety Schedule specifying all of the fire safety measures required for the building to ensure the safety of persons in the building in the event of fire.
- 30 **Present Plans to Sydney Water**  
Approved plans must be submitted to a Sydney Water Quick Check agent or Customer Centre to determine whether the development will affect Sydney Water's sewer and water mains, stormwater drains and/or easements, and if further requirements need to be met. Plans will be appropriately stamped. For Quick Check agent details please refer to the web site [www.sydneywater.com.au](http://www.sydneywater.com.au), see Building Developing and Plumbing then Quick Check or telephone 13 20 92.
- The consent authority or a private certifier must ensure that a Quick Check agent/Sydney Water has appropriately stamped the plans prior to the issue of a Construction Certificate.
- 31 **Endeavour Energy Requirements**  
The submission of documentary evidence from Endeavour Energy to the Principal Certifying Authority is required confirming that satisfactory arrangements have been made with Endeavour Energy for the provision of electricity supplies to the development, prior to the release of the Construction Certificate.
- Note:** Applications should be made to Customer Connections – South Coast, Endeavour Energy PO Box 811 Seven Hills NSW 1730.
- 32 **Telecommunications**  
The submission of documentary evidence from an approved telecommunications carrier to the Principal Certifying Authority confirming that underground telecommunication services are available for this development is required prior to the issue of the Construction Certificate.
- 33 **Crime Prevention through Environmental Design (CPTED) – Lighting**  
All areas of the subject site which can be accessed by the public (including building entry points, communal open space areas, car parking areas and vehicle and pedestrian entrances) must have lighting provided in accordance with AS1158 (1999). This requirement shall be reflected on the Construction Certificate plans.
- 34 **Design Measures**  
The development shall incorporate appropriate design measures to minimise any crime risk to residents, visitors, staff and motor vehicles within the residence and car parking areas, including (but not limited to) the following:
- 34.1 Use shrubs/plants which are no higher than 1 metre;
  - 34.2 The type of trees proposed must have a sufficiently high canopy, when fully grown, so that pedestrian vision is not impeded;
  - 34.3 Landscape treatment which allows visibility from the road way and other public areas;
  - 34.4 Landscaping at ground level provided which is difficult or uncomfortable to hide in or traverse;

34.5 Provide clearly marked and sign posted visitor car parking signs (including security/intercom system).

The Construction Certificate Plans are to include the above design measures to the satisfaction of the Principle Certifying Authority.

- 35 The preparation of a safety audit report for the internal and external operation of the approved development in general accordance with the Department of Infrastructure, Planning and Natural Resources (now Department of Planning) "Crime Prevention Through Environmental Design" Guidelines/NSW Police Service "Safer by Design" Guidelines and in conjunction with any other requirements of the NSW Police Service, prior to the release of the Construction Certificate. This report shall address specific design features to minimise crime and safety related matters such as design details of proposed security systems including controlled access to be installed, theft, graffiti, vandalism, undesirable activities etc. and be supported by appropriate plans. The recommended strategies contained in the safety audit report shall be implemented, prior to the occupation or use of the development.

36 **Car Parking and Access**

The development shall make provision for the following:

- 36.1 34 on-site residential car parking spaces;
- 36.2 7 visitor car parking spaces (2 pickup/drop off, 3 visitors and 2 maintenance spaces);
- 36.3 1 car share space;
- 36.4 35 student resident car parking spaces within car park P1 (multi-storey); and
- 36.5 86 secure bicycle parking spaces.

This requirement shall be reflected on the Construction Certificate plans. Any change in above parking numbers shown on the approved DA plans shall be dealt with via a section 96 modification to the development. The approved parking spaces shall be maintained to the satisfaction of Council, at all times.

- 37 The parking dimensions, internal circulation, aisle widths, kerb splay corners, head clearance heights, ramp widths and grades of the car parking areas are to be in conformity with the current relevant Australian Standard AS2890.1, except where amended by other conditions of this consent. Details of such compliance are to be reflected on the Construction Certificate plans.
- 38 Each disabled person's parking space must comply with the current relevant Australian Standard AS2890.6 – Off-street parking for people with disabilities. This requirement shall be reflected on the Construction Certificate plans.
- 39 The designated loading/unloading facility shall be kept clear for that purpose at all times. The designated loading/unloading facility shall be shown on the Construction Certificate plans.
- 40 The provision of suitable barriers, line-marking and painted signage delineating vehicular flow movements within the car parking areas. These details shall be reflected on the Construction Certificate plans.
- 41 The car parking areas shall incorporate 'low impact' floodlighting to ameliorate any light spillage and/or glare impacts upon surrounding properties. The final design details of the proposed lighting system shall be reflected on the Construction Certificate plans. The erection of the lighting system shall be in accordance with the approved final design.
- 42 A change in driveway paving is required at the entrance threshold to clearly show motorists they are crossing a pedestrian area. The developer must construct the paving in accordance with the conditions, technical specifications and levels to be obtained from Council's Manager Works. This requirement shall be reflected on the Construction Certificate plans and any supporting documentation.
- 43 Any proposed structures adjacent to the driveway shall comply with the requirements of the current relevant Australian Standard AS2890.1 to provide for adequate sight distance. This includes, but is not limited to, structures such as signs, letterboxes, retaining walls, dense planting etc. This requirement shall be reflected on the Construction Certificate plans.
- 44 Any portion of the building or structure below the adjacent 100 year ARI flood level plus 0.5 metres freeboard should be built from flood compatible materials. Where materials are proposed



and not listed in Appendix B of Chapter E13 of the Wollongong DCP2009, relevant documentation from the manufacturer shall be provided demonstrating that the materials satisfy the definition of 'flood compatible materials' as stated in Chapter E13 of the Wollongong DCP2009. This requirement shall be reflected on the Construction Certificate plans prior to the release of the Construction Certificate.

45 Overflow paths must be provided to allow for flows of water in excess of the capacity of the pipe/drainage system draining the land, as well as from any detention storage on the land. Blocked pipe situations with 1 in 100 year ARI events must be incorporated in the design. Overflow paths must also be provided in low points and depressions. Each overflow path shall be designed to ensure no ingress of stormwater into any building and no concentration of stormwater onto any adjoining property. Details of each overflow path shall be provided on the detailed drainage design. This requirement shall be reflected on the Construction Certificate plans prior to the release of the Construction Certificate.

46 Details of the proposed method of connection of the On-site Detention (OSD) facility to the existing stormwater drainage system within Northfields Avenue, including any modifications to the existing drainage pit, shall be provided with the detailed drainage design for the site. The details must be submitted to the Principal Certifying Authority prior to the issue of the Construction Certificate.

47 The developer must provide on-site detention storage for stormwater runoff from the development. The Site Storage Requirement (SSR) and Permissible Site Discharge (PSD) values for the site must be designed in accordance with Chapter E14 of the Wollongong DCP2009. Details of the detention facility and SSR/PSD values must be submitted with the Construction Certificate application.

48 **Landscaping**

The submission of a final Landscape Plan in accordance with the requirements of Wollongong City Council Landscape DCP 2009 Chapter E6 Landscape, the conditions of this consent and in accordance with the approved Landscape Plan (ie as part of this consent) for the approval by the Principal Certifying Authority, prior to the release of the Construction Certificate.

49 The provision of common tap(s) and/or an irrigation system is required to guarantee that all landscape works are adequately watered. The location of common taps and/or irrigation system must be indicated on the Landscape Plan for the Construction Certificate. This requirement shall be reflected on the Landscape Plan prior to the release of the Construction Certificate.

50 The submission of certification from a suitably qualified and experienced landscape designer and drainage consultant to the Principal Certifying Authority prior to the release of the Construction Certificate, confirming that the landscape plan and the drainage plan are compatible.

51 The implementation of a landscape maintenance program in accordance with the approved Landscape Plan for a minimum period of 12 months to ensure that all landscape work becomes well established by regular maintenance. Details of the program must be submitted with the Landscape Plan to the Principal Certifying Authority prior to release of the Construction Certificate.

52 **Tree Protection and Management**

The existing trees are to be retained upon the subject property and any trees on adjoining properties shall not be impacted upon during the excavation or construction phases of the development. This will require the installation and maintenance of appropriate tree protection measures, including (but not necessarily limited to) the following:

52.1 Installation of Tree Protection Fencing - Protective fencing shall be 1.8 metre cyclone chainmesh fence, with posts and portable concrete footings. Details and location of protective fencing must be indicated on the architectural and engineering plans to be submitted to the Principal Certifying Authority prior to release of the Construction Certificate.

53 Any site offices must be located on-site and are to be located in already cleared areas outside the canopy of any existing trees to be retained. Details of the location of the site offices shall be submitted to the Principal Certifying Authority, prior to release of the Construction Certificate.

- 54 **Provision of a Fire Hydrant**  
The provision of a fire hydrant in accordance with AS2419 (1994) Fire Hydrant Installations and any requirements of the NSW Rural Fire Service and/or NSW Fire Brigades. The final details of the location of the fire hydrant shall be reflected on the Construction Certificate plans prior to the issue of the Construction Certificate.
- 55 **Engineering Plans and Specifications - Retaining Wall Structures**  
The submission of engineering plans and supporting documentation of all proposed retaining walls to the Principal Certifying Authority for approval prior to the issue of the Construction Certificate. The retaining walls shall be designed by a suitably qualified and experienced civil and/or structural engineer. The required engineering plans and supporting documentation shall include the following:
- 55.1 A plan of the wall showing location and proximity to property boundaries;
  - 55.2 An elevation of the wall showing ground levels, maximum height of the wall, materials to be used and details of the footing design and longitudinal steps that may be required along the length of the wall;
  - 55.3 Details of fencing or handrails to be erected on top of the wall;
  - 55.4 Sections of the wall showing wall and footing design, property boundaries and backfill material. Sections shall be provided at sufficient intervals to determine the impact of the wall on existing ground levels. The developer shall note that the retaining wall and footing structure must be contained wholly within the subject property;
  - 55.5 The proposed method of subsurface and surface drainage, including water disposal;
  - 55.6 Reinforcing and joining details of the bends in the wall at the passing bay of the accessway;
  - 55.7 The assumed traffic loading used by the engineer for the wall design.
- 56 **Dust Suppression Measures**  
The submission of details of the proposed dust suppression measures for the excavation and construction phases of the development to the Principal Certifying Authority, prior to issue of the Construction Certificate.
- 57 **On-Site Detention – Structural Design**  
The on-site detention facility must be designed to withstand loadings occurring from any combination of hydrostatic, earth, traffic and buoyancy forces. Details must be provided demonstrating these requirements have been achieved prior to the issue of the Construction Certificate.
- 58 **On-Site Detention - Maintenance Schedule**  
A maintenance schedule for the on-site stormwater detention system must be submitted with the Construction Certificate plans for the proposed development. The maintenance schedule must be in accordance with Chapter E14 of the Wollongong Development Control Plan 2009.

#### Prior to the Commencement of Works

- 59 **Details of Stormwater Connection**  
Details of the proposed stormwater connection to the existing stormwater drainage system within Northfields Avenue, including any modifications to the existing drainage pit, shall be submitted to and approved by Wollongong City Council's Development Engineering Manager prior to the commencement of any works within Northfields Avenue. The details shall be prepared by a suitably qualified civil engineer.
- 60 **Appointment of Principal Certifying Authority**  
Prior to commencement of work, the person having the benefit of the Development Consent and a Construction Certificate must:
- 60.1 Appoint a Principal Certifying Authority (PCA) and notify Council in writing of the appointment irrespective of whether Council or an accredited private certifier is appointed; and
  - 60.2 Notify Council in writing of their intention to commence work (at least two days' notice is required).

The Principal Certifying Authority must determine when inspections and compliance certificates are required.

**61 Sign – Supervisor Contact Details**

Before commencement of any work, a sign must be erected in a prominent, visible position:

- 61.1 Stating that unauthorised entry to the work site is not permitted;
- 61.2 Showing the name, address and telephone number of the Principal Certifying Authority for the work; and
- 61.3 Showing the name and address of the principal contractor in charge of the work site and a telephone number at which that person can be contacted at any time for business purposes.

This sign shall be maintained while the work is being carried out and removed upon the completion of the construction works.

**62 Temporary Toilet/Closet Facilities**

Toilet facilities are to be provided at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out at the rate of one toilet for every 20 persons or part of 20 persons employed at the site.

Each toilet provided must be:

- 62.1 A standard flushing toilet; and
- 62.2 Connected to either:
  - 62.2.1 The Sydney Water Corporation Ltd sewerage system or
  - 62.2.2 An accredited sewage management facility or
  - 62.2.3 An approved chemical closet.

The toilet facilities shall be provided on-site, prior to the commencement of any works.

**63 Hoardings (within any Public Road Reserve)**

The site must be enclosed with a suitable hoarding (type A or B) or security fence of a type in accordance with the Works and Services Division Design Standard, and must satisfy the requirements of the Occupational Health and Safety Act, the Occupational Health and Safety Regulations and Australian Standard AS 2601. This application must be submitted to Council's Works and Services Division, and a permit obtained, before the erection of any such hoarding or fence.

**64 Enclosure of the Site**

The site must be enclosed with a suitable security fence to prohibit unauthorised access, to be approved by the Principal Certifying Authority. No building work is to commence until the fence is erected.

**65 Consultation with NSW WorkCover Authority**

Prior to any work commencing on the site it is the responsibility of the owner to contact NSW WorkCover Authority in writing in respect to any demolition or use of any crane, hoist, plant or scaffolding.

**66 Supervision of Works and Notification to Council of Works in Road Reserve**

The work shall be supervised by a suitably qualified and experienced Civil Engineer, Registered Surveyor or Civil Engineering Foreman. The supervisor's name, address and contact details (including telephone number) shall be submitted to the Principal Certifying Authority and Council prior to the commencement of any works.

**67 Erosion and Sediment Control Measures**

Erosion and sediment control devices are to be installed prior to the commencement of any demolition, excavation or construction works upon the site. These devices are to be maintained throughout the entire demolition, excavation and construction phases of the development and for a minimum three (3) month period after the completion of the project, where necessary.

**68 All-weather Access**

An all-weather stabilised access point must be provided to the site to prevent sediment leaving the site as a result of vehicular movement. Vehicular movement should be limited to this single accessway.

- 69 **Erosion Controls – Vehicular Entry/Exit Points**  
The vehicular entry/exits to the site must be protected from erosion and laid with a surface material which will not wash into the street drainage system or watercourse.
- 70 **Supervising Arborist – Tree Inspection and Installation of Tree Protection Measures**  
Prior to the commencement of any demolition, excavation or construction works, the supervising arborist must certify in writing that tree protection measures have been inspected and installed in accordance with the arborist's recommendations and relevant conditions of this consent.
- 71 **Certification from Arborist - Adequate Protection of Trees to be Retained**  
A qualified arborist is required to be engaged for the supervision of all on-site excavation or land clearing works. The submission of appropriate certification from the appointed arborist to the Principal Certifying Authority is required which confirms that all trees and other vegetation to be retained are protected by fencing and other measures, prior to the commencement of any such excavation or land clearing works.
- 72 The depth and location of all services (ie stormwater, gas, water, sewer, electricity, telephone, etc) must be ascertained and reflected on the plans and supporting documentation issued for construction.
- 73 **Application for Occupation, Use, Disturbance or Work on Footpath/Roadway**  
Any occupation, use, disturbance or work on the footpath or road reserve for construction purposes, which is likely to cause an interruption to existing pedestrian and / or vehicular traffic flows requires Council consent under Section 138 of the Roads Act 1993. An application must be submitted and approved by Council prior to the works commencing where it is proposed to carry out activities such as, but not limited to, the following:
- 73.1 Digging or disruption to footpath/road reserve surface;
  - 73.2 Loading or unloading machinery/equipment/deliveries;
  - 73.3 Installation of a fence or hoarding;
  - 73.4 Stand mobile crane/plant/concrete pump/materials/waste storage containers;
  - 73.5 Pumping stormwater from the site to Council's stormwater drains;
  - 73.6 Installation of services, including water, sewer, gas, stormwater, telecommunications and power;
  - 73.7 Construction of new vehicular crossings or footpaths;
  - 73.8 Removal of street trees;
  - 73.9 Carrying out demolition works.
- 74 **Site Management, Pedestrian and Traffic Management (Where Works are Proposed in or from a Public Road Reserve)**  
The submission, as part of an application for a permit under Section 138 of the Roads Act 1993, of a Site Management, Pedestrian and Traffic Management Plan to Council's Development Assessment and Certification Team for approval is required, prior to works commencing on the site. This plan shall address what measures will be implemented for the protection of adjoining properties, pedestrian safety and traffic management and shall be in compliance with the requirements of the latest versions of Australian Standard AS1742 - Traffic Control Devices for Works on Roads and the RTA Traffic Control at Worksites Manual.
- This plan is required to maintain public safety, minimise disruption to pedestrian and vehicular traffic within this locality and to protect services, during demolition, excavation and construction phases of the development. This plan shall include the following aspects:
- 74.1 Proposed ingress and egress points for vehicles to/from the construction site;
  - 74.2 Proposed protection of pedestrians, adjacent to the construction site;
  - 74.3 Proposed pedestrian management whilst vehicles are entering/exiting the construction site;
  - 74.4 Proposed measures to be implemented for the protection of all roads and footpath areas surrounding the construction site from building activities, crossings by heavy equipment, plant and materials delivery and static load from cranes, concrete pumps and the like;
  - 74.5 Proposed method of loading and unloading excavation machines, building materials formwork and the erection of any part of the structure within the site;

- 74.6 Proposed areas within the site to be used for the storage of excavated material, construction materials and waste containers during the construction period;
- 74.7 Proposed traffic control measures such as advanced warning signs, barricades, warning lights, after hours contact numbers etc are required to be displayed where works are in progress in any road reserve and shall be in accordance the latest versions of the NSW Roads and Traffic Authority's Specification - "Traffic Control at Work Sites Manual" and the Australian Standard AS1742. - "Manual of Uniform Traffic Control Devices" and accompanying field handbooks (SAA HB81);
- 74.8 Proposed method of support of any excavation, adjacent to adjoining buildings or the road reserve. The proposed method of support is to be certified by an accredited certifier in Civil Engineering; and
- 74.9 Proposed measures to be implemented, in order to ensure that no soil/excavated material is transported on wheels or tracks of vehicles or plant and deposited on the roadway.

The approved plan shall be implemented, prior to the commencement of any works upon the construction site.

**Note:** Any proposed works or placement of plant and equipment and/or materials within any road reserve will require the separate approval of Council, prior to the commencement of such works, pursuant to the provisions of the Roads Act 1993.

- 75 The arrangements and costs associated with any adjustment to a public utility service shall be borne by the applicant/developer. Any adjustment, deletion and/or creation of public utility easements associated with the approved works are the responsibility of the applicant/developer. The submission of documentary evidence to the Principal Certifying Authority which confirms that satisfactory arrangements have been put in place regarding any adjustment to such services is required prior to any works commencing on site.

#### 76 **Section 73 Compliance Certificate**

A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water Corporation. Application must be made through an authorised Water Servicing Coordinator. Please refer to the Building Developing and Plumbing section of the web site [www.sydneywater.com.au](http://www.sydneywater.com.au) then refer to "Water Servicing Coordinator" under "Developing Your Land" or telephone 13 20 92 for assistance.

Following application, a "Notice of Requirements" will advise of water and sewer infrastructure to be built and charges to be paid. Please make early contact with the Coordinator, since building of water/sewer infrastructure can be time consuming and may impact on other services and building, driveway or landscape design.

The Notice of Requirements must be submitted to the Principal Certifying Authority prior to issue of the construction certificate.

### During Demolition, Excavation or Construction

#### 77 **Implementation of Recommendations of Noise Impact Assessment Report**

All the recommendations stated in section 4.2 for building compliance with the internal living space noise guidelines and section 6 for construction noise and vibration management plan of the Noise Impact Assessment Report prepared by Acoustic Logic dated November 2014 Document Reference No. 20141212.1/11A/R1/BW shall be implemented as described.

#### 78 **Implementation of Recommendations of Ecology Assessment Report**

All the recommendations stated in the Ecology Assessment Report prepared by Applied Ecology Pty Limited dated November 2014 shall be implemented as described.

#### 79 **Pipe Connections**

All pipe connections to existing pits within Northfields Avenue shall be constructed flush with the pit wall in accordance with good engineering practice. The developer shall ensure that the condition of the pit is not compromised and that the service life of the pit is not reduced as a result of the connection.

- 80 **Site Filling**  
Filling on the site within the floodplain shall be restricted to within the proposed building footprint and ramped area to garages only. No other increases in ground surface levels on the site within the floodplain are permitted. No wholesale filling of the site within the floodplain is permitted.
- 81 **Flood Compatible Materials – Electrical**  
All power service (metering) equipment, wiring, power outlets, switches etc. should be located above the adjacent 100 year ARI flood level plus 0.5 metres freeboard. All electrical wiring installed below this level shall be suitable for continuous underwater immersion and shall contain no fibrous components. Earth leakage circuit breakers shall also be installed. Any equipment installed below or partially below the adjacent 100 year ARI flood level plus 0.5 metres freeboard shall be capable of disconnection by a single plug and socket assembly.
- 82 **Protection of Council Infrastructure**  
The developer shall provide adequate protection to all Council assets prior to work commencing and during construction. Wollongong City Council's Development Engineering Manager shall be notified immediately in the event of any damage to Council's assets. Any damage to Council's assets shall be restored to the satisfaction of Council, with all associated costs borne by the developer.
- 83 **Fences**  
Any new fences constructed on the site and located in the flood plain shall be of a type that will not obstruct the free flow of floodwaters and not cause damage to surrounding land in the event of a flood.
- 84 **Survey Report for Floor Levels**  
A Survey Report must be submitted to the Principal Certifying Authority verifying that each ground floor level accords with the floor levels as approved under this consent. The survey shall be undertaken after the formwork has been completed and prior to the pouring of concrete for each respective ground floor level of the building. Where a timber/steel frame supports the floor, the survey shall be undertaken after the piers have been installed and prior to the laying of the bearers/joists and installation of the wall frames for each respective ground floor level of the building. All levels shall relate to Australian Height Datum.
- 85 **Supervision of Engineering Works**  
All engineering works associated with the development are to be carried out under the supervision of a practicing engineer.
- 86 **Piping of Stormwater to Existing Stormwater Drainage System**  
Stormwater for the land must be piped to the existing stormwater drainage system within Northfields Avenue. Prior to undertaking the connection the developer shall obtain approval from and arrange inspections with Council's Development Engineering Manager.
- 87 **No Adverse Run-off Impacts on Adjoining Properties**  
The design of the development shall ensure there are no adverse effects to adjoining properties or upon the land as a result of flood or stormwater run-off. Attention must be paid to ensure adequate protection for buildings against the ingress of surface run-off.
- 88 **Re-direction or Treatment of Stormwater Run-off**  
Allowance must be made for surface run-off from adjoining properties. Any redirection or treatment of that run-off must not adversely affect any other property.
- 89 **Redundant Crossings**  
Any existing vehicular crossings rendered unnecessary by this development must be removed and the footpath and normal kerbing and guttering must be restored. This work shall be carried out by a Council recognized concrete contractor at the developer's expense.
- 90 **Protection of Public Places**  
If the works involve the enclosure of a public place or is likely to cause pedestrian/vehicular traffic in a public place to be obstructed or rendered inconvenient, or have the potential for conflict between pedestrians and vehicles:

- 90.1 A hoarding or fence must be erected between the work site and the public place;
- 90.2 An awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place;
- 90.3 The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in a public place;
- 90.4 Safe pedestrian access must be maintained at all times;
- 90.5 Any such hoarding, fence or awning is to be removed when the work has been completed.

**91 Prior approval from Council for any works in Northfields Avenue**

Approval must be obtained from Wollongong City Council's Development Engineering Team prior to any works commencing or any proposed interruption to pedestrian and/or vehicular traffic within the road caused by the construction of this development. A traffic control plan prepared and implemented by a suitably qualified person must be submitted for approval and the appropriate fees paid a minimum of five working days prior to the expected implementation. The traffic control plan shall satisfy the requirements of the latest versions of Australian Standard AS1742 – Traffic Control Devices for Works on Roads and the RTA Traffic Control at Worksites Manual.

**Note:** This includes temporary road closures for the delivery of materials, plant and equipment, concrete pours etc.

**92 Copy of Consent to be in Possession of Person carrying out Tree Removal**

The applicant/developer must ensure that any person carrying out tree removal/vegetation clearance is in possession of this development consent and/or the approved landscape plan, in respect to the trees/vegetation which have/has been given approval to be removed in accordance with this consent.

**93 Restricted Hours of Work**

The developer must not carry out any work other than emergency procedures to control dust or sediment laden runoff outside the hours of 7.00 am to 6.00 pm, Monday to Friday and 8.00 am to 4.00 pm Saturdays without the prior written consent of the Principal Certifying Authority and Council.

No work is permitted on public holidays, Sundays or the Saturday adjacent to public holidays on Mondays or Fridays.

Any request to vary these hours shall be submitted to the Council in writing detailing:

- 93.1 The variation in hours required;
- 93.2 The reason for that variation;
- 93.3 The type of work and machinery to be used.

**Note:** The developer is advised that other legislation may control the activities for which Council has granted consent including but not limited to the Protection of the Environment Operations Act 1997. Developers must note that NSW DECCW Construction Noise Guideline August 2008 states that the maximum allowable construction noise levels are Background + 10 dB(A) during the standard working hours i.e. between the hours of 7.00 am to 6.00 pm Mondays to Fridays and 8.00 am to 4.00 pm on Saturdays.

**94** The developer must carry out work at all times in a manner which will not cause a nuisance, by the generation of unreasonable noise, dust or other activity, to the owners and/or occupiers of adjoining and adjacent land.

**95** The lighting of the premises must be directed so as not to cause nuisance to the owners or occupiers of adjoining premises or to motorists on adjoining or nearby roads.

**96 Site Management**

Stockpiles of sand, gravel, soil and the like must be located to ensure that the material:

- 96.1 Does not spill onto the road pavement and
- 96.2 Is not placed in drainage lines or watercourses and cannot be washed into these areas.

**97** Should during construction any waste material or construction material be accidentally or otherwise spilled, tracked or placed on the road or footpath area without the prior approval of

Council's Works Division this shall be removed immediately. Evidence that any approval to place material on the road or road reserve shall be available for inspection by Council officers on site at any time.

98 Vehicle access is to be controlled so as to prevent tracking of sediment onto adjoining roadways, particularly during wet weather or when the site has been affected by wet weather.

99 Drains, gutters, access ways and roadways must be maintained free of sediment and any other material. Gutters and roadways must be swept/scraped regularly to maintain them in a clean state.

100 Building operations such as brick cutting, the washing of tools or paint brushes, or other equipment and the mixing of mortar must not be carried out on the roadway or public footpath or any other locations which could lead to the discharge of materials into the stormwater drainage system or natural watercourse.

101 **Dust Suppression Measures**

Activities occurring during the construction phase of the development must be carried out in a manner that will minimise the generation of dust.

102 Trucks which are entering and leaving the premises and carrying loads must be sealed or covered at all times, except during loading and unloading.

103 **Provision of Waste Receptacle**

The developer must provide an adequate receptacle to store all waste generated by the development, pending disposal. The receptacle must be regularly emptied and waste must not be allowed to lie or accumulate on the property other than in the receptacle. Consideration should be given to the source separation of recyclable and re-usable materials.

104 The building site must be kept free of rubbish at all times. All refuse capable of being wind-blown must be kept in a suitable waste container.

105 **BASIX**

All the commitments listed in each relevant BASIX Certificate for the development must be fulfilled in accordance with Clause 97A(2) of the Environmental Planning & Assessment Regulation 2000.

A relevant BASIX Certificate means:

105.1 A BASIX Certificate that was applicable to the development when this development consent was granted (or, if the development consent is modified under section 96 of the Environmental Planning & Assessment Act 1979, a BASIX Certificate that is applicable to the development when this development consent is modified); or

105.2 If a replacement BASIX Certificate accompanies any subsequent application for a construction certificate, the replacement BASIX Certificate; and

105.3 BASIX Certificate has the meaning given to that term in the Environmental Planning & Assessment Regulation 2000."

106 **Excess Excavated Material – Disposal**

Excess excavated material shall be classified according to the NSW Environment Protection Authority's Waste Classification Guidelines – Part 1: Classifying Waste (2014) prior to being transported from the site and shall be disposed of only at a location that may lawfully receive that waste.

Prior to the Issue of the Occupation Certificate

107 **Car Share Scheme**

Documentary evidence indicating that the car share scheme, as outlined in the University Of Wollongong Commitment Letter, dated 4 June 2015 as attached to this consent at Attachment 2, has progressed to a legal contract for the provision of one (1) x car share parking space, is to be submitted to Council prior to the issue of the Occupation Certificate.

108 The submission of documentary evidence to the Principal Certifying Authority from the NSW Fire Brigade, NSW Ambulance Service and the NSW Police Service is required verifying that



each of the emergency service authorities are able to override the security system, in the event that a security intercom system is to be installed within the development, prior to the issue of the Occupation Certificate.

**109 Footpath Paving**

The developer is responsible for the construction of footpath paving for the entire frontage of the development.

The type of paving for this development is to be 1500 - 3000mm wide (depending on existing tree locations), either 100mm thick reinforced broom finished concrete or brick pavers consistent existing pavement on Northfields Avenue. A nominal two percent (2%) minimum 1%, maximum two and a half (2.5%) cross fall to be provided from property line to back of kerb.

Driveway entry threshold finish from property boundary line to face of kerb: Broom finished concrete to match footpath and be designed to withstand predicted traffic loadings.

Driveway threshold finish within property boundary line: To contrast with driveway entry.

A plan clearly showing the location, extent and design of the footpath and the location of services must be provided to and approved by Wollongong City Councils Development Assessment and Certification Team prior to the commencement of works on the footpath.

The footpath paving is to be completed as per the above requirements prior to the issue of the Occupation Certificate.

**110 Structural Soundness Certification**

The submission of a report from a suitably qualified and experienced structural engineer to the Principal Certifying Authority is required, prior to the issue of the final Occupation Certificate and commencement of use. This report is required to verify that the building can withstand the forces of floodwater, debris and buoyancy up to and including the adjacent Probable Maximum Flood (PMF) plus 0.5 metres freeboard and that the flood mitigation wall around the courtyard can withstand the forces of floodwater, debris and buoyancy up to and including the adjacent 100 year ARI flood level plus 0.5 metres freeboard.

**111 Restriction on use – Flood Mitigation Wall**

The applicant must create a restriction on use under the Conveyancing Act 1919 over the flood mitigation wall around northern and western side of the courtyard. The following terms must be included in an appropriate instrument created under the Conveyancing Act 1919 for approval of Council:

“The registered proprietor of the lot burdened must not make or permit or suffer the making of any alterations to the flood mitigation wall around the northern and western side of the courtyard. Name of the authority having the power to release, vary or modify the restriction referred to is Wollongong City Council.”

The instrument, showing the restriction, must be submitted to the Principal Certifying Authority for endorsement prior to the issue of the final Occupation Certificate and the use of the development.

**112 Post Dilapidation Report**

The developer shall provide Wollongong City Council's Development Engineering Manager with a post construction dilapidation report, identifying the condition of Council assets and all land in the vicinity of the proposed works at the completion of works. Any damage to infrastructure items and relics which is caused by the developer shall be repaired to the satisfaction of the Principal Certifying Authority prior to the issue of an Occupation Certificate.

**113 Fire Safety Certificate**

A Fire Safety Certificate must be issued for the building prior to the issue of an Occupation Certificate. As soon as practicable after a Fire Safety Certificate is issued, the owner of the building to which it relates:

113.1 Must cause a copy of the certificate (together with a copy of the current fire safety schedule) to be given to the Commissioner of New South Wales Fire Brigades, and

113.2 Must cause a further copy of the certificate (together with a copy of the current fire safety schedule) to be prominently displayed in the building.

- 114 **Drainage**  
The developer must obtain a certificate of Hydraulic Compliance (using Council's M19 form) from a suitably qualified civil engineer, to confirm that all stormwater drainage and on-site detention works have been constructed in accordance with the approved plans. In addition, full works-as-executed plans, prepared and signed by a Registered Surveyor must be submitted. These plans and certification must satisfy all the stormwater requirements stated in Chapter E14 of the Wollongong DCP2009. This information must be submitted to the Principal Certifying Authority prior to the issue of the final Occupation Certificate.
- 115 **Restriction on use – On-site Detention System**  
The applicant must create a restriction on use under the Conveyancing Act 1919 over the on-site detention system. The following terms must be included in an appropriate instrument created under the Conveyancing Act 1919 for approval of Council:  
“The registered proprietor of the lot burdened must not make or permit or suffer the making of any alterations to any on-site stormwater detention system on the lot(s) burdened without the prior consent in writing of the authority benefited. The expression ‘on-site stormwater detention system’ shall include all ancillary gutters, pipes, drains, walls, kerbs, pits, grates, tanks, chambers, basins and surfaces designed to temporarily detain stormwater as well as all surfaces graded to direct stormwater to those structures.  
Name of the authority having the power to release, vary or modify the restriction referred to is Wollongong City Council.”  
The instrument, showing the restriction, must be submitted to the Principal Certifying Authority for endorsement prior to the issue of the final Occupation Certificate and the use of the development.
- 116 **Retaining Wall Certification**  
The submission of a certificate from a suitably qualified and experienced structural engineer or civil engineer to the Principal Certifying Authority is required, prior to the issue of the Occupation Certificate or commencement of the use. This certification is required to verify the structural adequacy of the retaining walls and that the retaining walls have been constructed in accordance with plans approved by the Principal Certifying Authority.
- 117 **Occupation Certificate**  
A final Occupation Certificate must be issued by the Principal Certifying Authority prior to occupation or use of the development. In issuing an Occupation Certificate, the Principal Certifying Authority must be satisfied that the requirements of Section 109H of the Environmental Planning and Assessment Act 1979, have been complied with as well as all of the conditions of the Development Consent.
- 118 The developer must make compensatory provision for the trees required to be removed as a result of the development. In this regard, thirty (30) x 100 litre container mature plant stock shall be placed within the property boundary of the site. The suggested species are Illawarra escarpment trees.
- 119 **BASIX**  
A final occupation certificate must not be issued unless accompanied by the BASIX Certificate applicable to the development. The Principal Certifying Authority must not issue the final occupation certificate unless satisfied that selected commitments have been complied with as specified in the relevant BASIX Certificate. NOTE: Clause 154B of the Environmental Planning and Assessment Regulation 2000 provides for independent verification of compliance in relation to certain BASIX commitments.
- 120 **Positive Covenant – On-Site Detention Maintenance Schedule**  
A positive covenant shall be created under the Conveyancing Act 1919, requiring the property owner(s) to undertake maintenance in accordance with the Construction Certificate approved On-Site Stormwater Detention System and Maintenance Schedule (application number to be referenced).

The instrument, showing the positive covenant must be submitted to the Principal Certifying Authority for endorsement prior to the issue of the final Occupation Certificate and the use of the development.

**121 On-Site Detention – Structural Certification**

The submission of a certificate from a suitably qualified practising civil and/or structural engineer to the Principal Certifying Authority is required prior to the issue of the final Occupation Certificate. This certification is required to verify the structural adequacy of the on-site detention facility and that the facility has been constructed in accordance with the approved Construction Certificate plans.

**122 Access Certification**

Prior to the occupation of the building, the Principal Certifying Authority must ensure that a certificate from an “accredited access consultant” has been issued certifying that the building complies with the requirements of AS 1428.1.

**Operational Phases of the Development/Use of the Site**

**123 UOW Commitment Letter**

The terms identified within the commitment letter prepared by the University of Wollongong, dated 4 June 2015 as attached to this consent at Attachment 2 shall form part of the conditions of consent for this application.

**124 Use of Kitchen**

The communal kitchen facilities proposed on the lower ground floor of the development are to be used for domestic purposes by the residents of the building only.

This consent does not permit the commercial use of the kitchen area without the prior consent of Council.

**125 Accommodation Agreement & Residence Rules**

All residents of the development must comply with the University Accommodation Agreement and My Residence Rules (or equivalent documents) at all times.

A flyer or summary of the Accommodation Agreement and My Residence Rules (or equivalent documents) must also be located in a prominent location within a public area of the building reminding students of the documents and their online location.

Should these documents be amended, a copy of the amended document/s is to be provided to Council upon request.

**126 Fire Safety Measures**

All new and existing fire safety measures shall be maintained in working condition, at all times.

**127 Clothes Drying on Balconies/Terrace Areas**

A small fixed clothes hanging rail, no higher than the balcony handrail height on the side wall behind the balcony screens and which is not visible from adjoining streets or public areas is permitted on each balcony for clothes drying purposes. The installation of other larger clothes lines on the balconies/terrace areas which exceed the height of the hand rail are strictly prohibited.

**128 Loading/Unloading Operations/Activities**

All loading/unloading operations are to take place at all times wholly within the confines of the site.

**129 Waste Management Plan**

Garbage containers, containers for recyclable materials and compacters must be stored in an external area or in a room specifically for that purpose (AS4674-2004 – Section 2.4).

**130 Waste Management**

The management of waste generated by the proposal is to be carried out generally in accordance with the submitted Waste Management Plan dated October 2014 prepared by Elephants Foot Recycling Solutions or equivalent document.

Should this document be amended, a copy of the amended document is to be provided to Council upon request.

**131 Use of Facility**

The development is to be used for the primary purpose of post graduate student accommodation or University visitor accommodation directly in association with the University of Wollongong's operation as a tertiary education provider (University).

This consent does not permit the separate use of the facility as general residential dwellings or permanent residences without the prior consent of Council.

**132 Car Parking Provision arrangements**

The parking provision (1 student resident dedicated car space per 3 accommodation agreements) for the approved development is based on the University entering into one accommodation agreement per family unit or household per dwelling at any one time. The following are recognised as 'dwellings' within the development:

Single studio – 113

Double studio – 57

2 bed apartments – 30

3 bed apartments – 8

Total 'dwellings' - 208

The University may only enter into additional student accommodation agreements if additional car parking provisions (within car park P1) are provided at a minimum ratio of 1 student resident dedicated car space per 3 student accommodation agreements.

Any car parking spaces displaced from car park P1 as a result of the University entering into additional accommodation agreements are to be provided within car park P5a. There is to be no net loss of car parking spaces at the University Campus as a result of the development.

## Attachment 1: NSW Rural Fire Service Correspondence

*All communications to be addressed to:*

Headquarters  
15 Carter Street  
Lidcombe NSW 2141

Headquarters  
Locked Bag 17  
Granville NSW 2142

Telephone: 1300 NSW RFS  
e-mail: [csc@rfs.nsw.gov.au](mailto:csc@rfs.nsw.gov.au)

Facsimile: 8741 5433



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

Your Ref: DA-2014/1474  
Our Ref: D14/3566  
DA14120294891 PE

**ATTENTION:** Jessica Saunders

2 January 2015

Dear Sir/Madam

**Integrated Development for 1//1188267 2 Northfields Avenue Keiraville NSW 2500**

I refer to your letter dated 25 November 2014 seeking general terms of approval for the above Integrated Development in accordance with Section 91 of the 'Environmental Planning and Assessment Act 1979'.

This response is to be deemed a bush fire safety authority as required under section 100B of the 'Rural Fires Act 1997' and is issued subject to the following numbered conditions:

**Evacuation and Emergency Management**

The intent of measures is to provide suitable emergency and evacuation (and relocation) arrangements for occupants of special fire protection purpose developments. To achieve this, the following conditions shall apply:

1. The University's Emergency and Evacuation Plan be updated to include the proposed additional student accommodation.

For any queries regarding this correspondence please contact Peter Eccleston on 1300 NSW RFS.

Yours sincerely



Catherine Ryland

**Team Leader Development Assessment and Planning**

The RFS has made getting information easier. For general information on 'Planning for Bush Fire Protection, 2006', visit the RFS web page at [www.rfs.nsw.gov.au](http://www.rfs.nsw.gov.au) and search under 'Planning for Bush Fire Protection, 2006'.

## Attachment 2: UOW Commitment Letter



4 June 2015

Ref:oltr\_wcc\_Transport\_Accomm\_Commitments\_040615\_FINAL

Mr David Farmer  
General Manager  
Wollongong City Council  
Locked Bag 8821  
Wollongong DC NSW 2520

Dear David

### **UOW Student Accommodation – Transport Initiatives and Commitments DA's 2014-1474 and 2014-1510**

Following the Southern Region JRPP meeting (8 May 2015) and their decision to defer determination of DA 2014-1474 on the basis of parking and transportation cumulative impacts (with DA 2015-1510), we have reviewed the assessments, strategies and commitments that were proposed and presented to Wollongong City Council (WCC). This letter supersedes the previous University letter dated 1<sup>st</sup> April 2015.

We are pleased to confirm that the reports and previous submissions issued to WCC, including;

- Building 120, Student Accommodation Project, Parking and Traffic Impact Assessment (AECOM Rev C dated 13 Nov 14),
- Building 73, 74 & 75, Student Accommodation Project, Parking and Traffic Impact Assessment (AECOM Rev C dated 13 Nov 14), and
- Building 120 and Building 73, 74 & 75, Parking and Traffic Impact Assessment – Supplementary Report (AECOM Rev C dated 8 Apr 15).

considered the cumulative impacts of both Development Proposals. We have requested, via the applicant (Hutchinson Builders), the opportunity to hold a technical briefing with the JRPP to ensure the complex assessment of transportation and parking matters can be explained in detail.

As WCC is aware, the University has been very successful in the implementation of a Strategic Sustainable Transport Model which has seen a modal shift of commuters moving to public transport. Currently 42% of commuters now come to the Wollongong Campus without using a car compared to 31% in 2007.

**Melva Crouch** CSM  
**Chief Administrative Officer**  
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CR003/Provider No. 00100E



The Student Accommodation expansion project will see a net increase of approximately 900 students living on campus by 2018. The additional beds will replace old and unsuitable beds both on-campus (95) and in other Wollongong locations (178).

The new accommodation will be beneficial in moving existing students to an on-campus location thus reducing peak traffic trip rates. It is, however, recognised that additional on-campus student residents will create different challenges associated with car ownership and parking.

We are pleased to confirm that we have reviewed the strategy of remote long term parking, as part of the overall parking solution for student residents, which was previously proposed to be at Innovation Campus. We now have parking, dedicated for student residents, adjacent to the developments at an enhanced rate of 1 space per 3 students.

The University has developed a considered and appropriate approach to the provision of parking for the student residents with our Transport Planning Consultant AECOM. Their updated report, prepared to support the Development Applications, details the proposed solution. The solution contains a number of strategies and initiatives that require University commitment and support.

#### **Commitment 1: Student Resident Transport Information Pack**

To complement the existing sustainable transport information and strategy already in place the University will develop and implement a tailored and specific Student Resident Transport Information Pack. This Pack will be developed to promote the benefits of living on campus and alternative options available, such as bicycle hire, car hire and public transport, to reduce the need for students to bring private vehicles. The Pack would be issued to all students applying to live on campus, before they arrive, and be updated yearly.

#### **Commitment 2: Free Bicycle Hire**

The University, via its Accommodation Services Division, would provide, maintain and operate a fleet of bicycles for student resident use free of charge. Numbers will depend on demand, however, initially on building occupation we propose to provide 8 bicycles at Building 120, and for Buildings 73, 74 & 75 a fleet of 15 bicycles. In the second year of operation the size of the fleet will be assessed and adjusted according to demand.

#### **Commitment 3: Car Hire**

The University will dedicate 3 car spaces directly adjacent to the proposed buildings (Bldg. 120 – 1 space and Bldgs. 73, 74 & 75 – 2 spaces) for the operation of a car hire scheme for the students. Prior to building(s) operation (2017 and 2018 respectively) the University will engage with a commercial operator (such as GoGet or similar) to provide the service.

**Melva Crouch** CSM  
**Chief Administrative Officer**  
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melva\_crouch@uow.edu.au [www.uow.edu.au](http://www.uow.edu.au)

CH0205 Provider No: 000000



The introduction of a commercial operator to Wollongong is anticipated to present wider opportunities for the region and we will seek to work with the WCC in the future to promote and widen the service.

#### **Commitment 4: Car Parking Provision**

##### **Building 120 (Northfields)**

- UOW will allocate 35 secure spaces within existing Multi-Storey Car Park (P1) dedicated for Building 120 student residence use (Refer to UOW-SK-003 / A in Appendix C). These spaces will supplement the dedicated secure 34 spaces being constructed as part of the development.

The 35 spaces displaced from P1, which are currently dedicated to staff and visitors, will be offset by the current new spaces being constructed on campus (Car park P5a, DA-2014-1311). These spaces are under construction presently and will be available for use prior to the proposed occupation of Building 120 in February 2017.

##### **Buildings 73, 74 and 75 (Kooloobong)**

- UOW will initiate a new project to design and construct a multi-storey car park on existing car park P3 which is directly adjacent to the proposed Kooloobong Student Accommodation Precinct (Refer to UOW-SK-004 / A in Appendix D).

The project will provide a minimum of 270 secure spaces for Building 73, 74 and 75 residents. In addition the existing Pay and Display and UOW Permit spaces within P3 will be maintained in the design. There will be no net loss of general Pay and Display or UOW Permit spaces when the new multi-storey car park is operational in December 2017.

The University will prepare and lodge a specific Development Application for the new multi-storey car park (required by December 2017) with a construction program to ensure the spaces are available.

We understand that the JRPP and WCC are seeking surety in the car parking provision proposed. The University would consider favourably a Development Consent Condition whereby the Occupation Certificate of DA 2015-1510 can only be issued if the 270 spaces allocated for the student residents for Buildings 73, 74 & 75 have been constructed in accordance with our commitment.

#### **Commitment 5: Off Campus Parking Survey**

It is understood that the ultimate test of the success of the University's overall Sustainable Transport Strategy and the specific initiatives for the Student Accommodation is the impact of parking in the local streets surrounding the University.

The University will commit to continue to undertake the local street parking survey, each year, and continue to share the results with WCC and RMS.

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Further, UOW committed in 2014 to be an active participant and financial contributor to WCC's proposed Keiraville/Gwynneville Local Area Transport Management study, which would include addressing neighbourhood parking concerns. The results of the survey will be used by UOW to inform, develop and update the UOW Transport Strategy on an ongoing basis.

We trust the above undertakings will assure WCC of the University's commitment to an appropriate sustainable transportation solution for the proposed Student Accommodation developments.

Please do not hesitate to contact me if you require further information on any of the initiatives proposed.

Regards



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Chief Administrative Officer

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