

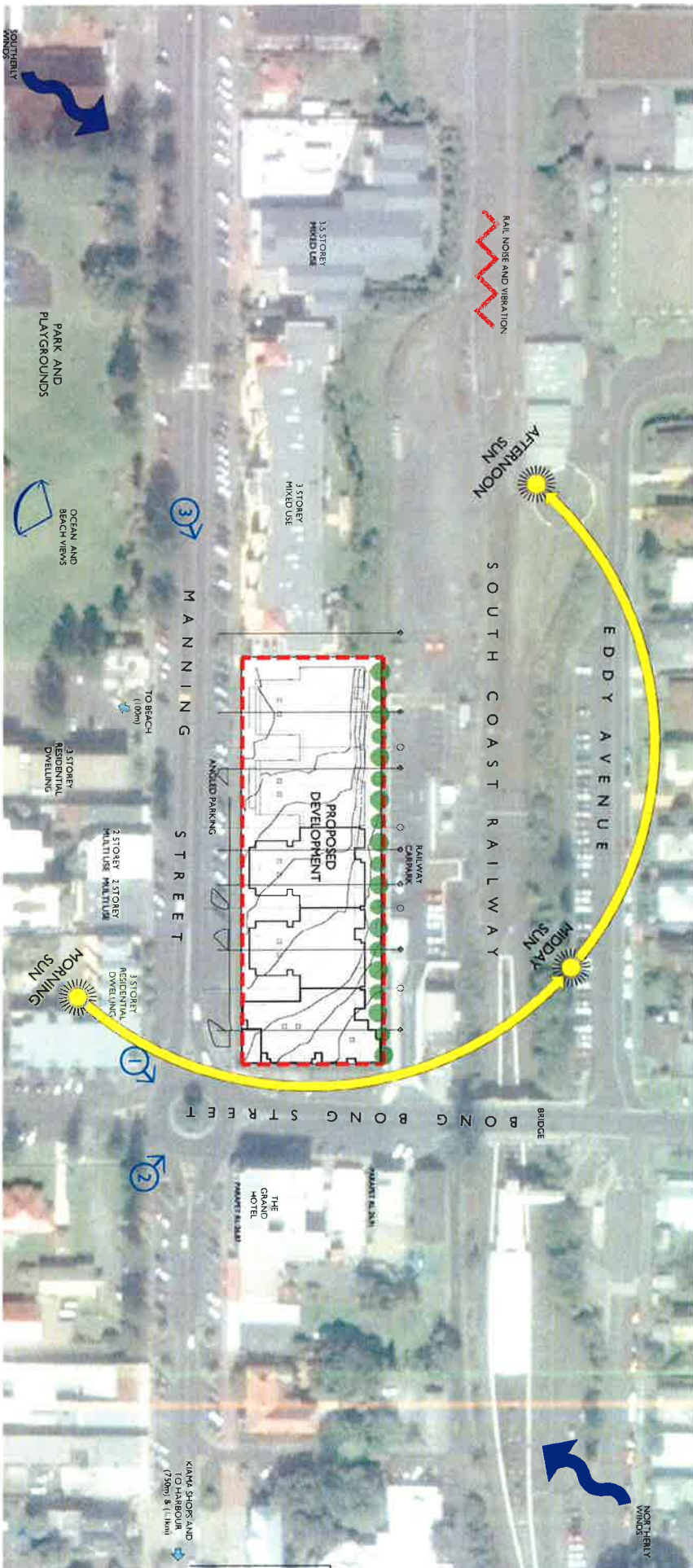


CNR MANNING AND BONG BONG STREETS KIAMA

[illegible]

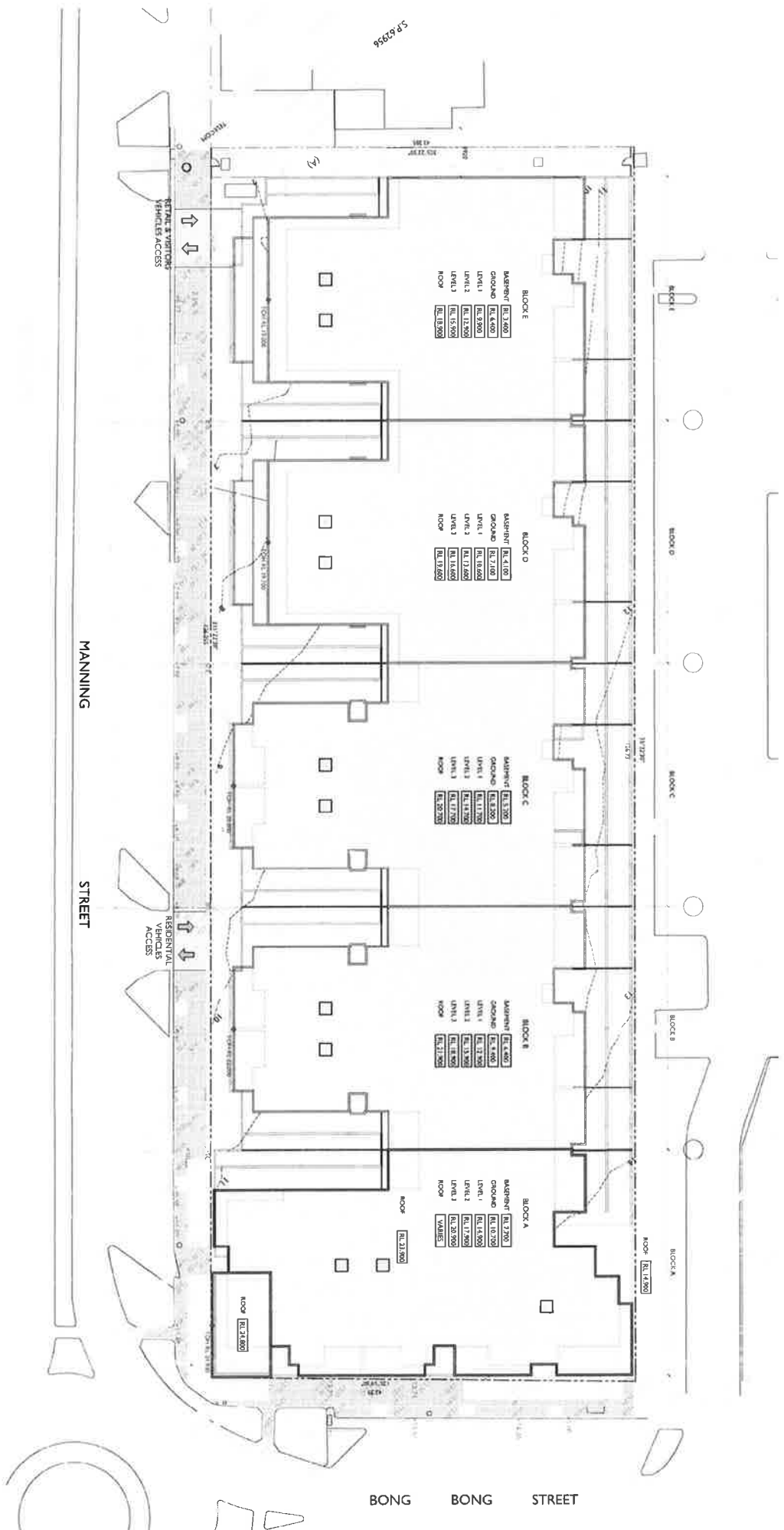
No	DESCRIPTION	SCALE	AI
1	100% FRESH	100	100
2	90% FRESH	90	90
3	80% FRESH	80	80
4	70% FRESH	70	70
5	60% FRESH	60	60
6	50% FRESH	50	50
7	40% FRESH	40	40
8	30% FRESH	30	30
9	20% FRESH	20	20
10	10% FRESH	10	10
11	0% FRESH	0	0
12	100% FRESH	100	100
13	90% FRESH	90	90
14	80% FRESH	80	80
15	70% FRESH	70	70
16	60% FRESH	60	60
17	50% FRESH	50	50
18	40% FRESH	40	40
19	30% FRESH	30	30
20	20% FRESH	20	20
21	10% FRESH	10	10
22	0% FRESH	0	0
23	100% FRESH	100	100
24	90% FRESH	90	90
25	80% FRESH	80	80
26	70% FRESH	70	70
27	60% FRESH	60	60
28	50% FRESH	50	50
29	40% FRESH	40	40
30	30% FRESH	30	30
31	20% FRESH	20	20
32	10% FRESH	10	10
33	0% FRESH	0	0
34	100% FRESH	100	100
35	90% FRESH	90	90
36	80% FRESH	80	80
37	70% FRESH	70	70
38	60% FRESH	60	60
39	50% FRESH	50	50
40	40% FRESH	40	40
41	30% FRESH	30	30
42	20% FRESH	20	20
43	10% FRESH	10	10
44	0% FRESH	0	0
45	100% FRESH	100	100
46	90% FRESH	90	90
47	80% FRESH	80	80
48	70% FRESH	70	70
49	60% FRESH	60	60
50	50% FRESH	50	50
51	40% FRESH	40	40
52	30% FRESH	30	30
53	20% FRESH	20	20
54	10% FRESH	10	10
55	0% FRESH	0	0
56	100% FRESH	100	100
57	90% FRESH	90	90
58	80% FRESH	80	80
59	70% FRESH	70	70
60	60% FRESH	60	60
61	50% FRESH	50	50
62	40% FRESH	40	40
63	30% FRESH	30	30
64	20% FRESH	20	20
65	10% FRESH	10	10
66	0% FRESH	0	0
67	100% FRESH	100	100
68	90% FRESH	90	90
69	80% FRESH	80	80
70	70% FRESH	70	70
71	60% FRESH	60	60
72	50% FRESH	50	50
73	40% FRESH	40	40
74	30% FRESH	30	30
75	20% FRESH	20	20
76	10% FRESH	10	10
77	0% FRESH	0	0
78	100% FRESH	100	100
79	90% FRESH	90	90
80	80% FRESH	80	80
81	70% FRESH	70	70
82	60% FRESH	60	60
83	50% FRESH	50	50
84	40% FRESH	40	40
85	30% FRESH	30	30
86	20% FRESH	20	20
87	10% FRESH	10	10
88	0% FRESH	0	0
89	100% FRESH	100	100
90	90% FRESH	90	90
91	80% FRESH	80	80
92	70% FRESH	70	70
93	60% FRESH	60	60
94	50% FRESH	50	50
95	40% FRESH	40	40
96	30% FRESH	30	30
97	20% FRESH		

[illegible]



SITE ANALYSIS

[illegible]



SITE PLAN NOTE TO CIVIL ENGINEERS: DOCUMENTATION FOR STORMWATER COLLECTION & ALL EXTERNAL SURFACE LEVELS REFER TO LANDSCAPE ARCHITECTS DOCUMENTATION FOR ALL PLANNING & PLANNING DETAILS

LEGEND	SYMBOL	DESCRIPTION
1. SITE BOUNDARY	---	Site Boundary
2. BLOCK BOUNDARY	---	Block Boundary
3. STREET & VEHICLE WHEEL ACCESS	---	Street & Vehicle Wheel Access
4. RESIDENTIAL ACCESS	---	Residential Access
5. PARKING	---	Parking
6. LANDSCAPE	---	Landscaping
7. BUILDING FOOTPRINT	---	Building Footprint
8. LEVEL 1	---	Level 1
9. LEVEL 2	---	Level 2
10. LEVEL 3	---	Level 3
11. LEVEL 4	---	Level 4
12. LEVEL 5	---	Level 5
13. LEVEL 6	---	Level 6
14. LEVEL 7	---	Level 7
15. LEVEL 8	---	Level 8
16. LEVEL 9	---	Level 9
17. LEVEL 10	---	Level 10
18. LEVEL 11	---	Level 11
19. LEVEL 12	---	Level 12
20. LEVEL 13	---	Level 13
21. LEVEL 14	---	Level 14
22. LEVEL 15	---	Level 15
23. LEVEL 16	---	Level 16
24. LEVEL 17	---	Level 17
25. LEVEL 18	---	Level 18
26. LEVEL 19	---	Level 19
27. LEVEL 20	---	Level 20
28. LEVEL 21	---	Level 21
29. LEVEL 22	---	Level 22
30. LEVEL 23	---	Level 23
31. LEVEL 24	---	Level 24
32. LEVEL 25	---	Level 25
33. LEVEL 26	---	Level 26
34. LEVEL 27	---	Level 27
35. LEVEL 28	---	Level 28
36. LEVEL 29	---	Level 29
37. LEVEL 30	---	Level 30
38. LEVEL 31	---	Level 31
39. LEVEL 32	---	Level 32
40. LEVEL 33	---	Level 33
41. LEVEL 34	---	Level 34
42. LEVEL 35	---	Level 35
43. LEVEL 36	---	Level 36
44. LEVEL 37	---	Level 37
45. LEVEL 38	---	Level 38
46. LEVEL 39	---	Level 39
47. LEVEL 40	---	Level 40
48. LEVEL 41	---	Level 41
49. LEVEL 42	---	Level 42
50. LEVEL 43	---	Level 43
51. LEVEL 44	---	Level 44
52. LEVEL 45	---	Level 45
53. LEVEL 46	---	Level 46
54. LEVEL 47	---	Level 47
55. LEVEL 48	---	Level 48
56. LEVEL 49	---	Level 49
57. LEVEL 50	---	Level 50
58. LEVEL 51	---	Level 51
59. LEVEL 52	---	Level 52
60. LEVEL 53	---	Level 53
61. LEVEL 54	---	Level 54
62. LEVEL 55	---	Level 55
63. LEVEL 56	---	Level 56
64. LEVEL 57	---	Level 57
65. LEVEL 58	---	Level 58
66. LEVEL 59	---	Level 59
67. LEVEL 60	---	Level 60
68. LEVEL 61	---	Level 61
69. LEVEL 62	---	Level 62
70. LEVEL 63	---	Level 63
71. LEVEL 64	---	Level 64
72. LEVEL 65	---	Level 65
73. LEVEL 66	---	Level 66
74. LEVEL 67	---	Level 67
75. LEVEL 68	---	Level 68
76. LEVEL 69	---	Level 69
77. LEVEL 70	---	Level 70
78. LEVEL 71	---	Level 71
79. LEVEL 72	---	Level 72
80. LEVEL 73	---	Level 73
81. LEVEL 74	---	Level 74
82. LEVEL 75	---	Level 75
83. LEVEL 76	---	Level 76
84. LEVEL 77	---	Level 77
85. LEVEL 78	---	Level 78
86. LEVEL 79	---	Level 79
87. LEVEL 80	---	Level 80
88. LEVEL 81	---	Level 81
89. LEVEL 82	---	Level 82
90. LEVEL 83	---	Level 83
91. LEVEL 84	---	Level 84
92. LEVEL 85	---	Level 85
93. LEVEL 86	---	Level 86
94. LEVEL 87	---	Level 87
95. LEVEL 88	---	Level 88
96. LEVEL 89	---	Level 89
97. LEVEL 90	---	Level 90
98. LEVEL 91	---	Level 91
99. LEVEL 92	---	Level 92
100. LEVEL 93	---	Level 93

NOT FOR CONSTRUCTION

cdm

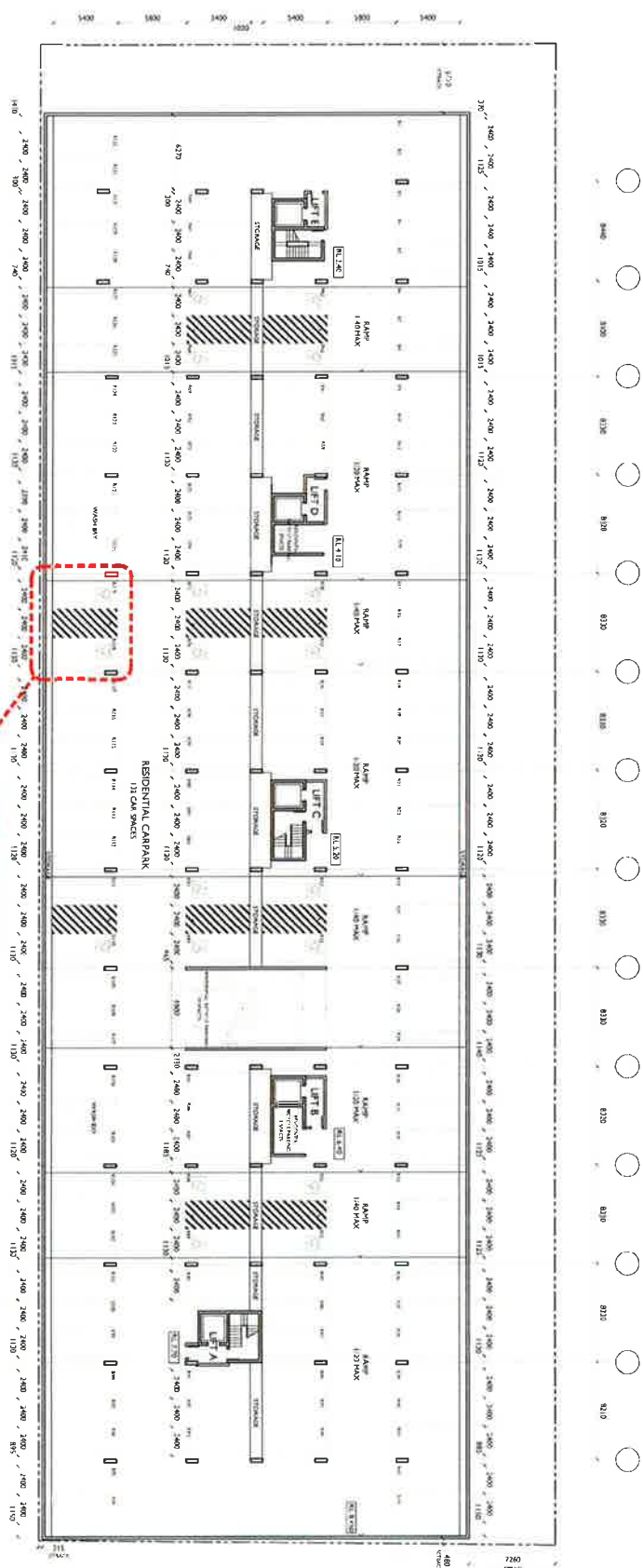
CHN
NICOLAS DAUD
& Co Pty Ltd

PROPOSED MIXED USE
DEVELOPMENT
CNM MANNING & BONG BONG
STREETS, KUALA
DEVELOPMENT APPLICATION
SITE PLAN
2014.15
A02

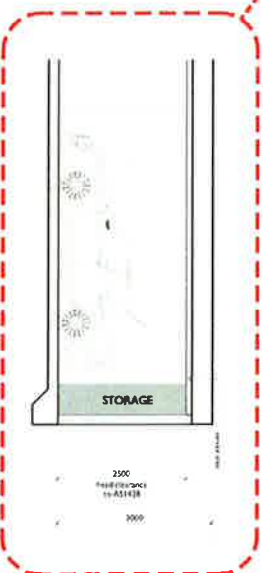
SCALE
1:200 @ A1
DATE
MAY 2015
DRAWN
LD SP
CHECKED
ADM
PROJECT NO
DRAWING NO
14148
B

APR		MAY	
DATE	DESCRIPTION	DATE	DESCRIPTION
4/12/11	APPROVED FOR 2011 CONVENT AFFILIATION	5/1/11	APR
4/12/11	ESLSD FOR DEVELOPMENT LIAISON	5/1/11	APR
4/12/11	SUBORDINATE	5/1/11	APR

BASEMENT FLOOR PLAN



ADAPTABLE SPACE TYPICAL SECTION @1:50



NOT FOR CONSTRUCTION

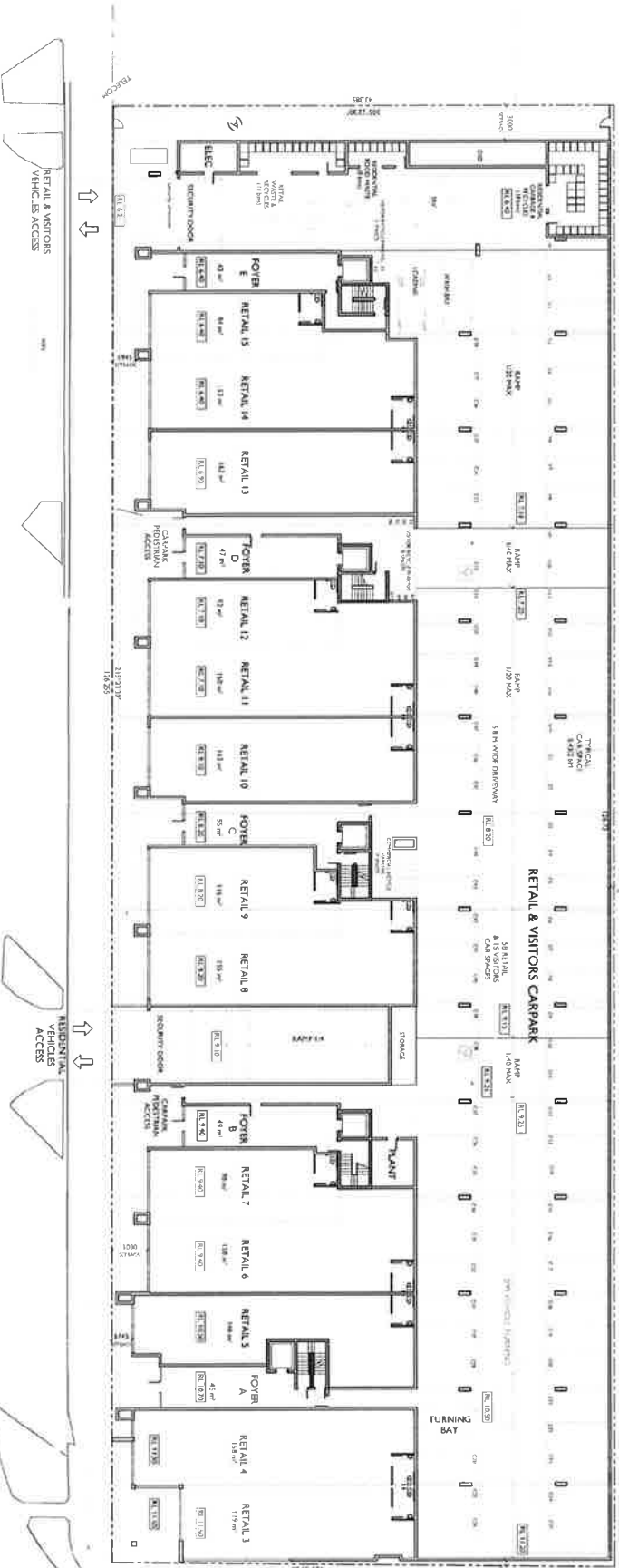


GROUND FLOOR PLAN

MANNING

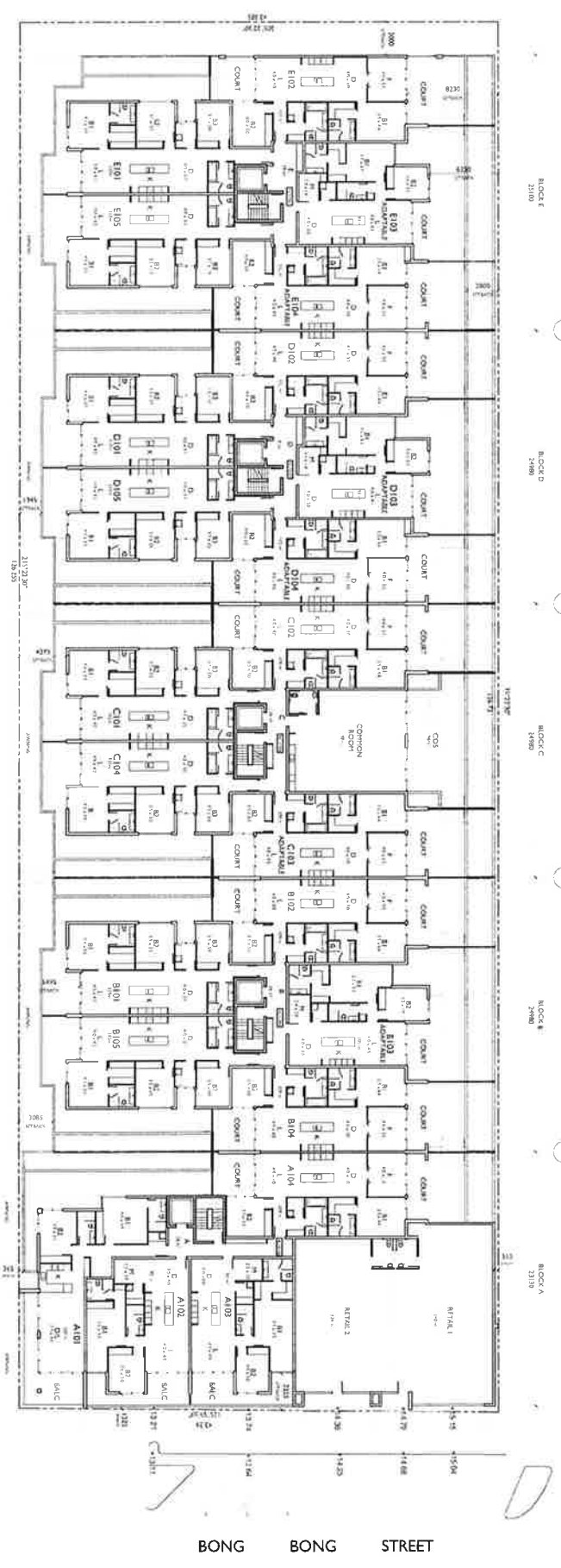
STREET

BONG BONG STREET



8100	8101	8102	8103	8104	8105	8106	8107	8108	8109	8110	8111	8112	8113	8114	8115	8116	8117	8118	8119	8120	8121	8122	8123	8124	8125	8126	8127	8128	8129	8130	8131	8132	8133	8134	8135	8136	8137	8138	8139	8140	8141	8142	8143	8144	8145	8146	8147	8148	8149	8150	8151	8152	8153	8154	8155	8156	8157	8158	8159	8160	8161	8162	8163	8164	8165	8166	8167	8168	8169	8170	8171	8172	8173	8174	8175	8176	8177	8178	8179	8180	8181	8182	8183	8184	8185	8186	8187	8188	8189	8190	8191	8192	8193	8194	8195	8196	8197	8198	8199	8200	8201	8202	8203	8204	8205	8206	8207	8208	8209	8210	8211	8212	8213	8214	8215	8216	8217	8218	8219	8220	8221	8222	8223	8224	8225	8226	8227	8228	8229	8230	8231	8232	8233	8234	8235	8236	8237	8238	8239	8240	8241	8242	8243	8244	8245	8246	8247	8248	8249	8250	8251	8252	8253	8254	8255	8256	8257	8258	8259	8260	8261	8262	8263	8264	8265	8266	8267	8268	8269	8270	8271	8272	8273	8274	8275	8276	8277	8278	8279	8280	8281	8282	8283	8284	8285	8286	8287	8288	8289	8290	8291	8292	8293	8294	8295	8296	8297	8298	8299	8300	8301	8302	8303	8304	8305	8306	8307	8308	8309	8310	8311	8312	8313	8314	8315	8316	8317	8318	8319	8320	8321	8322	8323	8324	8325	8326	8327	8328	8329	8330	8331	8332	8333	8334	8335	8336	8337	8338	8339	8340	8341	8342	8343	8344	8345	8346	8347	8348	8349	8350	8351	8352	8353	8354	8355	8356	8357	8358	8359	8360	8361	8362	8363	8364	8365	8366	8367	8368	8369	8370	8371	8372	8373	8374	8375	8376	8377	8378	8379	8380	8381	8382	8383	8384	8385	8386	8387	8388	8389	8390	8391	8392	8393	8394	8395	8396	8397	8398	8399	8400	8401	8402	8403	8404	8405	8406	8407	8408	8409	8410	8411	8412	8413	8414	8415	8416	8417	8418	8419	8420	8421	8422	8423	8424	8425	8426	8427	8428	8429	8430	8431	8432	8433	8434	8435	8436	8437	8438	8439	8440	8441	8442	8443	8444	8445	8446	8447	8448	8449	8450	8451	8452	8453	8454	8455	8456	8457	8458	8459	8460	8461	8462	8463	8464	8465	8466	8467	8468	8469	8470	8471	8472	8473	8474	8475	8476	8477	8478	8479	8480	8481	8482	8483	8484	8485	8486	8487	8488	8489	8490	8491	8492	8493	8494	8495	8496	8497	8498	8499	8500	8501	8502	8503	8504	8505	8506	8507	8508	8509	8510	8511	8512	8513	8514	8515	8516	8517	8518	8519	8520	8521	8522	8523	8524	8525	8526	8527	8528	8529	8530	8531	8532	8533	8534	8535	8536	8537	8538	8539	8540	8541	8542	8543	8544	8545	8546	8547	8548	8549	8550	8551	8552	8553	8554	8555	8556	8557	8558	8559	8560	8561	8562	8563	8564	8565	8566	8567	8568	8569	8570	8571	8572	8573	8574	8575	8576	8577	8578	8579	8580	8581	8582	8583	8584	8585	8586	8587	8588	8589	8590	8591	8592	8593	8594	8595	8596	8597	8598	8599	8600	8601	8602	8603	8604	8605	8606	8607	8608	8609	8610	8611	8612	8613	8614	8615	8616	8617	8618	8619	8620	8621	8622	8623	8624	8625	8626	8627	8628	8629	8630	8631	8632	8633	8634	8635	8636	8637	8638	8639	8640	8641	8642	8643	8644	8645	8646	8647	8648	8649	8650	8651	8652	8653	8654	8655	8656	8657	8658	8659	8660	8661	8662	8663	8664	8665	8666	8667	8668	8669	8670	8671	8672	8673	8674	8675	8676	8677	8678	8679	8680	8681	8682	8683	8684	8685	8686	8687	8688	8689	8690	8691	8692	8693	8694	8695	8696	8697	8698	8699	8700	8701	8702	8703	8704	8705	8706	8707	8708	8709	8710	8711	8712	8713	8714	8715	8716	8717	8718	8719	8720	8721	8722	8723	8724	8725	8726	8727	8728	8729	8730	8731	8732	8733	8734	8735	8736	8737	8738	8739	8740	8741	8742	8743	8744	8745	8746	8747	8748	8749	8750	8751	8752	8753	8754	8755	8756	8757	8758	8759	8760	8761	8762	8763	8764	8765	8766	8767	8768	8769	8770	8771	8772	8773	8774	8775	8776	8777	8778	8779	8780	8781	8782	8783	8784	8785	8786	8787	8788	8789	8790	8791	8792	8793	8794	8795	8796	8797	8798	8799	8800	8801	8802	8803	8804	8805	8806	8807	8808	8809	8810	8811	8812	8813	8814	8815	8816	8817	8818	8819	8820	8821	8822	8823	8824	8825	8826	8827	8828	8829	8830	8831	8832	8833	8834	8835	8836	8837	8838	8839	8840	8841	8842	8843	8844	8845	8846	8847	8848	8849	8850	8851	8852	8853	8854	8855	8856	8857	8858	8859	8860	8861	8862	8863	8864	8865	8866	8867	8868	8869	8870	8871	8872	8873	8874	8875	8876	8877	8878	8879	8880	8881	8882	8883	8884	8885	8886	8887	8888	8889	8890	8891	8892	8893	8894	8895	8896	8897	8898	8899	8900	8901	8902	8903	8904	8905	8906	8907	8908	8909	8910	8911	8912	8913	8914	8915	8916	8917	8918	8919	8920	8921	8922	8923	8924	8925	8926	8927	8928	8929	8930	8931	8932	8933	8934	8935	8936	8937	8938	8939	8940	8941	8942	8943	8944	8945	8946	8947	8948	8949	8950	8951	8952	8953	8954	8955	8956	8957	8958	8959	8960	8961	8962	8963	8964	8965	8966	8967	8968	8969	8970	8971	8972	8973	8974	8975	8976	8977	8978	8979	8980	8981	8982	8983	8984	8985	8986	8987	8988	8989	8990	8991	8992	8993	8994	8995	8996	8997	8998	8999	9000
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

1. PROJECT INFORMATION		2. CLIENT INFORMATION		3. DESIGNER INFORMATION		4. APPROVALS	
PROJECT NAME: PROPOSED MIXED USE DEVELOPMENT		CLIENT: CNR MANNING & BONG BONG STREETS, KLAPA		DESIGNER: NICOLAS DAUD & CO PTY. LTD		APPROVALS: ADP	
PROJECT ADDRESS: 1300 & 1400/141A		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT TYPE: GROUND FLOOR PLAN		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	
PROJECT NO: 2014-15		PROJECT NO: 2014-15		DRAWING NO: A04		DATE: MAY 2015	



BONG BONG STREET



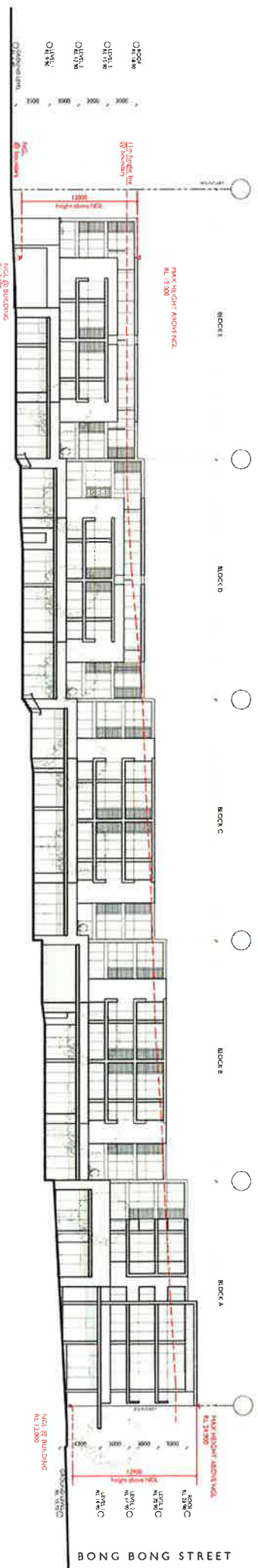
LEVEL 1 FLOOR PLAN

<p>2.1 (b) PROPOSED DEVELOPMENT APPLICATION</p> <p>1:1000</p> <p>DATE: 15/05/2014</p> <p>SCALE: 1:1000</p>		<p>LEGEND</p> <p>1. EXISTING BUILDING</p> <p>2. EXISTING ROOF</p> <p>3. EXISTING WALL</p> <p>4. EXISTING FLOOR</p> <p>5. EXISTING CEILING</p> <p>6. EXISTING STAIR</p> <p>7. EXISTING ELEVATOR</p> <p>8. EXISTING CORE</p> <p>9. EXISTING CORE</p> <p>10. EXISTING CORE</p> <p>11. EXISTING CORE</p> <p>12. EXISTING CORE</p> <p>13. EXISTING CORE</p> <p>14. EXISTING CORE</p> <p>15. EXISTING CORE</p> <p>16. EXISTING CORE</p> <p>17. EXISTING CORE</p> <p>18. EXISTING CORE</p> <p>19. EXISTING CORE</p> <p>20. EXISTING CORE</p> <p>21. EXISTING CORE</p> <p>22. EXISTING CORE</p> <p>23. EXISTING CORE</p> <p>24. EXISTING CORE</p> <p>25. EXISTING CORE</p> <p>26. EXISTING CORE</p> <p>27. EXISTING CORE</p> <p>28. EXISTING CORE</p> <p>29. EXISTING CORE</p> <p>30. EXISTING CORE</p> <p>31. EXISTING CORE</p> <p>32. EXISTING CORE</p> <p>33. EXISTING CORE</p> <p>34. EXISTING CORE</p> <p>35. EXISTING CORE</p> <p>36. EXISTING CORE</p> <p>37. EXISTING CORE</p> <p>38. EXISTING CORE</p> <p>39. EXISTING CORE</p> <p>40. EXISTING CORE</p> <p>41. EXISTING CORE</p> <p>42. EXISTING CORE</p> <p>43. EXISTING CORE</p> <p>44. EXISTING CORE</p> <p>45. EXISTING CORE</p> <p>46. EXISTING CORE</p> <p>47. EXISTING CORE</p> <p>48. EXISTING CORE</p> <p>49. EXISTING CORE</p> <p>50. EXISTING CORE</p> <p>51. EXISTING CORE</p> <p>52. EXISTING CORE</p> <p>53. EXISTING CORE</p> <p>54. EXISTING CORE</p> <p>55. EXISTING CORE</p> <p>56. EXISTING CORE</p> <p>57. EXISTING CORE</p> <p>58. EXISTING CORE</p> <p>59. EXISTING CORE</p> <p>60. EXISTING CORE</p> <p>61. EXISTING CORE</p> <p>62. EXISTING CORE</p> <p>63. EXISTING CORE</p> <p>64. EXISTING CORE</p> <p>65. EXISTING CORE</p> <p>66. EXISTING CORE</p> <p>67. EXISTING CORE</p> <p>68. EXISTING CORE</p> <p>69. EXISTING CORE</p> <p>70. EXISTING CORE</p> <p>71. EXISTING CORE</p> <p>72. EXISTING CORE</p> <p>73. EXISTING CORE</p> <p>74. EXISTING CORE</p> <p>75. EXISTING CORE</p> <p>76. EXISTING CORE</p> <p>77. EXISTING CORE</p> <p>78. EXISTING CORE</p> <p>79. EXISTING CORE</p> <p>80. EXISTING CORE</p> <p>81. EXISTING CORE</p> <p>82. EXISTING CORE</p> <p>83. EXISTING CORE</p> <p>84. EXISTING CORE</p> <p>85. EXISTING CORE</p> <p>86. EXISTING CORE</p> <p>87. EXISTING CORE</p> <p>88. EXISTING CORE</p> <p>89. EXISTING CORE</p> <p>90. EXISTING CORE</p> <p>91. EXISTING CORE</p> <p>92. EXISTING CORE</p> <p>93. EXISTING CORE</p> <p>94. EXISTING CORE</p> <p>95. EXISTING CORE</p> <p>96. EXISTING CORE</p> <p>97. EXISTING CORE</p> <p>98. EXISTING CORE</p> <p>99. EXISTING CORE</p> <p>100. EXISTING CORE</p>		<p>cdm</p> <p>CDM CONSULTING</p> <p>1200 BAYVIEW</p> <p>SYDNEY NSW 1585</p> <p>TEL: (02) 9550 1200</p> <p>WWW.CDMCONSULTING.COM.AU</p>	
<p>cdm</p> <p>CDM CONSULTING</p> <p>1200 BAYVIEW</p> <p>SYDNEY NSW 1585</p> <p>TEL: (02) 9550 1200</p> <p>WWW.CDMCONSULTING.COM.AU</p>		<p>cdm</p> <p>CDM CONSULTING</p> <p>1200 BAYVIEW</p> <p>SYDNEY NSW 1585</p> <p>TEL: (02) 9550 1200</p> <p>WWW.CDMCONSULTING.COM.AU</p>			
<p>cdm</p> <p>CDM CONSULTING</p> <p>1200 BAYVIEW</p> <p>SYDNEY NSW 1585</p> <p>TEL: (02) 9550 1200</p> <p>WWW.CDMCONSULTING.COM.AU</p>		<p>cdm</p> <p>CDM CONSULTING</p> <p>1200 BAYVIEW</p> <p>SYDNEY NSW 1585</p> <p>TEL: (02) 9550 1200</p> <p>WWW.CDMCONSULTING.COM.AU</p>			

NOT FOR CONSTRUCTION



1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56		57		58		59		60		61		62		63		64		65		66		67		68		69		70		71		72		73		74		75		76		77		78		79		80		81		82		83		84		85		86		87		88		89		90		91		92		93		94		95		96		97		98		99		100	
1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39		40		41		42		43		44																																																																																																																	



SOUTH EAST ELEVATION
FROM MANNING STREET



NORTH WEST ELEVATION

S&P 500		NASDAQ		DOW JONES		FTSE 100		EURO STOXX 50		Nikkei 225		Hang Seng		Shanghai		Hong Kong		Singapore		Jakarta		Kuala Lumpur		Manila		Bangkok		New Delhi		TSE 100		BSE SENSEX		Nifty 50		BSE 100		BSE 200		BSE 300		BSE 400		BSE 500		BSE 600		BSE 700		BSE 800		BSE 900		BSE 1000		BSE 1100		BSE 1200		BSE 1300		BSE 1400		BSE 1500		BSE 1600		BSE 1700		BSE 1800		BSE 1900		BSE 2000		BSE 2100		BSE 2200		BSE 2300		BSE 2400		BSE 2500		BSE 2600		BSE 2700		BSE 2800		BSE 2900		BSE 3000		BSE 3100		BSE 3200		BSE 3300		BSE 3400		BSE 3500		BSE 3600		BSE 3700		BSE 3800		BSE 3900		BSE 4000		BSE 4100		BSE 4200		BSE 4300		BSE 4400		BSE 4500		BSE 4600		BSE 4700		BSE 4800		BSE 4900		BSE 5000		BSE 5100		BSE 5200		BSE 5300		BSE 5400		BSE 5500		BSE 5600		BSE 5700		BSE 5800		BSE 5900		BSE 6000		BSE 6100		BSE 6200		BSE 6300		BSE 6400		BSE 6500		BSE 6600		BSE 6700		BSE 6800		BSE 6900		BSE 7000		BSE 7100		BSE 7200		BSE 7300		BSE 7400		BSE 7500		BSE 7600		BSE 7700		BSE 7800		BSE 7900		BSE 8000		BSE 8100		BSE 8200		BSE 8300		BSE 8400		BSE 8500		BSE 8600		BSE 8700		BSE 8800		BSE 8900		BSE 9000		BSE 9100		BSE 9200		BSE 9300		BSE 9400		BSE 9500		BSE 9600		BSE 9700		BSE 9800		BSE 9900		BSE 10000	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																								

100

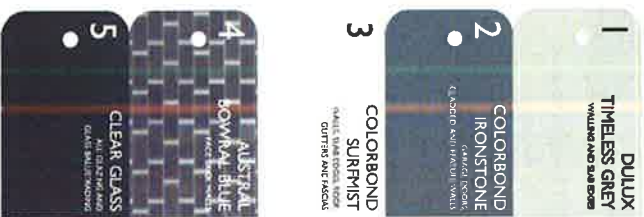


POST-ADAPTATION PLAN
UNITS C103, D134, E104, C204, D204, E204
UNITS B102, C102, D102, B202, C202, D202, E202
REFER TO ACCESS CONSULTANT REPORT

DATE		TIME		DATE		TIME	
DATE	TIME	DATE	TIME	DATE	TIME	DATE	TIME
1	10:00	2	10:00	3	10:00	4	10:00
5	10:00	6	10:00	7	10:00	8	10:00
9	10:00	10	10:00	11	10:00	12	10:00
13	10:00	14	10:00	15	10:00	16	10:00
17	10:00	18	10:00	19	10:00	20	10:00
21	10:00	22	10:00	23	10:00	24	10:00
25	10:00	26	10:00	27	10:00	28	10:00
29	10:00	30	10:00	31	10:00	32	10:00
33	10:00	34	10:00	35	10:00	36	10:00
37	10:00	38	10:00	39	10:00	40	10:00
41	10:00	42	10:00	43	10:00	44	10:00
45	10:00	46	10:00	47	10:00	48	10:00
49	10:00	50	10:00	51	10:00	52	10:00
53	10:00	54	10:00	55	10:00	56	10:00
57	10:00	58	10:00	59	10:00	60	10:00
61	10:00	62	10:00	63	10:00	64	10:00
65	10:00	66	10:00	67	10:00	68	10:00
69	10:00	70	10:00	71	10:00	72	10:00
73	10:00	74	10:00	75	10:00	76	10:00
77	10:00	78	10:00	79	10:00	80	10:00
81	10:00	82	10:00	83	10:00	84	10:00
85	10:00	86	10:00	87	10:00	88	10:00
89	10:00	90	10:00	91	10:00	92	10:00
93	10:00	94	10:00	95	10:00	96	10:00
97	10:00	98	10:00	99	10:00	100	10:00



- ⑤
- ③
- ②
- ①
- ⑥
- ⑤
- ④
- ③
- ①



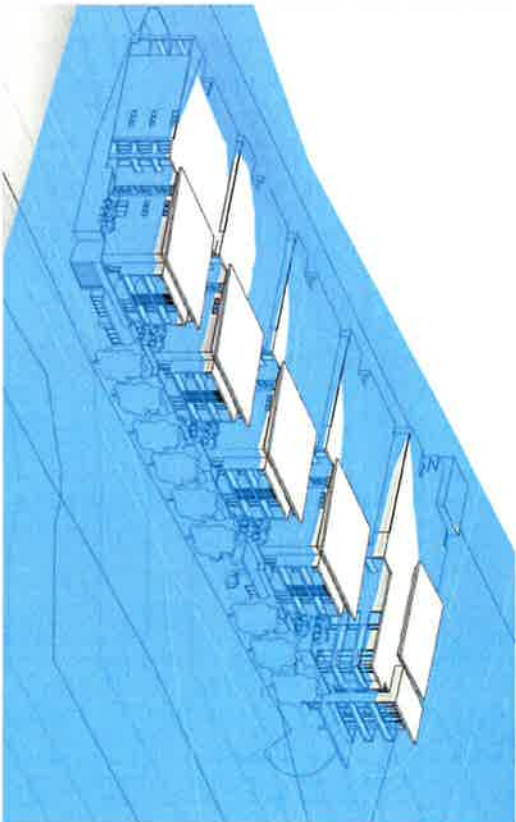
Client		Project		Date		Notes	
NICOLAS DAVID & Co PTY. Ltd		PROPOSED MIXED USE DEVELOPMENT		MAY 2015		ADM	
CNI MANNING & BONG BONG STREETS, KILARA		DEVELOPMENT APPLICATION		LO 37		ADM	
MATTHEW & COLOURS SCHUBLE		Drawing No		A16		B	
2014-15		11118					

NOT FOR CONSTRUCTION

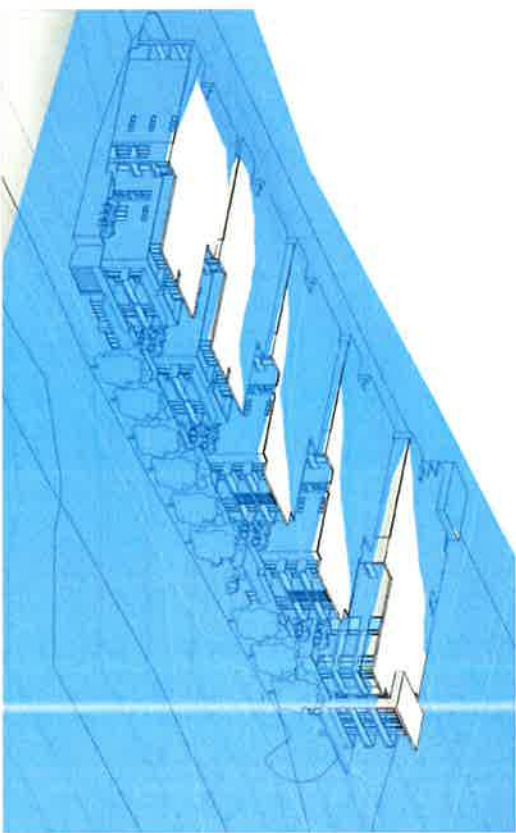


ARTISTS IMPRESSION

PROJECT INFORMATION		CLIENT		PROJECT		DATE		DRAWING NO.		SCALE		SHEET NO.	
1	PROJECT NAME	2	CLIENT NAME	3	PROJECT TYPE	4	DATE	5	DRAWING NO.	6	SCALE	7	SHEET NO.
1	PROPOSED MIXED USE DEVELOPMENT	2	NICOLAS DAVID & CO PTY. LTD	3	DEVELOPMENT APPLICATION	4	MAY 2015	5	LD SP	6	1:500	7	A17
8	PROJECT LOCATION	9	PROJECT ADDRESS	10	PROJECT REFERENCE	11	PROJECT REFERENCE	12	PROJECT REFERENCE	13	PROJECT REFERENCE	14	PROJECT REFERENCE
8	100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000/1001/1002/1003/1004/1005/1006/1007/1008/1009/1010/1011/1012/1013/1014/1015/1016/1017/1018/1019/1020/1021/1022/1023/1024/1025/1026/1027/1028/1029/1030/1031/1032/1033/1034/1035/1036/1037/1038/1039/1040/1041/1042/1043/1044/1045/1046/1047/1048/1049/1050/1051/1052/1053/1054/1055/1056/1057/1058/1059/1060/1061/1062/1063/1064/1065/1066/1067/1068/1069/1070/1071/1072/1073/1074/1075/1076/1077/1078/1079/1080/1081/1082/1083/1084/1085/1086/1087/1088/1089/1090/1091/1092/1093/1094/1095/1096/1097/1098/1099/1100/1101/1102/1103/1104/1105/1106/1107/1108/1109/1110/1111/1112/1113/1114/1115/1116/1117/1118/1119/1120/1121/1122/1123/1124/1125/1126/1127/1128/1129/1130/1131/1132/1133/1134/1135/1136/1137/1138/1139/1140/1141/1142/1143/1144/1145/1146/1147/1148/1149/1150/1151/1152/1153/1154/1155/1156/1157/1158/1159/1160/1161/1162/1163/1164/1165/1166/1167/1168/1169/1170/1171/1172/1173/1174/1175/1176/1177/1178/1179/1180/1181/1182/1183/1184/1185/1186/1187/1188/1189/1190/1191/1192/1193/1194/1195/1196/1197/1198/1199/1200/1201/1202/1203/1204/1205/1206/1207/1208/1209/1210/1211/1212/1213/1214/1215/1216/1217/1218/1219/1220/1221/1222/1223/1224/1225/1226/1227/1228/1229/1230/1231/1232/1233/1234/1235/1236/1237/1238/1239/1240/1241/1242/1243/1244/1245/1246/1247/1248/1249/1250/1251/1252/1253/1254/1255/1256/1257/1258/1259/1260/1261/1262/1263/1264/1265/1266/1267/1268/1269/1270/1271/1272/1273/1274/1275/1276/1277/1278/1279/1280/1281/1282/1283/1284/1285/1286/1287/1288/1289/1290/1291/1292/1293/1294/1295/1296/1297/1298/1299/1300/1301/1302/1303/1304/1305/1306/1307/1308/1309/1310/1311/1312/1313/1314/1315/1316/1317/1318/1319/1320/1321/1322/1323/1324/1325/1326/1327/1328/1329/1330/1331/1332/1333/1334/1335/1336/1337/1338/1339/1340/1341/1342/1343/1344/1345/1346/1347/1348/1349/1350/1351/1352/1353/1354/1355/1356/1357/1358/1359/1360/1361/1362/1363/1364/1365/1366/1367/1368/1369/1370/1371/1372/1373/1374/1375/1376/1377/1378/1379/1380/1381/1382/1383/1384/1385/1386/1387/1388/1389/1390/1391/1392/1393/1394/1395/1396/1397/1398/1399/1400/1401/1402/1403/1404/1405/1406/1407/1408/1409/1410/1411/1412/1413/1414/1415/1416/1417/1418/1419/1420/1421/1422/1423/1424/1425/1426/1427/1428/1429/1430/1431/1432/1433/1434/1435/1436/1437/1438/1439/1440/1441/1442/1443/1444/1445/1446/1447/1448/1449/1450/1451/1452/1453/1454/1455/1456/1457/1458/1459/1460/1461/1462/1463/1464/1465/1466/1467/1468/1469/1470/1471/1472/1473/1474/1475/1476/1477/1478/1479/1480/1481/1482/1483/1484/1485/1486/1487/1488/1489/1490/1491/1492/1493/1494/1495/1496/1497/1498/1499/1500/1501/1502/1503/1504/1505/1506/1507/1508/1509/1510/1511/1512/1513/1514/1515/1516/1517/1518/1519/1520/1521/1522/1523/1524/1525/1526/1527/1528/1529/1530/1531/1532/1533/1534/1535/1536/1537/1538/1539/1540/1541/1542/1543/1544/1545/1546/1547/1548/1549/1550/1551/1552/1553/1554/1555/1556/1557/1558/1559/1560/1561/1562/1563/1564/1565/1566/1567/1568/1569/1570/1571/1572/1573/1574/1575/1576/1577/1578/1579/1580/1581/1582/1583/1584/1585/1586/1587/1588/1589/1590/1591/1592/1593/1594/1595/1596/1597/1598/1599/1600/1601/1602/1603/1604/1605/1606/1607/1608/1609/1610/1611/1612/1613/1614/1615/1616/1617/1618/1619/1620/1621/1622/1623/1624/1625/1626/1627/1628/1629/1630/1631/1632/1633/1634/1635/1636/1637/1638/1639/1640/1641/1642/1643/1644/1645/1646/1647/1648/1649/1650/1651/1652/1653/1654/1655/1656/1657/1658/1659/1660/1661/1662/1663/1664/1665/1666/1667/1668/1669/1670/1671/1672/1673/1674/1675/1676/1677/1678/1679/1680/1681/1682/1683/1684/1685/1686/1687/1688/1689/1690/1691/1692/1693/1694/1695/1696/1697/1698/1699/1700/1701/1702/1703/1704/1705/1706/1707/1708/1709/1710/1711/1712/1713/1714/1715/1716/1717/1718/1719/1720/1721/1722/1723/1724/1725/1726/1727/1728/1729/1730/1731/1732/1733/1734/1735/1736/1737/1738/1739/1740/1741/1742/1743/1744/1745/1746/1747/1748/1749/1750/1751/1752/1753/1754/1755/1756/1757/1758/1759/1760/1761/1762/1763/1764/1765/1766/1767/1768/1769/1770/1771/1772/1773/1774/1775/1776/1777/1778/1779/1780/1781/1782/1783/1784/1785/1786/1787/1788/1789/1790/1791/1792/1793/1794/1795/1796/1797/1798/1799/1800/1801/1802/1803/1804/1805/1806/1807/1808/1809/1810/1811/1812/1813/1814/1815/1816/1817/1818/1819/1820/1821/1822/1823/1824/1825/1826/1827/1828/1829/1830/1831/1832/1833/1834/1835/1836/1837/1838/1839/1840/1841/1842/1843/1844/1845/1846/1847/1848/1849/1850/1851/1852/1853/1854/1855/1856/1857/1858/1859/1860/1861/1862/1863/1864/1865/1866/1867/1868/1869/1870/1871/1872/1873/1874/1875/1876/1877/1878/1879/1880/1881/1882/1883/1884/1885/1886/1887/1888/1889/1890/1891/1892/1893/1894/1895/1896/1897/1898/1899/1900/1901/1902/1903/1904/1905/1906/1907/1908/1909/1910/1911/1912/1913/1914/1915/1916/1917/1918/1919/1920/1921/1922/1923/1924/1925/1926/1927/1928/1929/1930/1931/1932/1933/1934/1935/1936/1937/1938/1939/1940/1941/1942/1943/1944/1945/1946/1947/1948/1949/1950/1951/1952/1953/1954/1955/1956/1957/1958/1959/1960/1961/1962/1963/1964/1965/1966/1967/1968/1969/1970/1971/1972/1973/1974/1975/1976/1977/1978/1979/1980/1981/1982/1983/1984/1985/1986/1987/1988/1989/1990/1991/1992/1993/1994/1995/1996/1997/1998/1999/2000/2001/2002/2003/2004/2005/2006/2007/2008/2009/2010/2011/2012/2013/2014/2015/2016/2017/2018/2019/2020/2021/2022/2023/2024/2025/2026/2027/2028/2029/2030/2031/2032/2033/2034/2035/2036/2037/2038/2039/2040/2041/2042/2043/2044/2045/2046/2047/2048/2049/2050/2051/2052/2053/2054/2055/2056/2057/2058/2059/2060/2061/2062/2063/2064/2065/2066/2067/2068/2069/2070/2071/2072/2073/2074/2075/2076/2077/2078/2079/2080/2081/2082/2083/2084/2085/2086/2087/2088/2089/2090/2091/2092/2093/2094/2095/2096/2097/2098/2099/2100/2101/2102/2103/2104/2105/2106/2107/2108/2109/2110/2111/2112/2113/2114/2115/2116/2117/2118/2119/2120/2121/2122/2123/2124/2125/2126/2127/2128/2129/2130/2131/2132/2133/2134/2135/2136/2137/2138/2139/2140/2141/2142/2143/2144/2145/2146/2147/2148/2149/2150/2151/2152/2153/2154/2155/2156/2157/2158/2159/2160/2161/2162/2163/2164/2165/2166/2167/2168/2169/2170/2171/2172/2173/2174/2175/2176/2177/2178/2179/2180/2181/2182/2183/2184/2185/2186/2187/2188/2189/2190/2191/2192/2193/2194/2195/2196/2197/2198/2199/2200/2201/2202/2203/2204/2205/2206/2207/2208/2209/2210/2211/2212/2213/2214/2215/2216/2217/2218/2219/2220/2221/2222/2223/2224/2225/2226/2227/2228/2229/2230/2231/2232/2233/2234/2235/2236/2237/2238/2239/2240/2241/2242/2243/2244/2245/2246/2247/2248/2249/2250/2251/2252/2253/2254/2255/2256/2257/2258/2259/2260/2261/2262/2263/2264/2265/2266/2267/2268/2269/2270/2271/2272/2273/2274/2275/2276/2277/2278/2279/2280/2281/2282/2283/2284/2285/2286/2287/2288/2289/2290/2291/2292/2293/2294/2295/2296/2297/2298/2299/2300/2301/2302/2303/2304/2305/2306/2307/2308/2309/2310/2311/2312/2313/2314/2315/2316/2317/2318/2319/2320/2321/2322/2323/2324/2325/2326/2327/2328/2329/2330/2331/2332/2333/2334/2335/2336/2337/2338/2339/2340/2341/2342/2343/2344/2345/2346/2347/2348/2349/2350/2351/2352/2353/2354/2355/2356/2357/2358/2359/2360/2361/2362/2363/2364/2365/2366/2367/2368/2369/2370/2371/2372/2373/2374/2375/2376/2377/2378/2379/2380/2381/2382/2383/2384/2385/2386/2387/2388/2389/2390/2391/2392/2393/2394/2395/2396/2397/2398/2399/2400/2401/2402/2403/2404/2405/2406/2407/2408/2409/2410/2411/2412/2413/2414/2415/2416/2417/2418/2419/2420/2421/2422/2423/2424/2425/2426/2427/2428/2429/2430/2431/2432/2433/2434/2435/2436/2437/2438/2439/2440/2441/2442/2443/2444/2445/2446/2447/2448/2449/2450/2451/2452/2453/2454/2455/2456/2457/2458/2459/2460/2461/2462/2463/2464/2465/2466/2467/2468/2469/2470/2471/2472/2473/2474/2475/2476/2477/2478/2479/2480/2481/2482/2483/2484/2485/2486/2487/2488/2489/2490/2491/2492/2493/2494/2495/2496/2497/2498/2499/2500/2501/2502/2503/2504/2505/2506/2507/2508/2509/2510/2511/2512/2513/2514/2515/2516/2517/2518/2519/2520/2521/2522/2523/2524/2525/2526/2527/2528/2529/2530/2531/2532/2533/2534/2535/2536/2537/2538/2539/2540/2541/2542/2543/2544/2545/2546/2547/2548/2549/2550/2551/2552/2553/2554/2555/2556/2557/2558/2559/2560/2561/2562/2563/2564/2565/2566/2567/2568/2569/2570/2571/2572/2573/2574/2575/2576/2577/2578/2579/2580/2581/2582/2583/2584/2585/2586/2587/2588/2589/2590/2591/2592/2593/2594/2595/2596/2597/2598/2599/2600/2601/2602/2603/2604/2605/2606/2607/2608/2609/2610/2611/2612/2613/2614/2615/2616/2617/2618/2619/2												



PREVIOUS PROPOSAL



AMENDED PROPOSAL

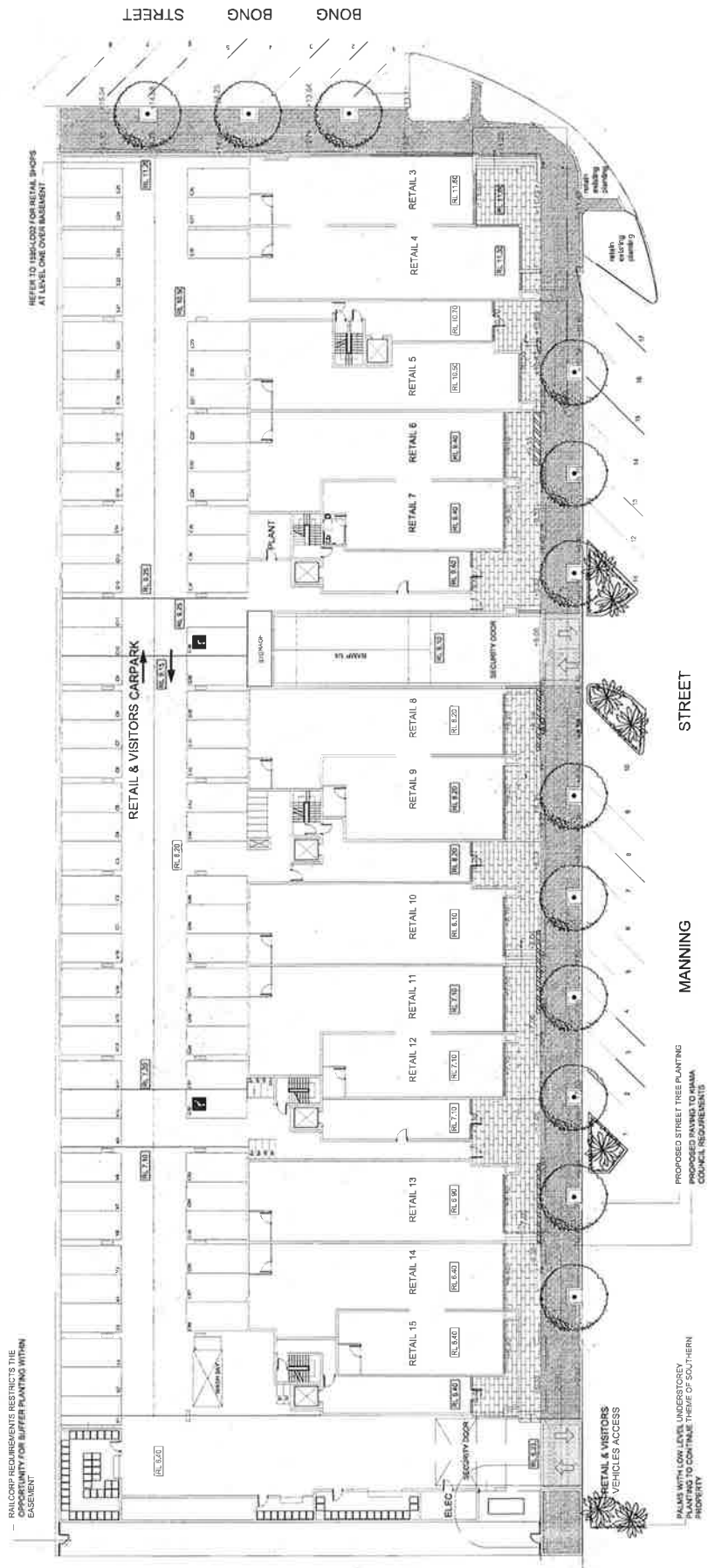
HEIGHT PLANE DIAGRAM



VIEW IMPACT DIAGRAM (translucent)



VIEW IMPACT DIAGRAM (solid)



— RAIL CORP REQUIREMENTS RESTRICTS THE
CAPABILITY FOR BUFFER PLANTING WITHIN
BASEMENT

REFER TO 1580-LD01 FOR RETAIL SHOPS
AT LEVEL ONE OVER BASEMENT

PALMS WITH LOW LEVEL UNDERSTOREY
PLANTING TO CONTINUE THEME OF SOUTHERN
PROPERTY

PROPOSED STREET TREE PLANTING
PROPOSED PAVING TO MATCH
COORCE REQUIREMENTS

MANNING

STREET

RECOMMENDED PLANT SPECIES	
BOTANIC NAME	COMMON NAME
TREES AND PALMS	
<i>Adiantum species</i>	Lily Pili
<i>Acrocalymma</i>	Acrocalymma
<i>Howea forsteriana</i>	Howea forsteriana
<i>Styphium paniculatum</i>	Kenia Plum
SHRUBS	
<i>Correa arbutifolia</i>	Lily Pili
<i>Correa arbutifolia</i>	Woolly Bush
<i>Syzygium Cascade</i>	Woolly Bush
GROUND COVERS AND SMALL ACCENTS	
<i>Antennaria coronaria</i>	Shiro Jambol

LEGEND	
	Building levels and contours
	Proposed spot levels
	Proposed tree planting
	Proposed street tree planting
	Proposed select life planting
	Proposed Chrysanthemum 'Royal' 1m pavers at 90 degree herringbone
	Proposed Chrysanthemum 'Royal' 1m pavers at 45 degree herringbone in alleyways
	Proposed retaining walls to engineers detail



oohre
active landscape architects
PO Box 335 Wollongong NSW 2520
Level 1, 128 Crown Street
Wollongong NSW 2520
Tel: 02 4227 9277 Fax: 02 4227 6876
Email: oohre@oohre.net.au

PROJECT
Proposed Mixed Use Development
Corner Manning Street & Bong Bong Street
KIAMA

DRAWING TITLE
Ground Level
Landscape Concept Plan

CLIENT
Nicholas Deoud & Co Pty Ltd

DRAWING NO
1580-LD01B

SCALE: 1:200 @ A1, 1:400 @ A3
CHECKED: TW
DATE: 15.12.14



KIAMA MUNICIPAL COUNCIL – DA.10.2015.28.1

28 BONG BONG STREET, KIAMA

SITE SERVICING

MAY 2015

1.0 INTRODUCTION

Aztec Draft & Design has been commissioned by Nicholas Daoud Pty Ltd to investigate the servicing arrangements for a proposed mixed use development at the corner of Bong Bong Street & Manning Street, Kiama. The development consists of a basement car park, ground level car park and retail/commercial units and three (3) levels of residential apartments. The development application has been lodged with Kiama Municipal Council, Council requires additional information detailing the servicing arrangement proposed. This report details the arrangements proposed.

2.0 EXISTING STREETScape

The site is currently vacant and is on the corner of Manning Street and Bong Bong Street, Kiama. The traffic impact statement prepared by K F Williams & Associates Pty Ltd details the existing traffic environment. In summary there are currently six (6) car parking spaces and a disused driveway in front of the development site in Bong Bong Street and 19 car parking spaces, two driveways and a school bus stop operating from 8am to 9am on school days in Manning Street. The intersection of Manning Street and Bong Bong Street is controlled by a roundabout.



P.O. Box 357
CORRIMAL. 2518
Mob 0428 685 573
Email aztecdraft@gmail.com

Aztec
Draft & Design
CIVIL & TRAFFIC SOLUTIONS





Site Photo from intersection Bong Bong Street/Manning Street

3.0 COUNCIL SERVICING REQUIREMENTS

Council servicing requirements are set out in Kiama Development Control Plan 2012, car parking requirements, Section 13, Paragraph C30. i.e.

C30 To ensure that adequate space is provided for the manoeuvring of vehicles, turning paths and heights for vehicle access and parking shall be based upon the largest vehicles likely to utilise the premises, as defined in AS2890. At a minimum these are:

- Residential/Medium density zoned development –B99 Vehicle
- Commercial Zoned Development (sites <600m²) – Small Rigid Vehicle (SRV)
- Commercial Zoned Development (sites 600 m²) – Medium Rigid Vehicle (MRV)
- Industrial Zoned Development – Heavy Rigid Vehicle (HRV)
- All sites – size of garbage collection vehicle to service the site

It is noted that the size of the service vehicle is dependent on the size of the commercial units/buildings.

Discussions were held with Council waste collection officers, however it should be noted that these parameters have been altered, the following is not required.

Recycling – 80L per unit per week = $76 \times 80\text{L} = 6,080\text{L} = 26 \times 240\text{L}$ bins serviced weekly

Garbage – 40L per unit per week = $76 \times 40\text{L} = 3,040\text{L} = 13 \times 240\text{L}$ bins serviced weekly

Organics (Food Only) – 20L per unit per week = $76 \times 20\text{L} = 1,520\text{L} = 7 \times 240\text{L}$ bins serviced weekly.

It is possible that a service day for each bin type can be arranged with Council's Waste Services to minimise the number of bins presented at the kerb. A service agreement arrangement would need to be entered into with Council's Waste Services to determine the days of servicing. The separate bin compound would need to house a minimum 46 x 240L bins.

4.0 DISCUSSION ON SERVICE VEHICLE REQUIREMENTS

As noted from Council's DCP the service vehicle requirements are based on the size of the proposed commercial/retail space.

The proposed development provides 15 separate retail/commercial spaces with maximum size of less than 200m² and average size of 133m². The Council DCP only requires a SRV to service this size unit although the total retail/commercial space is approx 2,000m².

A seven day survey was undertaken of a similar size commercial development (area 265m²) to record the type and number of service vehicles entering and leaving the site over a 7 day period (refer attached survey). The majority of vehicles were small to medium size vans with a small number of SRV's.

Small Business Traffic Survey conducted over 7 Days

Results

Area m ²	Vans	SRV	MRV
265	14	4	-



THRIFTY DELIVERY

HEIGHT = 2.27m
LENGTH = 6.0m
NUMBER OF DELIVERIES = 6



WDOE DELIVERY

HEIGHT = 2.0m
LENGTH = 4.75m
NUMBER OF DELIVERIES = 1



TNT DELIVERY

HEIGHT = 3.2m
LENGTH = 8.0m
NUMBER OF DELIVERIES = 2



LEISURE COAST

FRUIT MARKET DELIVERY

HEIGHT = 2.7m
LENGTH = 5m
NUMBER OF DELIVERIES = 1



CFX DELIVERY

HEIGHT = 2.6m
LENGTH = 4.5m
NUMBER OF DELIVERIES = 2



OFFICE WORKS DELIVERY

HEIGHT = 1.85m
LENGTH = 5.6m
NUMBER OF DELIVERIES = 6



P.O. Box 357
CORRIMAL. 2518
Mob 0428 685 573
Email aztecdraft@gmail.com

Aztec
Draft & Design
CIVIL & TRAFFIC SOLUTIONS

Sales for the proposed retail/commercial units (currently eight (8) under contract) indicate all are proposed to be occupied by accountants/professional service providers.

Vehicles servicing small retail/commercial officers tend to park on the street rather than enter the site unless they are familiar with the on-site loading/service facilities.

The current bus bay adjacent to the site is in Manning Street adjacent to the roundabout and is only utilised between 8am to 9am, Kiama Coaches utilise 14.5m buses for this service.

The proposed waste collection if a staggered service day arrangement is organised will still result in 26-240L bins being on the street requiring a total length of 22m. The garbage truck is minimum MRV vehicle.

5.0 SITE SERVICE RECOMMENDATIONS

Kiama Councils DCP 2012, Chapter 9, Section 13, paragraph C31 allows for alternative arrangements to be made to service a development. The following service arrangements are proposed.

5.1 On-Site

A small loading/unloading area has been provided on site to cater for a large size van, the turning provided allows for a SRV however the head room is limited to approximately 3m. This will cater for all small deliveries by local providers.

5.2 On-Street

It is proposed to re-locate the bus stop adjacent to the retail/visitor car park entry, the bus stop will be lengthened to cater for a 14.5m bus.



Kiama Coaches 14.5m Bus

This bus stop will still operate 8am to 9am on school days, discussion with Kiama Coaches management indicate they agree with this arrangement.

This area will then cater for bin pick up and a HRV vehicle for the remainder of the day. This provides for multiple usages of the bus zone and a visual area available in front of the development for delivery drivers not familiar with the local environment to be able to load/unload goods. The provision for a HRV is greater than the standard required by Council. This arrangement still provides for the same number of car parking spaces in the street as currently exists.

Report by

D. Dowey

M.I.T.P.M

Aztec Draft & Design

Civil & Traffic Solutions



Unit 5, 174 – 182 Gipps Road
P O Box 7163
Gwynneville 2500

T 02 4228 7833
F 02 4228 7844
reception@tcgplanning.com.au

Kiama Municipal Council
Administration Centre
11 Manning Street,
Kiama NSW 2533

21 May 2015

Attention: Mr Brett Elliott
Development Assessment Officer (Planning)

Dear Mr Elliott

**Addendum to Statement of Environmental Effects dated 10/2/2015
for Development Application DA-10.2015.28
Mixed Use Development Comprising Ground Floor Retail and Residential Apartments
at Lot 1 DP 1073158, 28 Bong Bong Street, Kiama**

We refer to Council's letter dated 29 November 2015 requesting the submission of additional information in relation to the above mentioned development application. This correspondence addresses items 1, 2 and 3 (planning matters relating to building height and architectural roof features). The other matters will be addressed by the applicant under separate cover. The following text is to replace the identified sections of the Statement of Environmental Effects prepared by TCG Planning dated 10 February 2015 and reflects the amended plans prepared by the applicant. Architect for submission to Council.

6 Kiama Local Environmental Plan 2011

6.3 Clause 4.3 Height of Buildings

A maximum height of buildings of 11 metres applies to the site in accordance with the Height of Buildings Map as shown in Figure 9. The LEP measures building height as *"the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like"*.

The topography of the site slopes downward from the north (Bong Bong Street) to the south, and the design has responded to this by dividing the building into five distinct Blocks. Each Block differs in maximum building height as indicated in Table 4 below. The proposed development provides a maximum overall height of 12.9 metres from ground level (existing) to the highest point of the building (at the north-east corner). The proposed development therefore does not comply with the overall maximum building height permissible on the site. A Clause 4.6 Variation report has been prepared which is contained in Section 7 of this Statement justifying departure from this height of buildings to permit a maximum height of 12.9 metres.

Table 4: Building Height (refer also Sections by ADM Architects, Plan A11 and A12)						
Building RL Level/Height	Block A (corner)	Block A (south)	Block B	Block C	Block D	Block E
Ground level (RL)	12.0	11.5	10.0	9.0	7.0	7.0
RL to top of roof	24.9	24.0	22.0	20.8	19.7	19.0
Max height to roof	12.9	12.5	12.0	11.8	12.7	12.0

6.6 Clause 5.6 Architectural Roof Features

Clause 5.6 allows architectural roof features on a building, which exceeds the height limit (ie 11m) specified by clause 4.3 of Kiama LEP 2011. While TCG Planning does not concur with Council's interpretation of this clause (ie. that it can only comprise a decorative element that is not critical to the function of a building, as opposed to a roof), the revised design has removed the skillion architectural roof features and this clause no longer applies to the application.

7 KLEP 2011: Clause 4.6 'Exceptions to Development Standards' Statement

7.1 Introduction

Clause 4.6 'Exceptions to Development Standards' of Kiama Local Environmental Plan 2011 provides the opportunity to contravene a development standard with approval of the consent authority and concurrence by the Director-General. A development standard is defined by the Environmental Planning and Assessment Act, 1979 as:

"Provisions of an environmental planning instrument or the regulations in relation to the carrying out of development, being provisions by or under which requirements are specified or standards are fixed in respect of any aspect of that development".

The objectives of Clause 4.6 are as follows:

- a) to provide an appropriate degree of flexibility in applying certain development standards to particular development, and
- b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.

This Section is therefore provided in order to justify why a variation is required for Clause 4.3 'Height of Buildings' in accordance with Clause 4.6 of that Plan, as the application of these requirements is considered unreasonable or unnecessary for this particular development:

7.2 Variation to Clause 4.3 Height of Buildings

The objectives of Clause 4.3 Height of Buildings pursuant to Kiama LEP 2011 is as follows:

- (a) to ensure future development is in keeping with the desired scale and character of the street and local area,
- (b) to allow reasonable daylight access to all developments and the public domain.

Sub clause 4.3 (2) Floor space ratio states that:

"(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map." The Height of Buildings Map stipulates a building height of 11m for the subject site.

"Building height (or height of building)" means "the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices,

antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like."

Clause 4.3 - Height of Buildings - Extent of Variation Sought to Development Standard

As indicated in the north-east elevation and south-west elevation (ADM Architects Dwg A10 Rev B - excerpt below in **Figure 12**), the western (rear) half of the development complies with the 11m high, partly resulting from the site topography, need to achieve street level retail tenancies, and basement car park(s). The portion of the building that exceeds the 11 metre maximum building height is limited to the eastern (lower portion of the site) only - ie. that portion above the red dotted line.

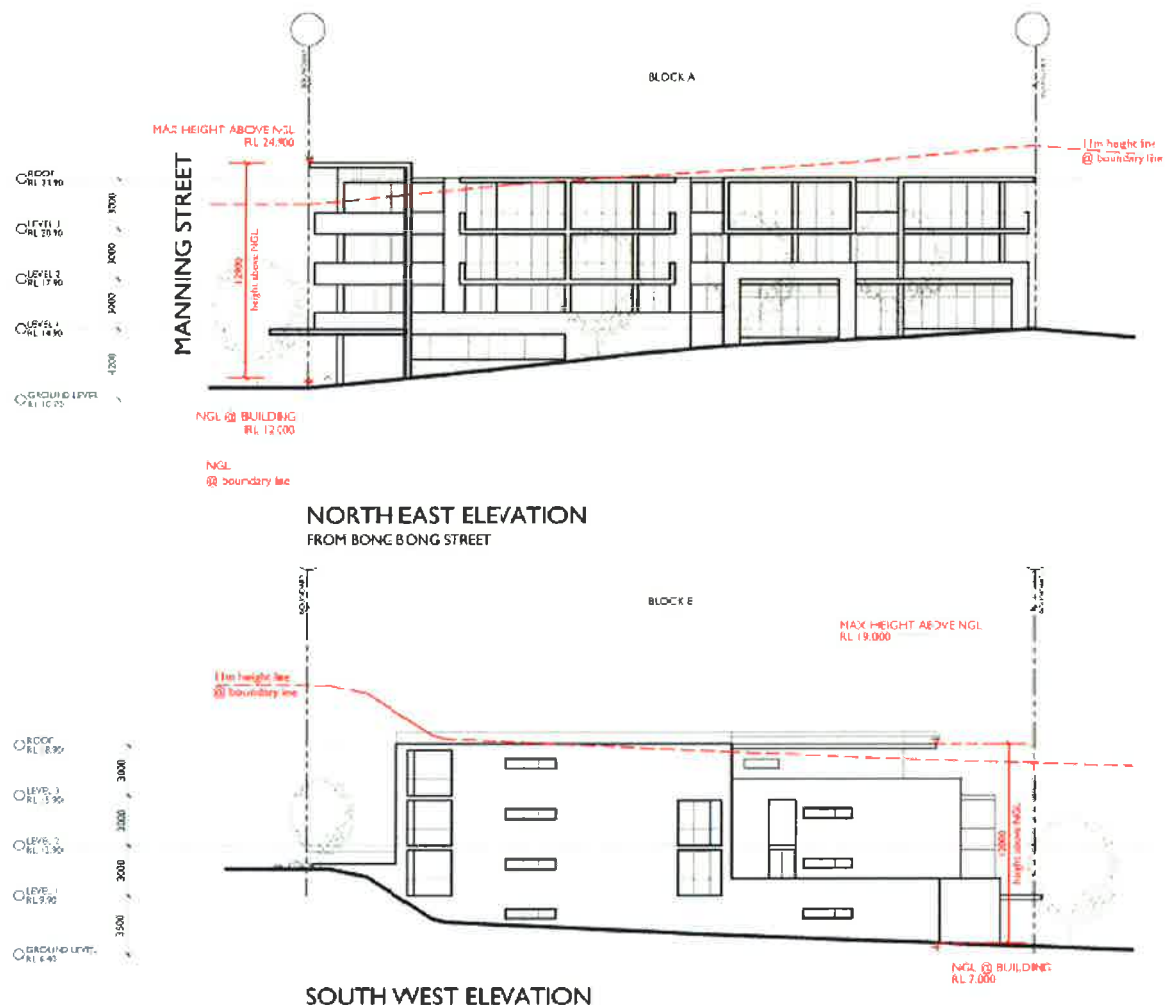


Figure 12 – Excerpt from ADM Architects Dwg A10 Rev B (Elevations) indicating portion of building exceeding 11m building height

Clause 4.6 - Exceptions to Development Standards

Clause 4.3(2) of KLEP 2011 contains a development standard in the form of a maximum building height. A written justification for the proposed variation to the overall building height is required in accordance with Clause 4.6. Table 5 below outlines how the proposal relates to the provisions of Clause 4.6 as it applies to the contravened development standards in Clause 4.3 of KLEP 2011:

Table 5: Compliance with KLEP 2011 - Contravention of Clause 4.3 Building Height

Clause 4.6 Exceptions to Development Standards	Response/Justification	Consistent/ Complies
<p>(1) Objectives</p> <p>a) to provide an appropriate degree of flexibility in applying certain development standards to particular development, and</p> <p>b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.</p>	<p>Flexibility is sought for the application of the height for the proposed development so that a better outcome is achieved for the site. The particular circumstances for this are as follows:</p> <ul style="list-style-type: none"> • More than half of the building (the western part) of the building is compliant with the 11m height limit. The portion of the building that does not comply with the 11m height limit is limited to the eastern portion of the building (generally comprising the upper/roof of the five separated/articulated building forms fronting Manning Street). Refer to Table 4 indicating the <u>maximum</u> height to the top of the roof of Buildings A-E (being 12.9m, 12.5m, 12m, 11.8m, 12.7m, and 12m respectively). Refer also to the Height Plan Diagram prepared by ADM Architects indicating the limited area of non-compliance. • The non-compliant portion, while at the front (Manning Street) elevation of the development, is set back from the front building line to reduce the impact of the varied height on the street frontage (except for the corner treatment which is emphasised for urban design purposes as addressed elsewhere in this Statement). Refer to the Height Plan Diagram prepared by ADM Architects indicating the limited area of non-compliance. The revised streetscape photomontage confirms that this corner treatment is satisfactory for the site and has a positive streetscape contribution. • The topography of the long linear site (sloping from west to east) has been utilised favourably to achieve a dual level separate linear north/south commercial/visitor and residential basement car park, and lower (Manning Street) level commercial tenancies. The floor plan of the residential units is then configured in an east/west orientation for each Block, which achieves all required outcomes of the Residential Flat Design Code. If compliance with the height standard were achieved, this overall building design approach would be compromised. 	<p>Justified</p>
<p>(3) Consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:</p> <p>(a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and</p>	<p>(3) This table comprises the written request seeking to justify the contravention of the height development standard.</p> <p>(a) Compliance with the applicable height standard is considered to be unreasonable and unnecessary in the circumstances of the case having regard to site and streetscape context, the limited extent of the non compliance, and the minimal visual impact compared to if the height limit was met (refer to Visual Impact Assessment - and Height Plane Diagram prepared by ADM Architects).</p> <p>In respect of the streetscape impact, it is noted that the proposed development provides a similar context to that established by the existing mixed use development to the south and, while higher than this building, provides a transition (stepped with the topography in 5 distinct 'Blocks' as outlined earlier) to the much higher Grand Hotel building to the north at the opposite corner of Manning and Bong Bong Streets (approximately 13m high). Refer to ADM Architect Streetscape elevation (Dwg No. A09). The building height of the proposed development has taken into consideration the built form outcome of the streetscape in the site analysis and design by ADM Architects.</p>	<p>Provided</p> <p>Justified</p>
<p>(b) that there are sufficient environmental planning grounds to justify contravening the development standard.</p>	<p>As demonstrated in this Statement of Environmental Effects, the proposed development is satisfactory having regard to environmental planning grounds, including:</p> <ul style="list-style-type: none"> ▪ Other provisions of the KLEP 2011 (refer Section 6); ▪ The relevant Chapters of KDCP 2012 (refer Section 8); ▪ Section 79C of the Environmental Planning and Assessment Act 1979 (refer Section 10). 	<p>Justified</p>

Table 5: Compliance with KLEP 2011 - Contravention of Clause 4.3 Building Height

Clause 4.6 Exceptions to Development Standards	Response/Justification	Consistent/ Complies
	The proposed height, where it exceeds 11m will have minimal impact, when compared to the allowable building height in terms of visual impact, disruption of views, loss of privacy or any other impacts than if the maximum allowable height was met. Refer to Height Plane Diagram and revised photomontage prepared by ADM Architects accompanying the plans for the amended design.	
(4) Consent must not be granted for development that contravenes a development standard unless: (a) the consent authority is satisfied that:		
(i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and	This Variation statement provides a discussion in support of the justification for varying the development standards as indicated in (3) above. In our opinion, there is sufficient justification provided to support a variation to the floor space ratio requirements.	Satisfied
(ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and Kiama LEP 2011: Objectives of the Standard (a) to ensure future development is in keeping with the desired scale and character of the street and local area, (b) to allow reasonable daylight access to all developments and the public domain. The <u>objectives</u> of the B2 Local Centre zone are: <ul style="list-style-type: none"> To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area. To encourage employment opportunities in accessible locations. To maximise public transport patronage and encourage walking and cycling. 	<p>Despite the exceedence of the allowable height, the proposed development will be in the public interest as it meets the objectives of the height development standard as it:</p> <ul style="list-style-type: none"> Provides a suitable built form on this site, in context with the scale and character of the street and local area. The modified development will incorporate both retail uses, providing an active street level, and residential units with a building form appropriate for its setting, despite the exceedence of the height controls. The development will not result in an unreasonable loss of sunlight to the adjacent mixed use development, given the favourable orientation and short southern side boundary and associated required side setbacks provided. Being a corner site (adjoining a commuter car park), and public roads, there is no adverse impacts to other adjoining properties. The proposed development will substantially improve the public domain through paving, street planting, upgrading of on-street parking arrangements and provision of awnings. <p>The proposed height of the development will also not hinder the level of achievement of the development with the B2 Local Centre zone objectives as it will provide retail uses to visitors and tourists alike, and associated employment opportunities in an accessible location within close proximity to public transport and walkable facilities within the Kiama Town Centre.</p>	Justified
(c) the concurrence of the Director-General has been obtained.	Council will need to consult with the Department of Planning and Infrastructure as to whether the concurrence of the DG can be assumed in accordance with Planning Circular PS 08-003-Variations to Development Standards (Department of Planning, May 2008).	Addressed
(5) In deciding whether to grant concurrence, the Director-General must consider:		
(a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and	The contravention of this development standard does not raise any matter of significance for state or regional environmental planning. Refer to further discussion below in this table.	Addressed
(b) the public benefit of maintaining the development standard, and	There is no public benefit by maintaining the development standard, as there are no identifiable adverse impacts to approval being granted to the submitted design. Having	Justified

Table 5: Compliance with KLEP 2011 - Contravention of Clause 4.3 Building Height		
Clause 4.6 Exceptions to Development Standards	Response/Justification	Consistent/ Complies
	regard to the maximum allowable height were met (together with all of the other required development controls for the site), the building design would eventuate in a significantly reduced gross floor area which would render the development economically unfeasible. While this is not a planning consideration, it is an important one having regard to the prominence of the site's location as a gateway to the Kiama Township noting the site has been vacant for many years. In addition, as detailed throughout this Statement, the development provides a suitable urban form and land use outcome which warrant support.	
(c) any other matters required to be taken into consideration by the Director-General before granting concurrence.	It is considered that there are no environmental planning considerations that would hinder the Director-General from providing concurrence.	Addressed

7.3 Conclusion

This Statement has addressed the provisions of Clause 4.6 of Kiama LEP 2011 and demonstrates that the variation sought to the development standards of the LEP (Building Height) is justifiable and should be given concurrence to, on the basis of the unique site context, topographical constraints, the limited extent of the non compliance and the suitability of the design. We therefore request that Council implement a reasonable approach to the proposed height for the site, to provide increased visual interest and articulation in the form of the building with no additional measurable impacts on adjacent properties and the public domain.

We appreciate Council's consideration of the above revised information to reflect the amended plans for the development that now addresses the matters raised by Council. Should clarification of this information be required, please contact the applicant in the first instance, or the undersigned.

Yours Faithfully,



Nadine Page
Senior Planner
TCG Planning

Friday, 22 May, 2015

Kiama Municipal Council
Attn: Mr B Elliott
PO Box 75
KIAMA NSW 2533



Dear Sir,

**RE: ADDITIONAL INFORMATION FOR PROPOSED MIXED USE
DEVELOPMENT COMPRISING OF GROUND FLOOR RETAIL
AND SEVENTY SIX (76) RESIDENTIAL UNITS
AT 28 BONG BONG STREET, KIAMA
LOT: 1 DP: 1073158
DA-10.2015.28.1**

OUR REF: 2014-15

Following your email dated Thursday 17 February 2015, we provide the following responses:

Planning

1. *The Proposed development involves a building height breach under your assertion that it is, partially, an "architectural roof feature" (KLEP 2011 Clause 5.6). Council's Development Assessment officers are of the view that an architectural roof feature is purely a decorative element that is not critical to the function of a building (as opposed to a roof) and, if not for that decorative feature, a building would otherwise comply with the height of buildings development standard as defined under KLEP 2011 and identified in Clause 4.3.*

Roofs are included in the calculation of building height. Whilst roof form contributes to the presentation of a building, as in this case; the roof in itself is not an "architectural roof feature" within the true intent of Clause 5.6 of the LEP.

The objectives of Clause 5.6 are:

- (a) *To ensure that architectural roof features to which this clause applies are decorative elements only,*
- (b) *To ensure that the majority of the roof features are contained within the prescribed building height".*

In this instance, in reference to objective (a), the roof elements are not only decorative elements (they are also roofs) and; in response to objective (b), almost all of the architectural roof features (as claimed) are outside of the prescribed building height. The proposal therefore does not satisfy the quoted objectives underpinning Clause 5.6, which reinforces Council's assertion above.

Consequently, it will be necessary to amend the plans to respond more accurately to Clause 5.6 of the LEP.

Response: The skillion roof elements have been deleted from the proposal, significantly reducing the overall height of the buildings.

2. *With reference to the proposed building height breach and the architectural roof features (as claimed), an objective underpinning Clause 4.3 (Height of buildings) is "to ensure future development is in keeping with the desired scale and character of the street and local area" (Clause 4.3(1)(a)).*

The current 11m building height limit results in a development taller than most surrounding development in Manning Street i.e. existing streetscape (as illustrated in the Drawing No. A10 & A11).

When it is furthermore considered that the proposed development seeks to exceed the building height limit by a margin of up to 1.9m (as illustrated on the south east elevation), coupled with the concerns raised in point 1 and the fact that almost all of the claimed architectural roof feature (which comprises a substantial expanse of the Manning Street frontage) is outside of the prescribed building height, it is construed that the proposal will not adequately conform to the desired scale and character of Manning Street, due to excessive overall building height. Please revise the overall building height to better achieve the desired scale and character of Manning Street, as well as better conform to the established streetscape in terms of building height.

Response: Further to the above point and subsequent deliberations with the assessing planner, the applicant has agreed to reduce the scale of the south most parts of the building elevation fronting Manning Street; in particular around Level 3 of Block D and Block E. In these areas the wall to level 3 has proposed an increased front setback of 7.775m, which is 3.5m greater than previous. The side setback has also increased by 1.25m. The resultant wall height relationship to natural ground is also significantly improved. Refer amended drawings and height plane diagrams.

3. *The submission objecting to the building height development standard pursuant to Clause 4.6 currently excludes the roof elements on the basis that they are architectural roof features (and thereby excluded from building height calculation). As outlined in point 1) above, Council's assessment officers do not accept that the roof elements proposed constitute architectural roof features under the objectives and intent of Clause 5.6. Pending your response to the matters raised in points 1 & 2, please amend the Clause 4.6 exception to the height of buildings development standard submission to acknowledge and address the overall building height proposed.*

Response: Refer attached addendum to the Statement of Environmental Effects prepared by TCG Planning.

4. *In conjunction with points 1 & 2 above, Council has received objections from residents in Eddy Street in relation to view loss toward Main Beach and, beyond the beach, the interface of the ocean with the headland. Please consider revising the height/design of the proposal to better accommodate view sharing from Eddy Street.*

Response: The removal of the roof turrets significantly reduces the overall height and perceived bulk of the building form, particularly from its Manning Street aspect by more than 1.4m. The applicant has prepared a height plane diagram appended to this proposal to illustrate the general reduction in bulk and the extent of building form against the 11m height plane.

5. *Comparison of the Site Analysis (Drawing No. A01) with Figure 15 of the View Impact Analysis suggests an inaccuracy in the positioning of the photomontage NB: a line of sight drawn on the Site Analysis sheet from the southern boundary of 5 Eddy Street indicates that the separation distance shown on the photomontage, between the proposal and the development at 83 Manning Street, would not be achieved. Please address this, as consideration of view loss is a particularly important aspect of this development. Additionally, please provide a photomontage with the building shown solid (i.e. as well as translucent).*

Response: The adjoining building at 83 Manning Street is now plotted on the site plan by survey. The determined separation dimension between the buildings is 4.92m, which the applicant believes is indicative of the view analysis montage. The montage is updated and supplied both solid and translucent as requested.

6. *Council's calculations of Floor Space Ratio (FSR) (using Trapeze software) indicate that the proposed FSR for the development exceeds the maximum 2:1 FSR permitted under Clause 4.4 of KLEP 2011. Please identify on the plans the areas that were excluded from the Gross Floor Area (GFA) calculations which were submitted with the Statement of Environmental Effects, so that Council can be satisfied the FSR development standard has been met.*

Response: ADM Architects has re-calculated the FSR based on the amended proposal. The total GFA is 10,927.27sqm or 48.7sqm under the maximum permissible. Diagrams appended to this submission clarify which areas have been included or excluded from the calculation. ADM Architects are willing to provide its CAD files to verify the area calculation if required.

7. *Please supply elevations of the proposed development that accurately depict the overall elevation of the development, not just the outer facade of the building e.g. the North West Elevation provided does not show the roof elements identified on the South East Elevation. Such detail is similarly missing from other elevations.*

Response: The elevations have been adjusted to include the above mentioned information.

8. *It is noted that the proposed roof colour is Colorbond 'Surfmist'. This is a light solar absorptance colour that is not favoured due to potential issues of reflected glare (dwellings on more elevated land overlook the development). Please amend the proposal to include a roof colour within the medium solar absorptance range (see DCP 2012 Chapter 2 control C45).*

Response: Because the roof skillions have been deleted, colorbond materials are no longer proposed on the roof. The entire roof top is now concrete.

9. *Please address DCP 2012 Chapter 5 Section 7 in greater detail, including identification of the storage area size and allocated storage area for each unit.*

Response: The total storage is 259m². Storage is located at the rear of each residential car space. Specific allocation will be determined at strata subdivision.

10. *Kiama DCP 2012 Chapter 5 control C34 states Communal Open Space (COS) "must be provided at a minimum rate of 5m² per dwelling"; however no COS is proposed at all in this instance. It is noted this has been justified on the basis that the site is adjacent Coronation Park. Council has recently assessed mixed use development proposals in Noble Street, Gerringong that are opposite Old School Park and in those instances COS was provided in accordance with the DCP requirements. Inadequate justification has been provided to support the absence of COS on-site. The development should be amended to incorporate COS.*

Response: The applicant has redesigned the proposal to include common space. The provision has been made for an internal common room central to the development as part of Block C at Level 1 with kitchen and accessible WC facilities. It also affords direct access to an outdoor landscaped terrace area. The total combined area of the common space is 187sqm.

11. *Similarly, no drying area has been proposed. DCP 2012 Chapter 5 control C52 states "drying areas must be provided at a rate of 5 lineal metres of line per unit". Councillors have specifically required the provision of drying areas for medium density residential development in the past and drying areas have been provided in the recent mixed use developments in Noble Street, Gerringong (as outlined above). Council is of the view that residential development should not have to rely upon mechanical dryers exclusively as this is contrary to the principles of sustainability. Inadequate justification has been provided to support the absence of drying area on-site. The development should be amended to incorporate drying area.*

Response: The provision of external drying lines has been added to all units orientated to the North West side (or rear) of the development. Additionally, the level 1 units on the podium have been provided with drying lines where they can be suitably screened from the street. In total 47 units are proposed to have drying lines, representing 63% of the development. An additional two drying lines are provided within the common outdoor space.

12. The following relatively minor plan related matters are raised for your attention:

- i. The residential car parking basement includes 132 car parking spaces, not 134 as identified (NB: car parking spaces 58 & 59 do not exist). Please correct this numbering discrepancy, to avoid future confusion.

Response: The above mentioned discrepancy has been amended. The basement carpark is confirmed at 132 spaces.

- ii. The alcove in the hall opposite the entrance to unit A104 appears to be an anomaly in the design and is potentially an ambush point in the corridor (not consistent with 'safer by design' principles). Please address this.

Response: The above mentioned discrepancy has been amended.

- iii. It is unclear from the floor plan how the Level 1 courts are divided e.g. between unit E101 & E102 and so on. Please clarify.

Response: There will be 1.8m high screens erected between each private courtyard. These have been shown on the amended architectural and landscape drawings.

Waste Services

13. In reference to p.41 of the SEE, the domestic waste service to be in place for the residential units (at the time that this development is likely to be constructed) is fortnightly garbage, weekly recycling and weekly organics (food only). To minimise the number of bins on site, the following number of bins (for 76 residential units) will be required to be provided, shared by residents and serviced weekly.

Recycling – 80L per unit per week = $76 \times 80L = 6080L = 26 \times 240L$ bins serviced weekly.

Garbage – 40L per unit per week = $76 \times 40L = 3040L = 13 \times 240L$ bins serviced weekly.

Organics (food only) – 20L per unit per week = $76 \times 20L = 1520L = 7 \times 240L$ bins serviced weekly.

It is possible that a service day for each bin type can be arranged with Council's Waste Services to minimise the number of bins presented at the kerb. A service agreement arrangement would need to be entered into with Council's Waste Services to determine the days of servicing. The separate bin compound would need to house a minimum 46 x 240L bins.

Response: The waste storage areas have been redesigned to allow for the required number of bins mentioned above. Refer amended plans.

Engineering

14. Vehicle Access, Car Parking and Manoeuvring

- i. In relation to residential car parking AS/NZS 2890.1 Table 1.1, user class 1A, permits car parking space dimensions of 2.4 x 5.4 metres and an aisle width of 5.8 metres. The architectural drawings and engineering drawings are required to provide the compliant dimensioning.

Response: The requested dimensions have been added to the architectural drawings.

- ii. In relation to retail and visitor parking spaces AS/NZS 2890.1 Table 1.1, user class 3, permits car parking space dimensions of 2.6 x 5.4 metres and an aisle width of 5.8 metres. The architectural drawings and engineering drawings are required to provide the compliant dimensioning.

Response: The requested dimensions have been added to the architectural drawings.

- iii. *Two (2) car parking spaces for people with a disability have been provided within the retail car parking level and 19 within the residential car parking level. Please provide dimensioning on the architectural and engineering drawings in compliance with the requirements of AS/NZS 2890.6.*

Response: The requested dimensions have been added to the architectural drawings.

- iv. *A detailed longitudinal section has not been provided over the ramps leading to the residential and retail car parking levels from road level and kerb line in Manning Street. The proposed longitudinal sections are required to meet with the design requirements of AS/NZS 2890.1 subsection 2.5.3 Circulation roadway and ramp grades and Councils Driveway and Footpath Works Procedure Manual.*

Response: The requested section is provided by the traffic engineer and appended to this submission.

- v. *AS/NZS 2890.6 requires minimum headroom of 2.2 metres for the vehicular travel path and 2.5 metre clearance height for the dedicated car parking spaces and shared area. Accordingly please nominate the headroom clearance for both basement and ground floor level parking, particularly where structural elements may impede minimum headroom.*

Response: The requested information is added to the architectural drawings via a typical cross sectional diagram.

- vi. *Kiama DCP 2012 Chapter 9 - Car Parking Requirements, requires manoeuvring be available for the AS/NZS 2890.1 B99 design vehicle. Please provide design swept paths for, in particular, the proposed retail level turning bay and end bay.*

Response: The requested turning diagrams have been added to the architectural drawings and the engineering documentation appended to this submission.

- vii. *The location of the proposed residential visitor car parking spaces is proposed to be located on the retail car parking level and protected with a security door. Please identify the proposed method of maintaining 24 hour access to the proposed visitor car parking spaces.*

Response: The shutter security door will remain open during business hours. Outside hours, a security intercom system will be located at the door for ease of communication with the residential owners. All internal lobby doors will be opened via electronic magnetic strikes.

15. Site Servicing

- i. *A service or loading bay is proposed to be located within the retail car parking level adjacent to the ramp. Although the design swept paths for the proposed service vehicle has been modelled, the type of vehicle has not been nominated. Please nominate the maximum size vehicle that will be accessing the proposed loading area.*

Response: The turning on site provides for a SRV but the height clearance provision remains at 3.2m instead of 3.5m. This will cater for the majority of service vehicles. Refer survey contained in traffic engineering report on servicing.

- ii. *Kiama DCP 2012 Chapter 9 Section 13 – Manoeuvrability, requires commercial zoned development sites with an area greater than 600 square metres to provide access for the AS 2890.2 medium rigid vehicle (MRV 8.8 metres). Further to point i) above, should the desired service vehicle not be the MRV then justification of the "exceptional circumstances" (control C31) will be required for Council's consideration.*

Response: As all the proposed commercial/retail spaces are less than 200sqm, a loading zone has been provided to cater for a HRV on Manning Street in front of the development which is in excess of the council requirements. Refer separate report by traffic engineer appended to this submission for justification.

- iii. *It is noted that it is proposed to utilise the area within Manning Street, adjacent to the proposed access to the retail car parking area, for a combined bus zone, loading zone and the point of collection for waste bins. There are a number of considerations necessary including bus passenger servicing, the timing of deliveries and the timing of waste servicing. Please provide justification for the use of on street public space for a combined bus zone, loading zone and refuse/recycle collection. A report is to be prepared for Kiama Local Traffic Committee where changes to the existing regulatory requirements are proposed.*

Response: Discussions have been held with Kiama Coaches who agree with moving the bus bay and have confirmed it is only utilised between 8am and 9am. Outside this time zone, the area can then be utilised for loading. The loss of the two (2) car spaces shown on the original proposal is in order to cater for the 14.5m bus, however there is NO NETT loss in existing car parking numbers along Manning Street as a result of the proposal. Refer report by traffic engineer appended to this submission.

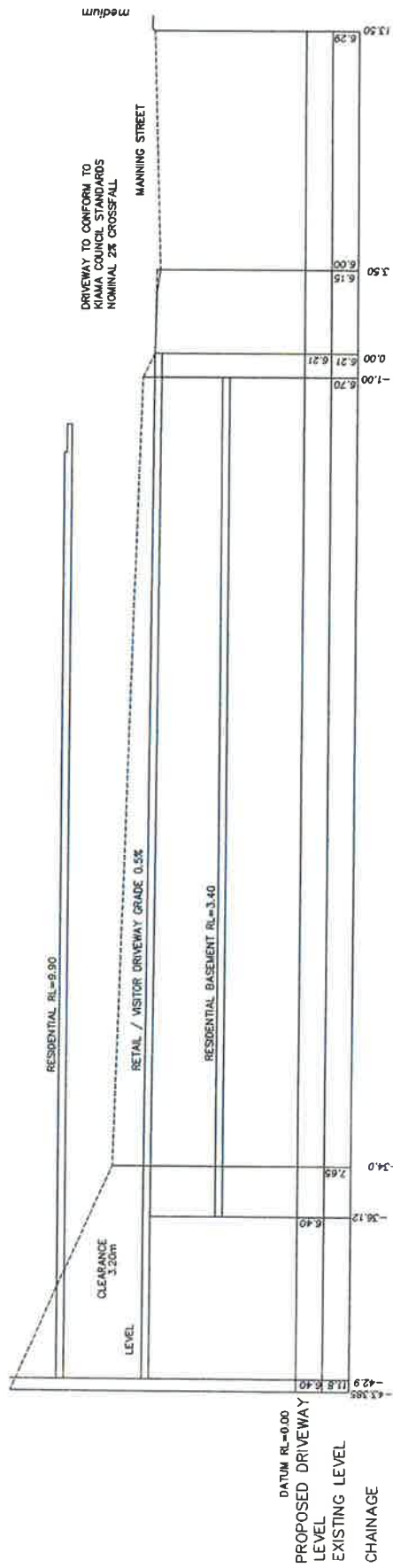
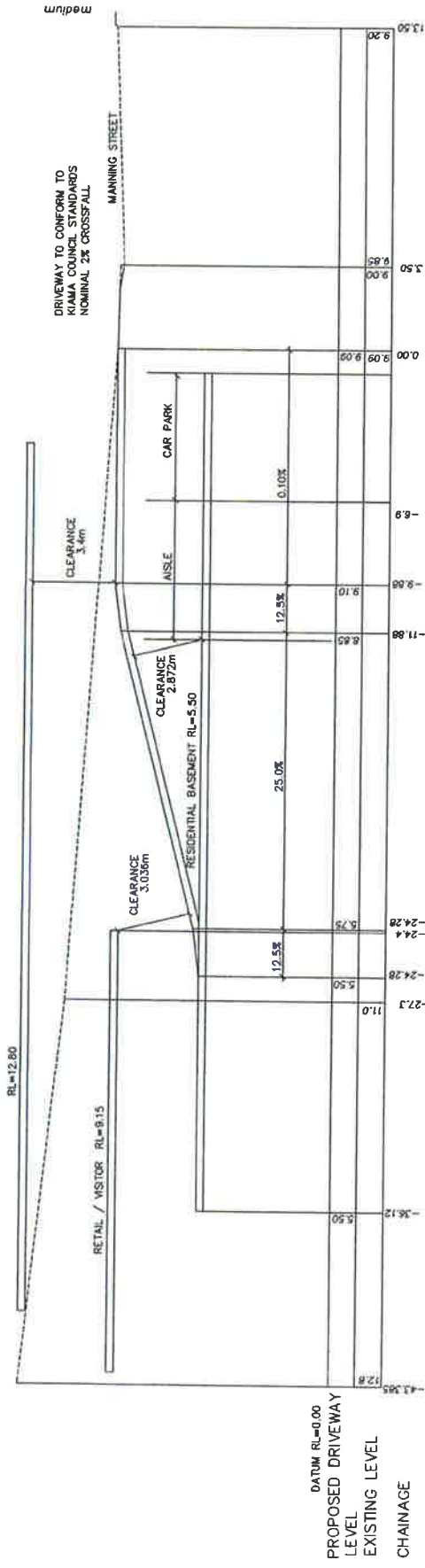
Should you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely,



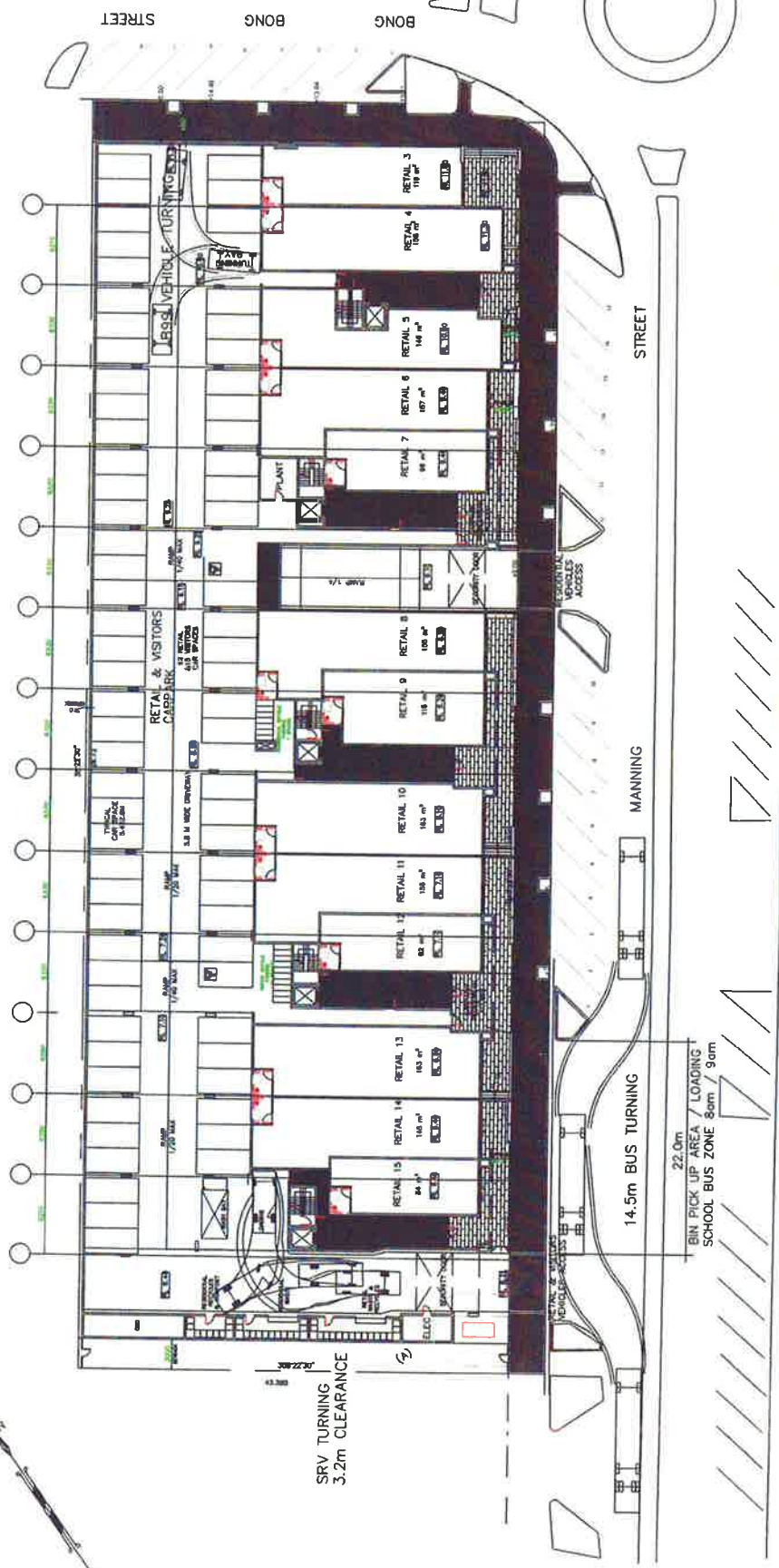
Angelo Di Martino
DIRECTOR B.Arch (Hon) RAIA
REGISTERED ARCHITECT No 7608

Enc



scale 1:200
drawing number I 071
date May, 2015
project Proposed Mixed Use Development
Cnr Bong Bong Street / Manning Street - Kiama
Driveway Sections

AZTEC
Draft & Design.
P.O. Box 357
Corrimal 2518
Ph. 0428 685 573
Email aztecdraft@gmail.com



scale 1:500
drawing number
project natural
date May 2015
sheet 2
Proposed Mixed Use Development
Cnr Bong Bong Street /
Manning Street - Kiama
Vehicle Turning
AZTEC
Draft & Design.
P.O. Box 357
Corrimal 2518
Ph. 0428 685 573
Email aztecdraft@gmail.com