

Traffic Impact Assessment;

145-149 Princes Highway,
Corrimal

For Anglicare
14 November 2018

parking;
traffic;
civil design;
communication;
ptc.

Document Control

145-149 Princes Highway, Corrimal, Traffic Impact Assessment

Issue	Date	Issue Details	Author	Reviewed	For the attention of
1	05/10/2018	Draft	EY	AU	Daniel Jukic (Anglicare)
2	02/11/2018	Final	EY	AU	Daniel Jukic (Anglicare)
3	14/11/2018	Final – updated Architectural drawings	EY	AU	Daniel Jukic (Anglicare)

Contact

Abdullah Uddin

+61 2 8920 0800

+61 425 478 650

abdullah.uddin@ptcconsultants.co

COMMERCIAL IN CONFIDENCE

The information contained in this document, including any intellectual property rights arising from designs developed and documents created, is confidential and proprietary to **ptc.**

This document may only be used by the person/organisation to whom it is addressed for the stated purpose for which it is provided and must not be imparted to or reproduced, in whole or in part, by any third person without the prior written approval of a **ptc.** authorised representative. **ptc.** reserves all legal rights and remedies in relation to any infringement of its rights in respect of its intellectual property and/or confidential information.

© 2018

ptc.

Suite 102, 506 Miller Street

Cammeray NSW 2062

info@ptcconsultants.co

t + 61 2 8920 0800

ptcconsultants.co

Contents

1.	Introduction	1
1.1	Scope of this Report	1
2.	Development Proposal	2
3.	Existing Transport Facilities	4
3.1	Road Hierarchy	4
3.2	Key Intersections	7
3.3	Public Transport	7
3.4	Bus Services	8
3.5	Train Services	10
3.6	Active Transport	11
4.	Traffic Assessment	12
4.1	Traffic Generation	12
4.1.1	Boarding House	12
4.1.2	Retail	12
4.1.3	Total Traffic Generation	12
4.1.4	Trip Assignment	12
4.2	Traffic Surveys	13
4.3	Intersection Modelling	14
5.	Parking Assessment	17
5.1	Parking provision	17
5.1.1	Car Parking	17
5.1.2	Accessible Car Parking	18
5.1.3	Bicycle Parking	18
5.1.4	Motorcycle Parking	19
5.1.5	Service Vehicle Parking	19
5.2	Driveway Location	20
5.3	Design Compliance	20
5.3.1	Car Parking Dimensions	20
5.3.2	Bicycle Parking Dimensions	20
5.3.3	Aisle	20
5.3.4	Access	20
5.3.5	Height Clearance	21
5.3.6	Circulation	21
5.3.7	Sight Splay	21
6.	Conclusion	22
Attachment 1	Architectural Plans	23
	Figure 1: Site location	1
	Figure 2: Site Overview	2
	Figure 3: Development Proposal Upper Ground Floor	3
	Figure 3: Development Proposal Lower Ground Floor	3
	Figure 4: Road Network (Source: Carto 2015)	4
	Figure 5: Key intersection locations	7

Figure 6: Public transport accessibility (bus stops in pink, train stations in yellow)	8
Figure 7: Bus service map (Source: Premier Illawarra)	9
Figure 8: Corrimal and Bellami Station Location on South Coast Line (Source: TfNSW)	10
Figure 9: Cycling paths (Source: Google Maps)	11
Figure 10: Princes Highway & Collins Street intersection	11
Figure 11: Princes Highway/Collins Street survey results	13
Figure 12: Collins Street/Underwood Street survey results	14
Figure 13: Distance from driveway to Princes Highway/Collins Street intersection	16
 Table 1: Existing Road Network – Memorial Drive (northbound)	 5
Table 2: Existing Road Network – Princes Highway (northbound)	5
Table 3: Existing Road Network – Collins Street (eastbound)	6
Table 4: Existing Road Network – Underwood Street (southbound)	6
Table 5: Bus Route Summary	8
Table 6: Level of Service Criteria	15
Table 7: SIDRA Modelling Results (existing scenario)	15

1. Introduction

ptc. has been engaged by Anglicare to prepare a traffic impact assessment to accompany a Development Application to Wollongong Council for a 5-storey boarding house development at 145 – 149 Princes Highway, Corrimal (see Figure 1).

The development consists of:

- 16 studios (land use definition – “boarding house”)
- 14 1-bedroom units (land use definition – “infill affordable housing”)
- 50m² of retail use

This report presents an assessment of the traffic and parking considerations at the subject site.

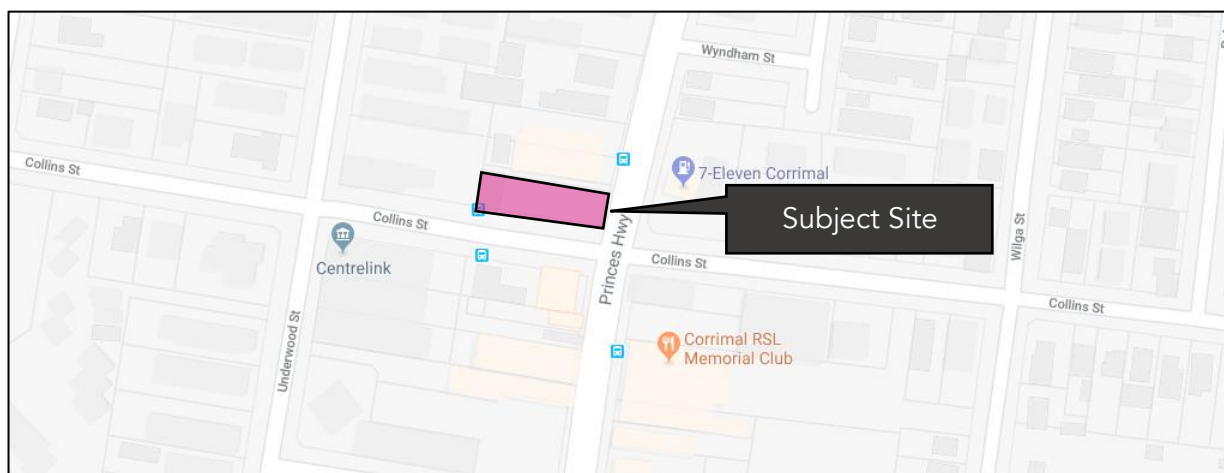


Figure 1: Site location

1.1 Scope of this Report

This report presents the following considerations in relation to the Traffic and Parking assessment of the Proposal:

Section 2	A description of the project;
Section 3	A description of the road network serving the development property, public transport, and active transport;
Section 4	Determination of the traffic activity associated with the development proposal, existing traffic volumes through key local intersections and the adequacy of the surrounding road network;
Section 5	Assessment of the proposed parking provision in the context of the relevant planning control requirements;
Section 6	Assessment of the proposed car park, vehicular access and internal circulation arrangements in relation to compliance with the relevant standards, and Council policies; and
Section 7	Summary.

2. Development Proposal

The subject site is located at 145-149 Princes Highway, Corrimal and is illustrated below in Figure 2.



Figure 2: Site Overview

The site is currently vacant and is opposite a service station. A range of retail and small businesses are present to the south, fronting Princes Highway. The site is approximately 7km north of Wollongong CBD. Further to the north, east, and west is primarily residential development with schools, churches, and small retail dotted throughout.

This site is a corner site, fronting Princes Highway and Collins Street. Princes Highway is one of the main north-south links in this area, however, most regional trips are undertaken along Memorial Drive, which runs parallel to Princes Highway approximately 400m to the east.

An overview of the parking areas in the proposed development is provided in Figure 3 and Figure 4. Full-drawings for these two levels are provided in Attachment 1.

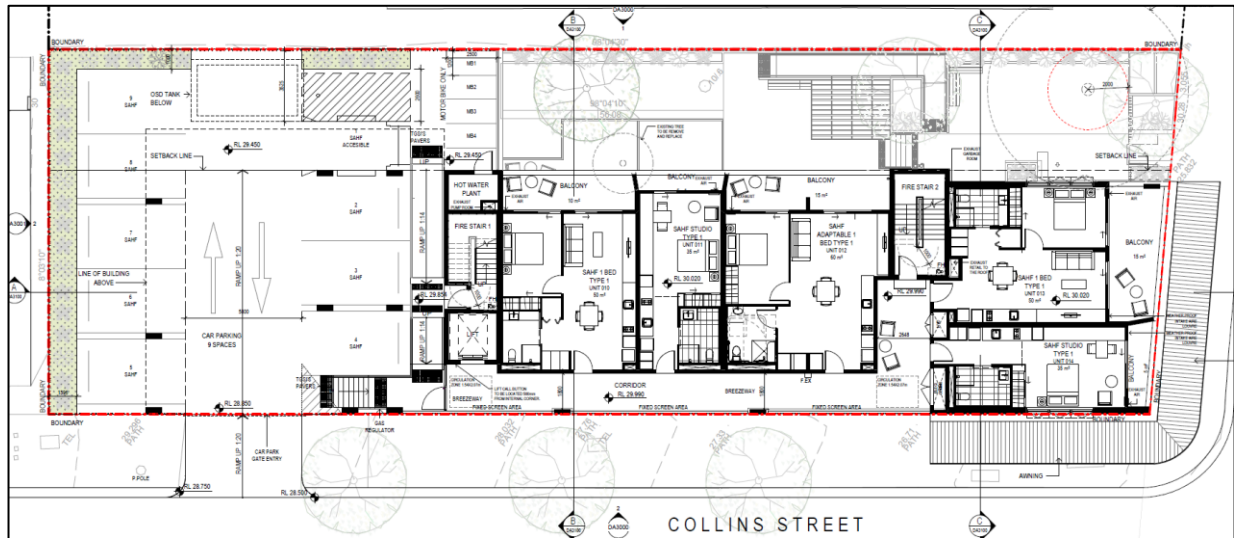


Figure 3: Development Proposal Upper Ground Floor

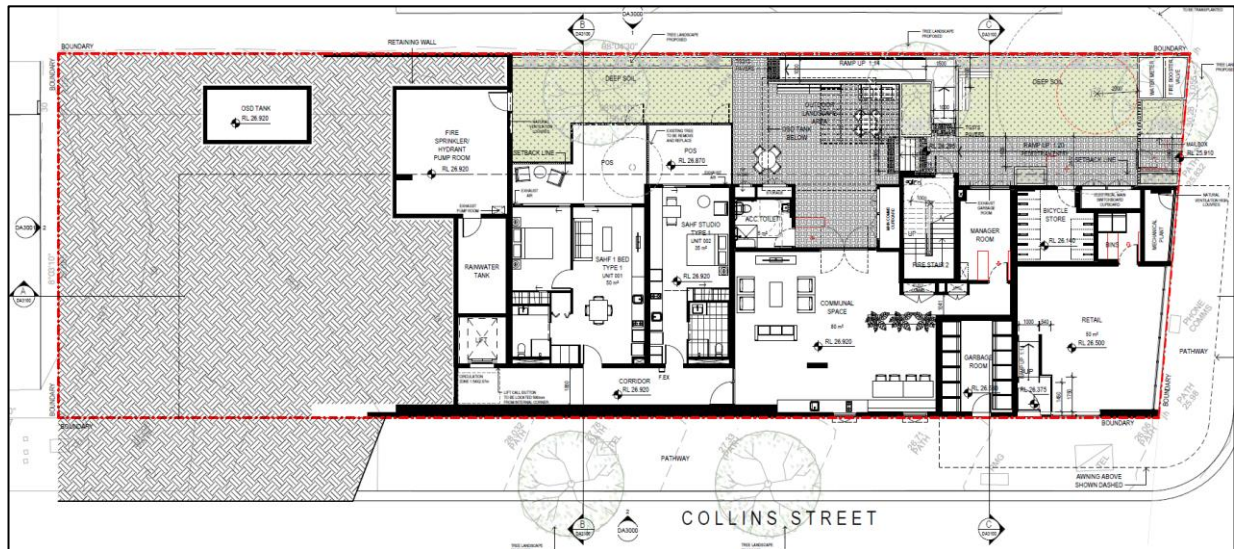


Figure 4: Development Proposal Lower Ground Floor

The proposed development will consist of the following:

- Boarding house: 16 studio units
- Infill affordable housing: 14 1-bedroom units
- Retail: 50m² GFA

The parking to be provided is summarised as follows:

- Boarding house: 9 car spaces
- Motorcycle: 4 spaces
- Bicycle: 11 spaces

This parking is inclusive of 1 accessible space.

3. Existing Transport Facilities

3.1 Road Hierarchy

The proposed development is located in the suburb of Corrimal and is primarily serviced via Princes Highway (a Local Road) and Collins Street (a Local Road). A summary of the nearby key roads is presented in the following section.

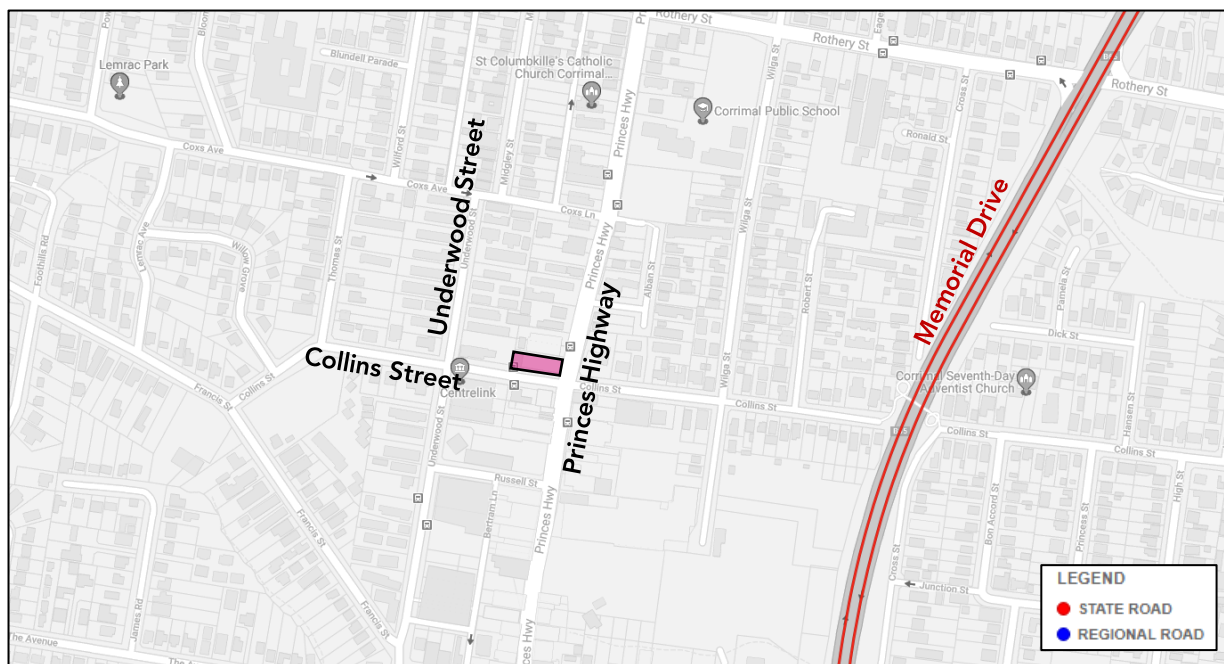


Figure 5: Road Network (Source: Carto 2015)

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- | | |
|----------------|--|
| State Roads | - Freeways and Primary Arterials (RMS Managed) |
| Regional Roads | - Secondary or Sub Arterials (Council Managed, Part funded by the State) |
| Local Roads | - Collector and Local Access Roads (Council Managed) |

Table 1: Existing Road Network – Memorial Drive (northbound)

Memorial Drive	
Road Classification	State Road
Alignment	North – South
Number of Lanes	2 in each direction of travel
Carriageway Type	Divided
Carriageway Width	22m
Speed Limit	80km/h
School Zone	No
Parking Controls	No Parking
Forms Site Frontage	No



Table 2: Existing Road Network – Princes Highway (northbound)

Princes Highway	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	Generally, 1 in each direction of travel, at times increases to 2
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	60km/h
School Zone	No
Parking Controls	Primarily No Stopping, some 1P 8:30am-6:30pm Mon-Fri; 8:30am-12:30pm Sat
Forms Site Frontage	Yes



Table 3: Existing Road Network – Collins Street (eastbound)

Collins Street	
Road Classification	Local Road
Alignment	East – West
Number of Lanes	1 in each direction of travel
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	50km/h
School Zone	No
Parking Controls	1P 8:30am-6:30pm Mon-Fri; 8:30am-12:30pm Sat within the vicinity of the site
Forms Site Frontage	Yes



Table 4: Existing Road Network – Underwood Street (southbound)

Underwood Street	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	1 in each direction of travel
Carriageway Type	Undivided
Carriageway Width	11m
Speed Limit	50km/h
School Zone	No
Parking Controls	Unrestricted Parking
Forms Site Frontage	No



3.2 Key Intersections

The key intersections within the vicinity of the site are identified as follows.

- Princes Highway & Collins Street – 4 arm signalised intersection
- Collins Street & Underwood Street – 4 arm priority intersection

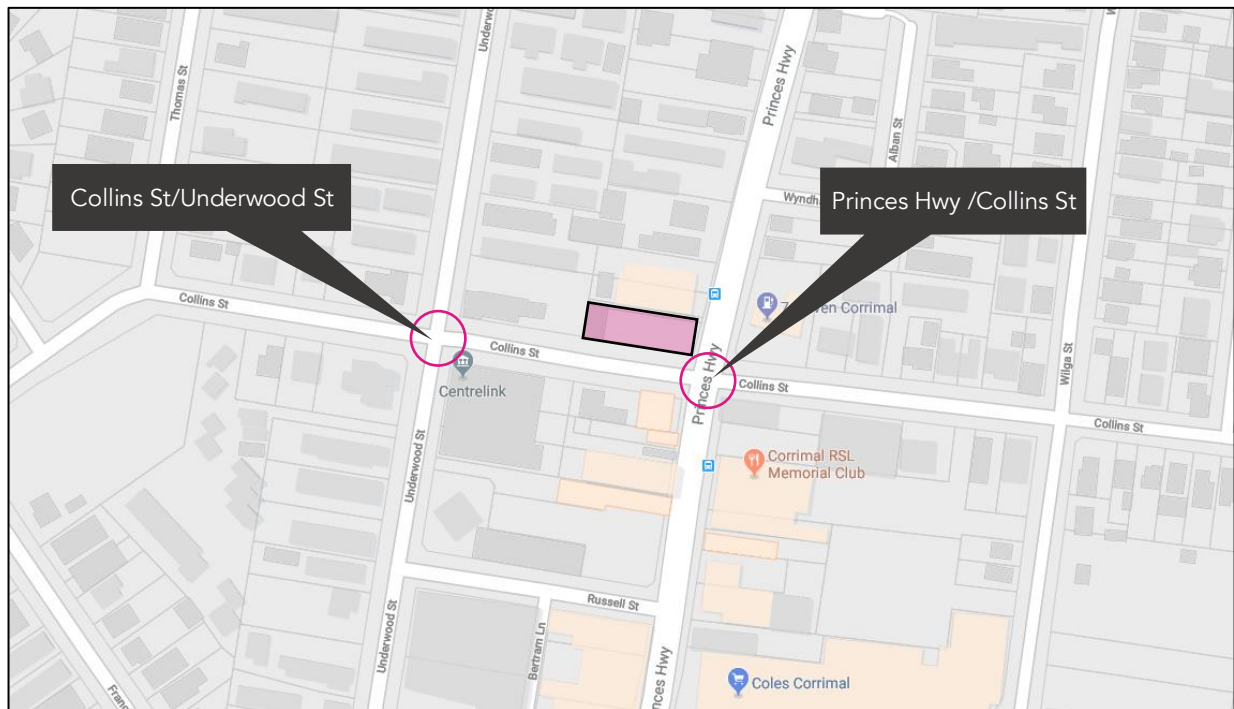


Figure 6: Key intersection locations

3.3 Public Transport

The locality has been assessed in the context of available forms of public transport that may be utilised. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that 400m-800m is a comfortable walking distance. Figure 7 illustrates 400m and 800m radius circles from the site and presents the available public transport options.

As indicated in the figure, the site is well serviced by bus services with a large number of bus stops within walking distance. The closest train stations, Corrimal Station and Belambi Station are located outside walking distances and would likely be combined with private vehicle or bus services.

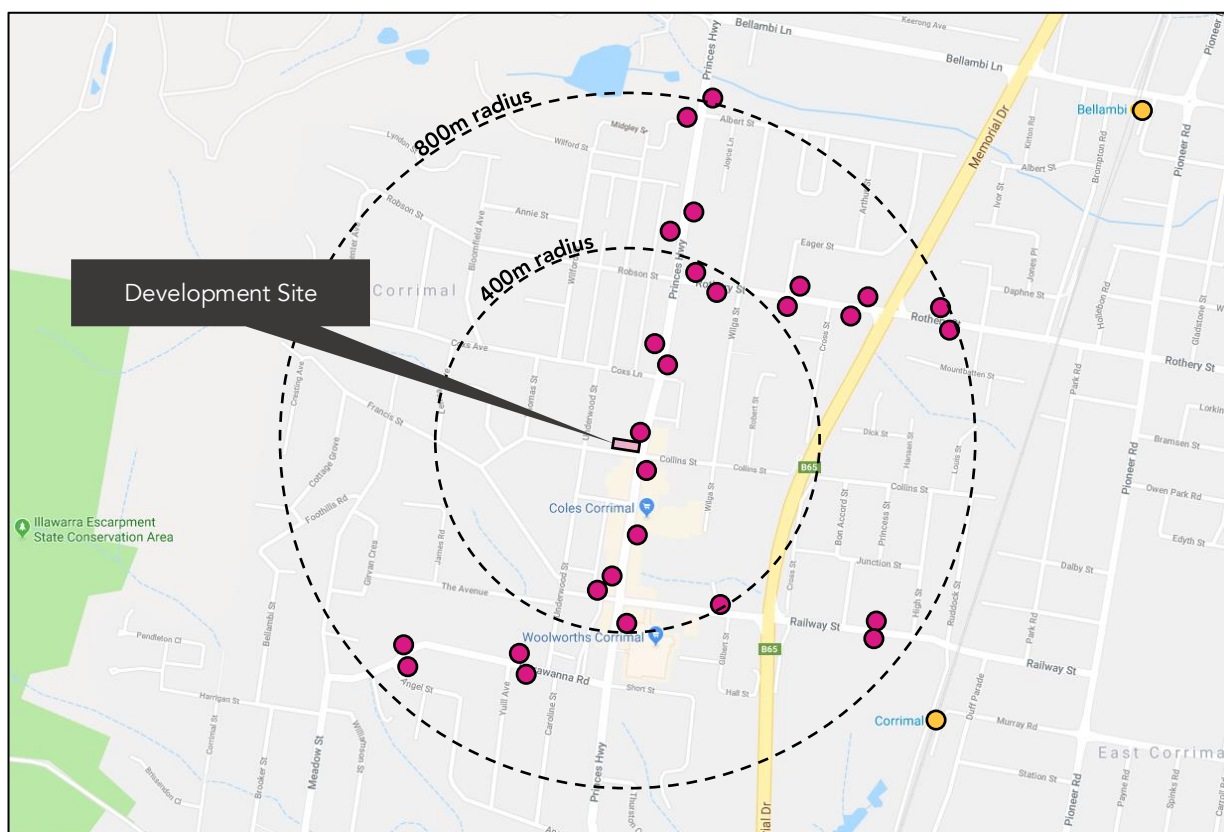


Figure 7: Public transport accessibility (bus stops in pink, train stations in yellow)

3.4 Bus Services

As illustrated in Figure 7, the site is well serviced, with a large range of bus stops within a comfortable walking distance.

Figure 8 displays the various bus routes which service the site, a summary of these routes is presented in Table 5.

Table 5: Bus Route Summary

Bus Route	Coverage (to and from)	Service Frequency (weekdays)	Service Frequency (weekends)
1	Austinmer to Wollongong	Mon-Fri Every 20-30 min	Sat Every 30 min Sun Every 60 min
1U	Austinmer to Wollongong University	Mon-Fri 7 services/day ¹	None
2	Stanwell Park to Wollongong via Thirroul	Mon-Fri Every 20-60 min	Sat Every 60 min
3	Wollongong to Bellambi via Towradg (Loop Service)	Mon-Fri Every 60min	Sat Every 60min Sun Every 120min
4	Bulli to Wollongong	Mon-Fri Every 90min	Sat Every 60min Sun Every 120min
4U	Bulli to Wollongong University	Mon-Fri Every 80min	None

¹ See <https://transportnsw.info/documents/timetables/86-1U-Austinmer-to-Wollongong-University-20180709.pdf> for timetable

Bus Route	Coverage (to and from)	Service Frequency (weekdays)	Service Frequency (weekends)
7	Wollongong to Bellambi (Loop Service)	Mon-Fri Every 60min	Sat Every 60min
8	Wollongong to Bellambi via Balgownie (Loop Service)	Mon-Fri Every 60min	Sat Every 60min Sun Every 120min

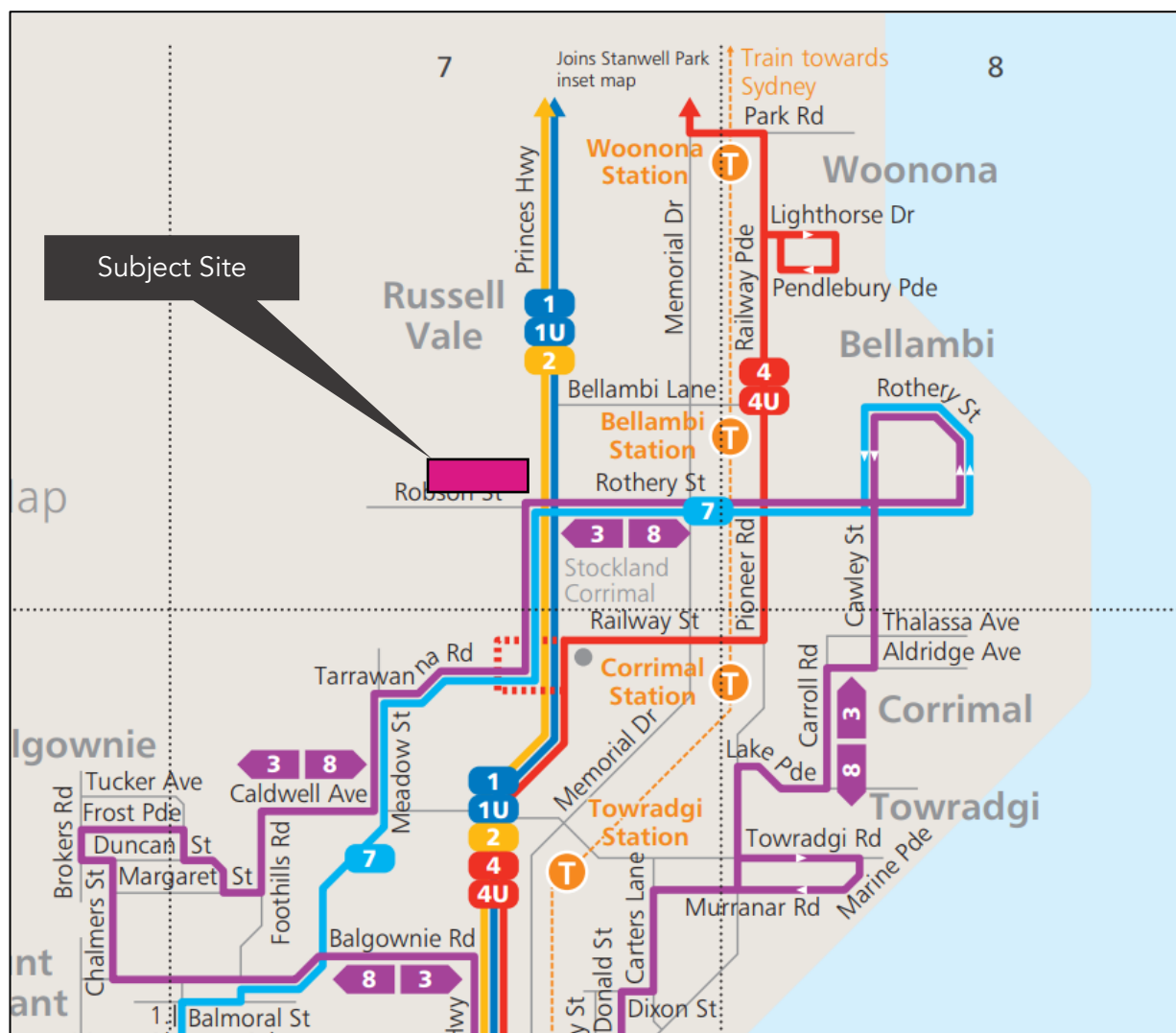


Figure 8: Bus service map (Source: Premier Illawarra)

3.5 Train Services

The closest train station is Corrimal Station, situated approximately 1km south-east of the site. Bellambi Station is located approximately 1.4km north east of the site. As such, these stations fall outside the comfortable walking distance and would likely to be combined with bus services to access the site.

Corrimal Station services the South Coast Line, which operates trains to and from Central Station to Bomaderry Station. Services run approximately hourly, 7 days a week. The train network map is illustrated in Figure 9.



Figure 9: Corrimal and Bellambi Station Location on South Coast Line (Source: TfNSW)

3.6 Active Transport

There is limited cycling infrastructure within the vicinity of the proposed development. There are dedicated cycling lanes on Memorial Drive, to the east of the site, which facilitates long-distance travel by bicycle. This is illustrated in Figure 10.

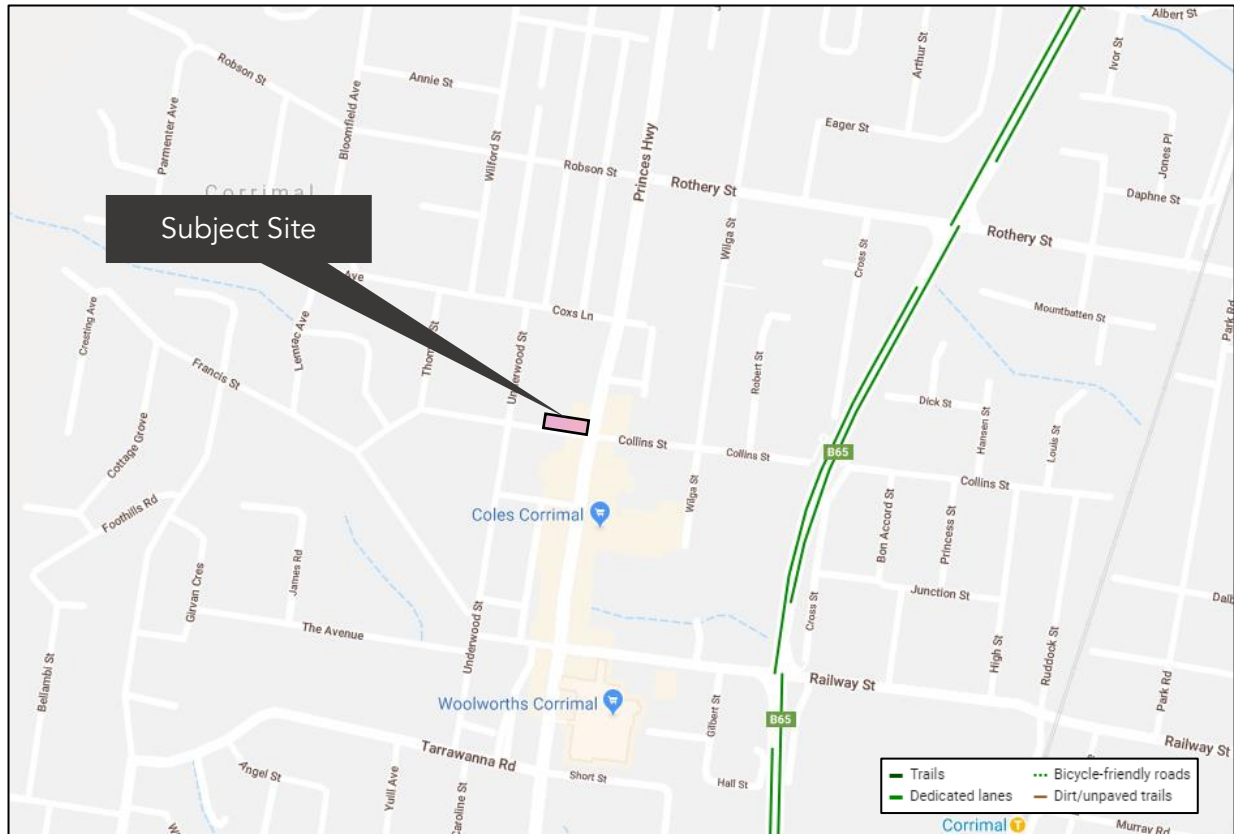


Figure 10: Cycling paths (Source: Google Maps)

Pedestrian amenity is generally good within the vicinity of the site. Footpaths and ramps are present on both sides of the surrounding streets and signalised pedestrian crossings are provided at major intersections such as the Princes Highway/Collins Street intersection (illustrated in Figure 11).



Figure 11: Princes Highway & Collins Street intersection

4. Traffic Assessment

This section presents an assessment of the forecast traffic generation as a result of the proposed development.

4.1 Traffic Generation

The traffic generation for the proposed development, reference is made to the trip generation rates outlined in the *RMS Guide to Traffic Generating Developments 2002* (RMS Guide) and the updated guide, *Technical Direction Guide to Traffic Generating Developments Updated traffic surveys 2013/04a* (TDT).

4.1.1 Boarding House

For the boarding house component, reference is made to the TDT for high density residential flat buildings². The trip generation is calculated based on a per car space basis rather than a per unit basis due to lower provisions of car parking for boarding houses under the SEPP. The upper rate is adopted for conservativeness and anticipated high car utilisation in Corrimal.

High density residential flat dwellings (Regional)
AM Peak Vehicle Trips per Car Space = 0.32-0.37 (0.35 average)
PM Peak Vehicle Trips per Car Space = 0.11-0.40 (0.26 average)

Thus, the peak hour traffic generation for the boarding house is calculated as (rounded up for conservativeness):

- AM peak = 9 spaces x 0.37 trips per car space = 4 (3.33) trips
- PM peak = 9 spaces x 0.40 trips per car space = 4 (3.6) trips

4.1.2 Retail

Although no on-site parking provision is proposed to be provided for the retail component, application of the Wollongong DCP parking rate for retail developments (see Section 5.1) results in 2 parking spaces. For conservativeness, an additional 2 trips are added (in each peak period) to the traffic generation resulting from the boarding house component.

4.1.3 Total Traffic Generation

Thus, the total peak hour traffic generation is:

- AM peak = 6 trips
- PM peak = 6 trips

4.1.4 Trip Assignment

Due to the very low volume of traffic anticipated to be generated from this development, only the existing scenario is modelled. The development scenario is not expected to significantly differ from the existing scenario.

² The RMS Guide defines high density residential flat buildings as those containing 20 or more dwellings. As the development comprises 30 dwellings, the use of the high density residential flat dwellings rate is suitable

4.2 Traffic Surveys

The two identified key intersections (Princes Highway/Collins Street, and Collins Street/Underwood Road) have been surveyed to determine the existing performance of the local road network. These surveys have been undertaken on Thursday, 20 September 2018 which is outside the school holiday period. The results are illustrated in Figure 12 and Figure 13.

The driveway of the proposed development is located on Collins Street. Interpolation of the surveyed traffic volume on Collins Street between Underwood Road and Princes Highway results in approximately 156 vehicle movements in each direction along Collins Street in the AM peak and 154 vehicle movements in the PM peak. This equates to fewer than 3 vehicles/min in each direction. Therefore, traffic activity along the frontage of the development is low, presenting low risk for on-street queuing. This is further discussed in Section 4.3.

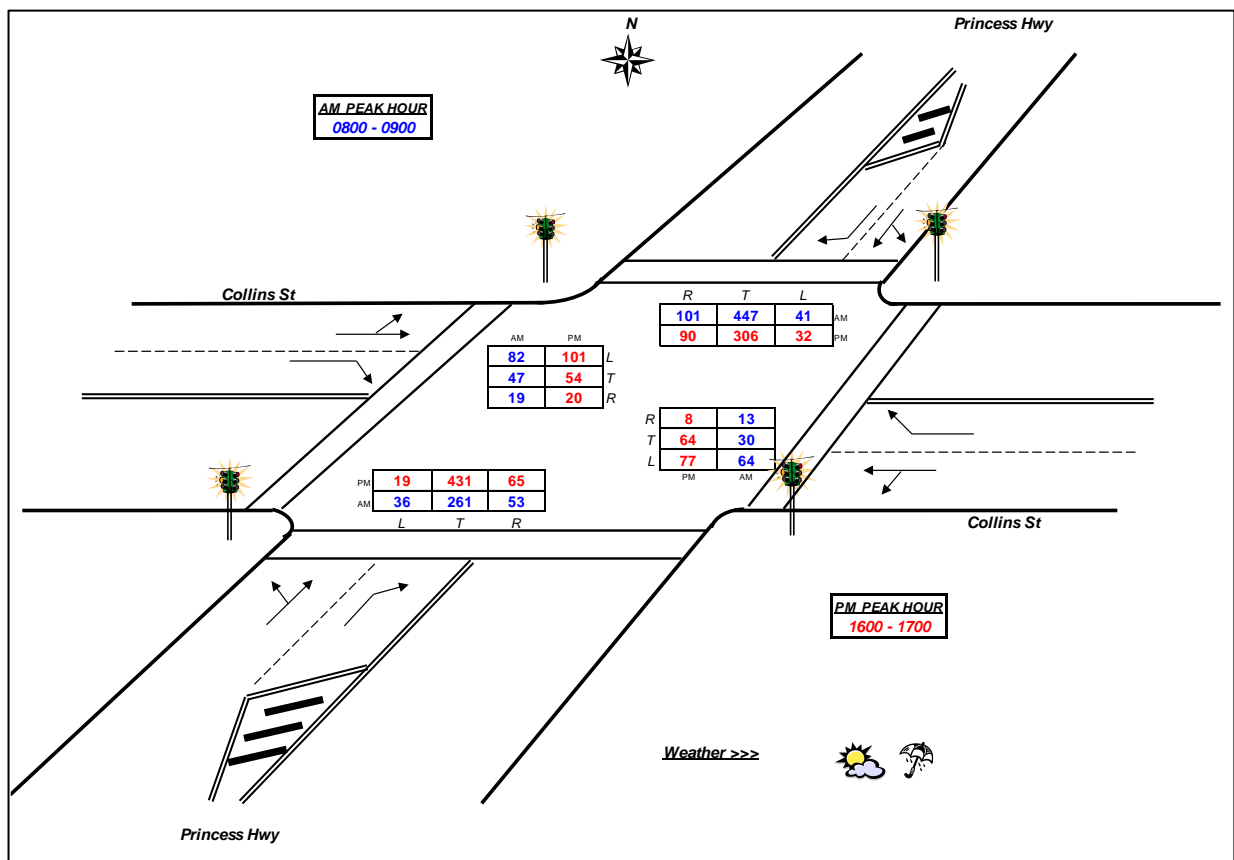


Figure 12: Princes Highway/Collins Street survey results

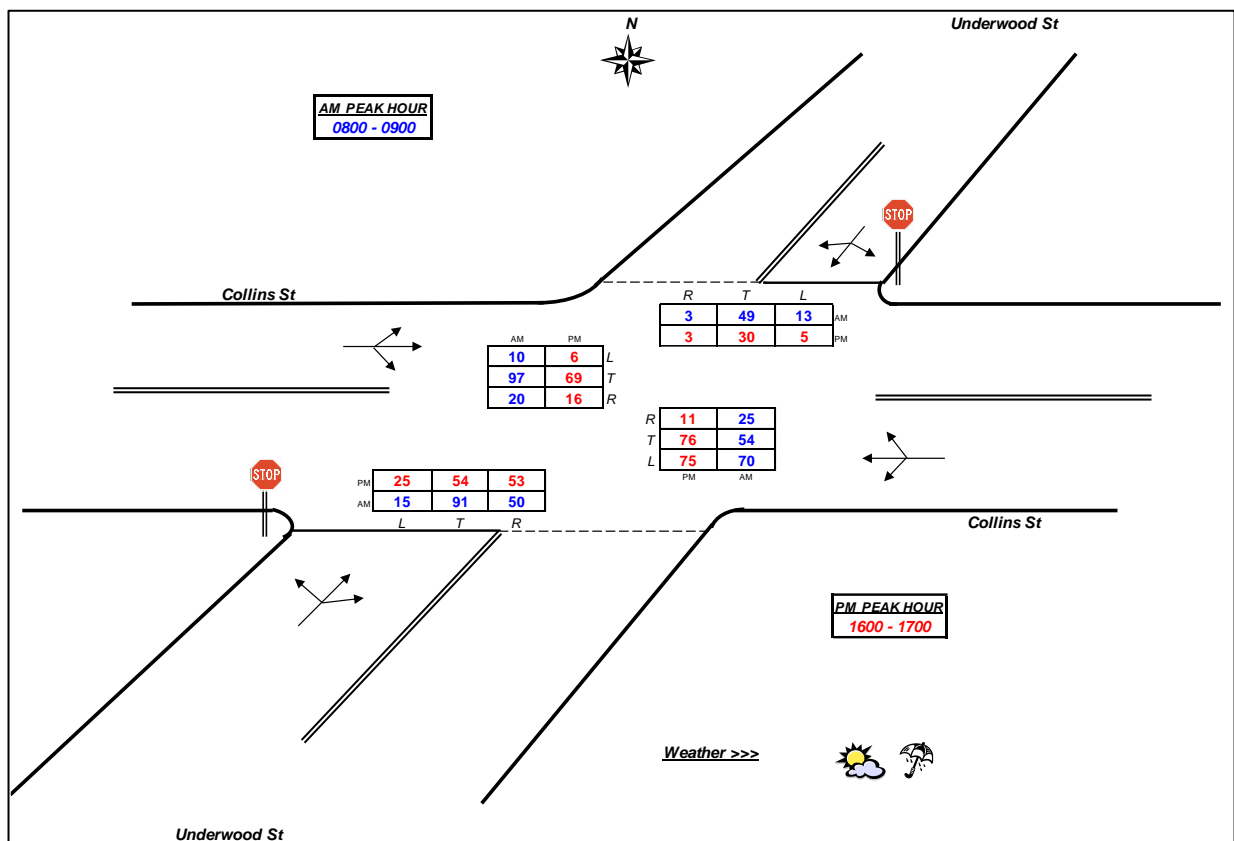


Figure 13: Collins Street/Underwood Street survey results

4.3 Intersection Modelling

In order to determine the current operation of the intersection, an assessment has been undertaken using the SIDRA modelling software, which presents a range of performance indicators (Level of Service, Average Delay, etc.).

Typically, there are three performance indicators used to summarise the performance of an intersection, being:

- **Average Delay**- The average delay encountered by all vehicles passing through the intersection. It is often important to review the average delay of each approach as a side road could have a long delay time, while the large free flowing major traffic will provide an overall low average delay.
- **95% Queue lengths (Q95)** - is defined to be the queue length in metres that has only a 5-percent probability of being exceeded during the analysis time period. It transforms the average delay into measurable distance units.
- **Level of Service (LoS)** – This is a categorization of average delay, intended for simple reference. The RMS adopts the following bands:

Table 6: Level of Service Criteria

Level of Service	Average Delay (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	<14	Good operation	
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity. At signals, incidents would cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	>70	Extra capacity required	Extreme delay, major treatment required

A summary of the modelling results is presented in Table 7. The two intersections have been modelled as a network model to capture the effects that adjacent intersections have on one another.

Table 7: SIDRA Modelling Results (existing scenario)

Intersection	Time	Level of Service	Average Delay (s)	Degree of Saturation (%)	95% Queue Length (m)	95% Queue Length (Collins Street (west) (m)
Princes Highway/Collins Street	AM Peak	B	18.2	0.744	81.3	24.3
	PM Peak	B	19.0	0.705	72.0	29.6
Collins Street/Underwood Street	AM Peak	A	5.5	0.183	5.2	
	PM Peak	A	5.0	0.147	4.2	

As indicated by the modelling results, the intersections currently operate well, with the Princes Highway/Collins Street intersection displaying a Level of Service B and the Collins Street/Underwood Street displaying a Level of Service A. Delays are low and the signalised intersection has approximately 26% and 29% spare capacity in the AM and PM peak respectively. As discussed earlier, an additional 5 trips in the AM peak and 4 trips in the PM peak are unlikely to significantly alter the performance of the local road network.

The queue length on Collins Street approaching the Princes Highway/Collins Street intersection from the west is also considered to ensure that the proposed development has minimal impact on the signalised intersection. The modelling indicates the 95th percentile queue to be 24.3m and 29.6m in the AM and PM peaks respectively. The proposed driveway is located as far west as possible, separating the entry to the intersection by approximately 41m. Therefore, the queuing on Collins Street (west approach) is unlikely to

extend beyond the driveway, hence there is anticipated to be minimal delays for the right-turn into the site and minimal risk of queuing along Collins Street for westbound vehicles. This is illustrated in Figure 14.



Figure 14: Distance from driveway to Princes Highway/Collins Street intersection

In addition, preliminary discussion with the RMS has indicated support for the proposed driveway location as it presents the furthest distance from the signalised intersection without impacting the existing power pole. Likewise, Council has considered that the location of the driveway is appropriate in the Pre-lodgement notes.

5. Parking Assessment

5.1 Parking provision

The parking provision requirements are calculated based on a range of documents with reference given to the *State Environmental Planning Policy (Affordable Rental Housing) 2009* (SEPP). Where the SEPP does not provide a rate for the specified land use, reference is made to *Wollongong Development Control Plan 2009* (DCP).

5.1.1 Car Parking

Boarding House

The SEPP states (as per Division 3 Boarding Houses, 29.2.E.i):

in the case of development carried out by or on behalf of a social housing provider in an accessible area—at least 0.2 parking spaces are provided for each boarding room, and

Given Anglicare is a social housing provider, with a total of 16 units, this results in the following car parking provision:

- 16 units x 0.2 parking spaces per unit = 3.2 spaces

Infill Affordable Housing

The SEPP states (as per Division 1 Infill affordable housing, 14.2.a.i):

in the case of a development application made by a social housing provider for development on land in an accessible area—at least 0.4 parking spaces are provided for each dwelling containing 1 bedroom

Given Anglicare is a social housing provider, with a total of 14 units, this results in the following car parking provision:

- 14 units x 0.4 parking spaces per unit = 5.6 spaces

Retail

For the retail component, reference is made to the Wollongong DCP.

The DCP states (as per Schedule 1 of Chapter E3):

*1 car parking space per 25m² of GFA
– retail premises*

With a retail GFA of 50m², this results in the following car parking provision:

- 50m² / 25 = 2 (1.80) spaces

However, the nature and size of the proposed retail component is different to a stand-alone retail development and is integrated into the development which is primarily residential. Therefore, it is anticipated that this retail component will predominantly serve the residential users and local customers and hence generate little external vehicular trips, and subsequently parking demand.

The above DCP rate is more applicable to larger retail developments reflecting the demand for car parks for a supermarket or large business premises. In addition, the number of employees for this component are expected to be 1 or 2, and given the size, would likely live locally. If driving, there are many unrestricted parking spaces (for staff) and 1P spaces (for customers) available along Underwood Street and Collins Street,

respectively, which are within a reasonable walking distance to the premises. The occupation of one to two on-street parking spaces in the area is unlikely to generate notable impacts upon the parking availability in the area.

Moreover, there are two existing bus stops located in very close proximity to the site (approximately 25m and 75m from the pedestrian entrance, see Figure 7) on both sides of Princes Highway which form part of the main bus corridor in the locality, serving routes 1, 1U, 2, 7, 8. Hence, an alternate mode of transport to driving is readily available and easily accessible.

Site observations in the area reveal that there are number of other comparable small-scale shops that do not appear have any off-street parking facility. The proposed retail facility of the development is of a similar scale and is justified in adopting a similar approach to parking.

To further minimise the potential influence from a shortfall in retail parking, additional bicycle spaces will be provided (see Section 5.1.3). Therefore, no car parking spaces are proposed for the retail component of the development

Total

Therefore, the proposed development will provide 9 car spaces, meeting the parking requirements (8.8 car spaces) for the residential component of the development.

5.1.2 Accessible Car Parking

The Building Code of Australia (BCA) establishes an accessible car parking rate for boarding houses as *"percentage of accessible sole-occupancy units to the total number of sole-occupancy units; and the calculated number is to be taken to the next whole figure."*

Based on 2 adaptable units, this results in an accessible car parking requirement of 1 (0.59) accessible space³. Of the proposed 9 car parking spaces, 1 will be provided as an accessible car parking space, designed to the requirements of AS2890.6.

5.1.3 Bicycle Parking

Boarding House

The SEPP states (as per Division 3 Boarding Houses, 30.1.h):

at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms

With a total of 16 units, this results in a parking requirement of 3.2 bicycle spaces.

Infill Affordable Housing

The SEPP does not have a bicycle parking rate for infill affordable housing, hence the DCP rate is adopted:

Residential flat building: 1 bicycle space per 3 dwellings (residents) and 1 bicycle space per 12 dwellings (visitors)

With a total of 14 units, this results in a parking requirement of 5.83 bicycle spaces⁴.

Retail

For the retail component, the DCP requires:

³ 2 adaptable units / 30 total boarding house/infill affordable housing units x 8.8 car parking spaces = 0.59

⁴ 14 units / 1 bicycle space per 3 dwellings (resident) + 14 units / 1 bicycle space per 12 dwellings (visitor) = 5.83 spaces

1 bicycle space per 750m² GFA for staff plus 1 bicycle space per 1000m² GFA for shoppers – retail premises.

Application of this rate to a GFA of 50m² results in the following provision requirements:

- $50\text{m}^2 / 750\text{m}^2 = 0.07$ bicycle spaces (staff)
- $50\text{m}^2 / 1000\text{m}^2 = 0.05$ bicycle spaces (shoppers)

Resulting in a total requirement of 0.12 bicycle spaces

Total

Therefore, the total bicycle parking requirement is 9.15 bicycle spaces. The proposed development will provide a bicycle store which can accommodate 11 bicycle spaces. The additional bicycle spaces will encourage active travel and as anticipated to result in a decreased reliance on car travel mode and subsequently the impact to on-street parking demand from the retail component.

The bicycle spaces will be located in a separate bicycle store room accessed via the pedestrian path from the Princes Highway pedestrian entry. This avoids the need for cyclists to traverse through vehicular entries or through the building and, as such, is located in a safe and amenable location.

5.1.4 Motorcycle Parking

Boarding House

The SEPP states (as per Division 3 Boarding Houses, 30.1.h):

at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms

With a total of 16 units, this results in a parking requirement of 3.2 motorcycle spaces.

Infill Affordable Housing

The SEPP does not have a motorcycle parking rate for infill affordable housing, hence the DCP rate is adopted:

Residential flat building: 1 motorcycle space per 15 dwellings

With a total of 14 units, this results in a parking requirement of 0.93 motorcycle spaces.

Retail

For the retail component, the DCP requires:

1 motorcycle space per 25 car parking spaces

With no car parking spaces to be provided for the retail component, this equates to zero motorcycle spaces.

Total

Thus, the total motorcycle parking requirement is 4 (4.13) spaces. The proposed development will provide 4 motorcycle spaces, meeting the parking provision requirement.

5.1.5 Service Vehicle Parking

The DCP does not require service vehicle parking for the boarding house component. However, for the retail component, as the GFA is less than 1,000m², a service vehicle bay for a small rigid vehicle (SRV) is required. As the retail component is very minor (50m² GFA). Provision of an SRV bay is considered onerous and not reflective of the size of the retail development. Therefore, no SRV bay is proposed on the site.

Refuse collection is proposed to be undertaken on Collins Street for Council collection. The proponent will be required to wheel the bins around to the Collins Street frontage prior to collection day and return them to the on-site waste store room following collection. The bins will be placed on the footpath for a short period of time which is unlikely to have any adverse impact to the pedestrian accessibility along the Collins Street footpath.

5.2 Driveway Location

As part of the proposal, the existing crossover is to be partially utilised for the driveway entry. The new driveway will be 5.8m in width, with additional splay at the vehicular crossover, and be located in a similar position to the existing driveway, presenting a distance of approximately 41m from the Princes Highway/Collins Street signalised intersection. This is done to maximise the distance to the signalised intersection to mitigate any potential issues with queuing. SIDRA modelling (see Section 4.3) indicates that the 95th percentile queue (29.6m) will not extend to the driveway, hence there is minimal risk for queuing for right-turning inbound vehicles.

5.3 Design Compliance

The following section presents an assessment of the proposed development with reference to the requirements of AS2890.

5.3.1 Car Parking Dimensions

The car parking to be allocated to the boarding house component will be provided as 3,200mm x 5,400mm spaces, exceeding the requirements of AS2890.1 which require 2,400mm x 5,400mm spaces for Class 1 (low turnover) parking.

One of the car parking spaces will be provided as an accessible bay, featuring an adjacent 2,400mm x 5,400mm shared bay with bollard, satisfying the requirements of AS2890.6.

5.3.2 Bicycle Parking Dimensions

The bicycle parking spaces are dimensioned 1,200mm x 500mm which is suitable for vertical racks and meet the requirements of AS2890.3. Likewise, the provided aisle width of 1,500mm satisfies the minimum requirements of AS2890.3.

5.3.3 Aisle

The aisle widths provided are 5,800mm, meeting the minimum aisle width requirement of 5,800mm in AS2890.1. A 1m blind aisle extension is provided beyond the end space to aid in manoeuvring into and out of the space.

5.3.4 Access

The access driveway will be 5,800mm in width, excluding the layback wings, thus meeting the minimum width requirement of 5.5m as established in AS2890.1.

No access control is proposed for the site. This is appropriate given the amount of on-street parking available within the vicinity of the site, the availability of car parking for nearby businesses, and distance from significant parking demand generators (e.g. Corrimal Station).

Pedestrian access to the site is also on Collins Street, separate to vehicular entry to ensure pedestrian safety. This is also where cyclists will enter, separating cyclists and vehicular traffic.

5.3.5 Height Clearance

The headroom to be provided exceeds 2,500mm, satisfying the minimum height clearance of 2,200mm over vehicular paths and 2,200mm for parking spaces (2,500mm for accessible parking spaces).

5.3.6 Circulation

The car park features a 5.8m two-way aisle for circulation. 90-degree parking is provided on both sides of this aisle. A 1m blind aisle is provided beyond the end space to enable vehicular turnaround.

5.3.7 Sight Splay

A 2.5m by 2.0m sight splay is provided on the eastern side of the driveway with no obstructions over 1.15m, ensuring visibility of pedestrians for existing vehicles.

6. Conclusion

This development proposes the construction of a boarding house comprising 30 units (16 studio “boarding house” units and 14 “infill affordable housing” 1-bedroom units) and 50m² GFA of retail use. To support the development, 9 parking spaces are proposed and meet the requirements of the *State Environmental Planning Policy (Affordable Rental Housing) 2009* (SEPP). The non-provision of retail car parking is justified by the retail component being very minor in size and ancillary to the development with the majority of trips expected to be “walk-in” trips not requiring a vehicle. One of the car spaces is designed as an accessible space, meeting the requirements of the Building Code of Australia. In addition, 4 motorcycle spaces and 11 bicycle spaces are proposed, meeting the minimum requirements of 4 motorcycle and exceeding the 9.15 bicycle spaces required under the SEPP and DCP. This additional provision is anticipated to encourage greater active travel and minimise the impact from the shortfall of retail parking.

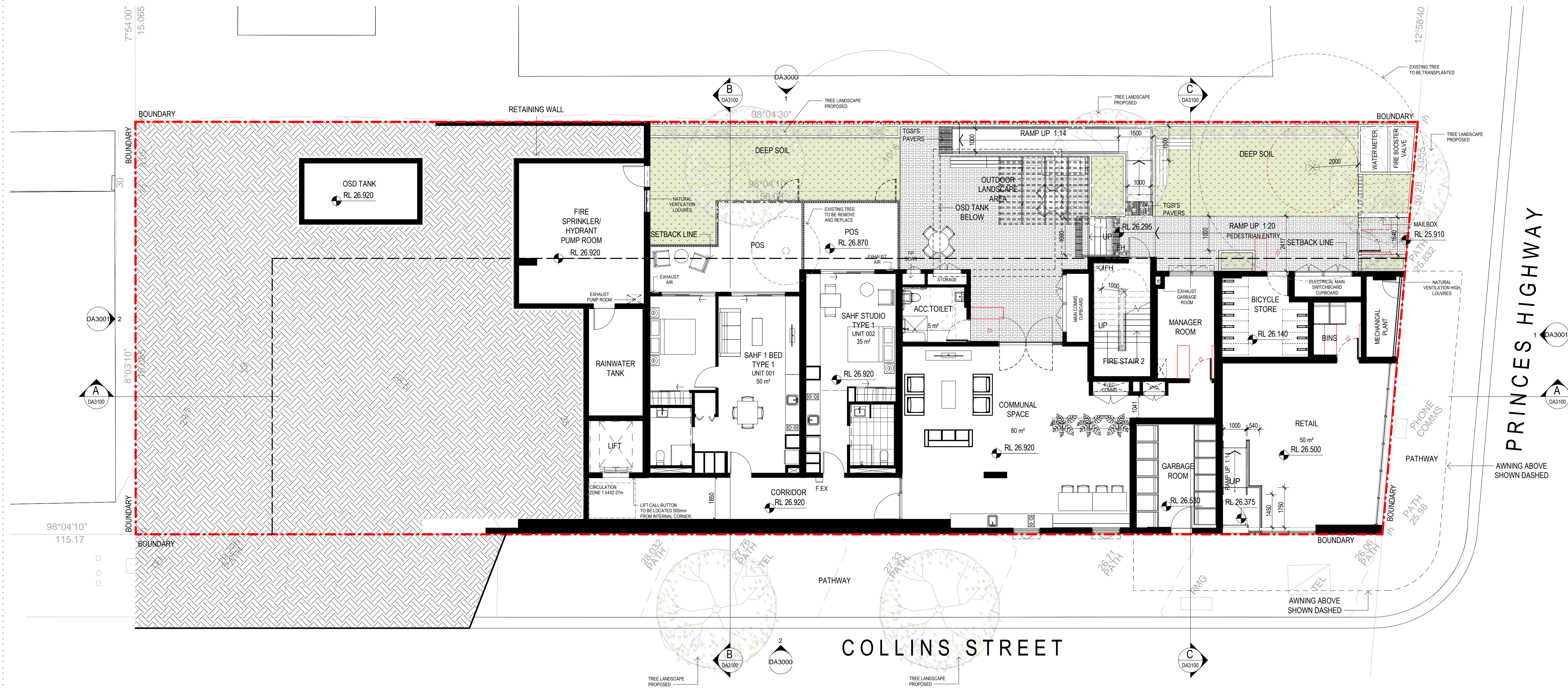
The SIDRA modelling of the closest two intersections, Princes Highway/Collins Street and Collins Street/Underwood Street indicates that the intersections are performing well. Princes Highway/Collins Street presents a Level of Service B for both the AM and PM peak hour periods and Collins Street/Underwood Street presents a Level of Service A for both the peak hour periods. As a conservative estimate, the development is expected to generate up to 6 additional vehicle trips during the AM and PM peak hours. Due to the low traffic generation, a post-development model is not warranted. SIDRA modelling also indicates that the 95th percentile queue along Collins Street (west approach) at the Princes Highway/Collins Street will not extend back to the proposed driveway location on Collins Street, hence there is minimal risk of queuing along Collins Street for right-turning inbound vehicles.

Refuse collection is proposed to be conducted by Council collection on-street along Collins Street. No dedicated service bay is proposed as the retail component (50m² GFA) is very minor and doesn’t warrant the provision of a dedicated SRV parking bay.

An assessment of the car park has been conducted to determine the suitability of the parking arrangement and compliance with AS2890.1, AS2890.3, and AS2890.6.

Based on the above, **ptc.** supports the proposed development in the context of parking and traffic.

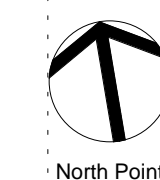
Attachment 1 Architectural Plans



1 LOWER GROUND FLOOR PLAN
1:100

NOTE : PROVIDE LEVEL THRESHOLDS
TROUGHTOUT TO COMPLY WITH SILVER LHA REQUIREMENTS.

Amendments		
Issue	Description	Date
A	ISSUE FOR COORDINATION	14-08-18
B	ISSUE FOR COORDINATION	03-09-18
C	ISSUE FOR COORDINATION	14-09-18
D	ISSUE FOR COORDINATION	20-09-18
E	ISSUE FOR COORDINATION	28-09-18
F	ISSUE FOR COORDINATION	05-10-18
G	ISSUE FOR COORDINATION	17-10-18
H	ISSUE FOR COORDINATION	26-10-18
	DEVELOPMENT APPLICATION	30-10-18



DA SUBMISSION

Services Engineers

INSYNC SERVICES
Suite 6.02, Level 6, 89 York Street
Sydney NSW 2000

Structural Engineer

NORTHROP
Level 11, 345 George Street
Sydney NSW 2000

Fire Engineer

OLSSON FIRE

Fire Engineer

PTC
Suite 102, 506 Miller Street
Cammeray NSW 2062

Traffic Engineer

BLACKETT MAGUIRE + GOLDSMITH
PO Box 167, Broadway

BCA/Access Consultant

ANGLICARE - CORRIMAL

GROUP GSA

Group GSA Pty Ltd ABN 76 002 113 779
Level 7, 80 William St East Sydney NSW
Australia 2011
www.groupgsa.com

T +612 9361 4144 F +612 9332 3458

architecture interior design urban design landscape
nom architect M. Sheldon 3990
Project Title

SOCIAL & AFFORDABLE HOUSING CORRIMAL

Drawing Title

LOWER GROUND FLOOR GA PLAN

Scale 1:100

Drawing Created (date) 10/08/18

Drawing Created (by) ER

Plotted and checked by LMC

Verified MB

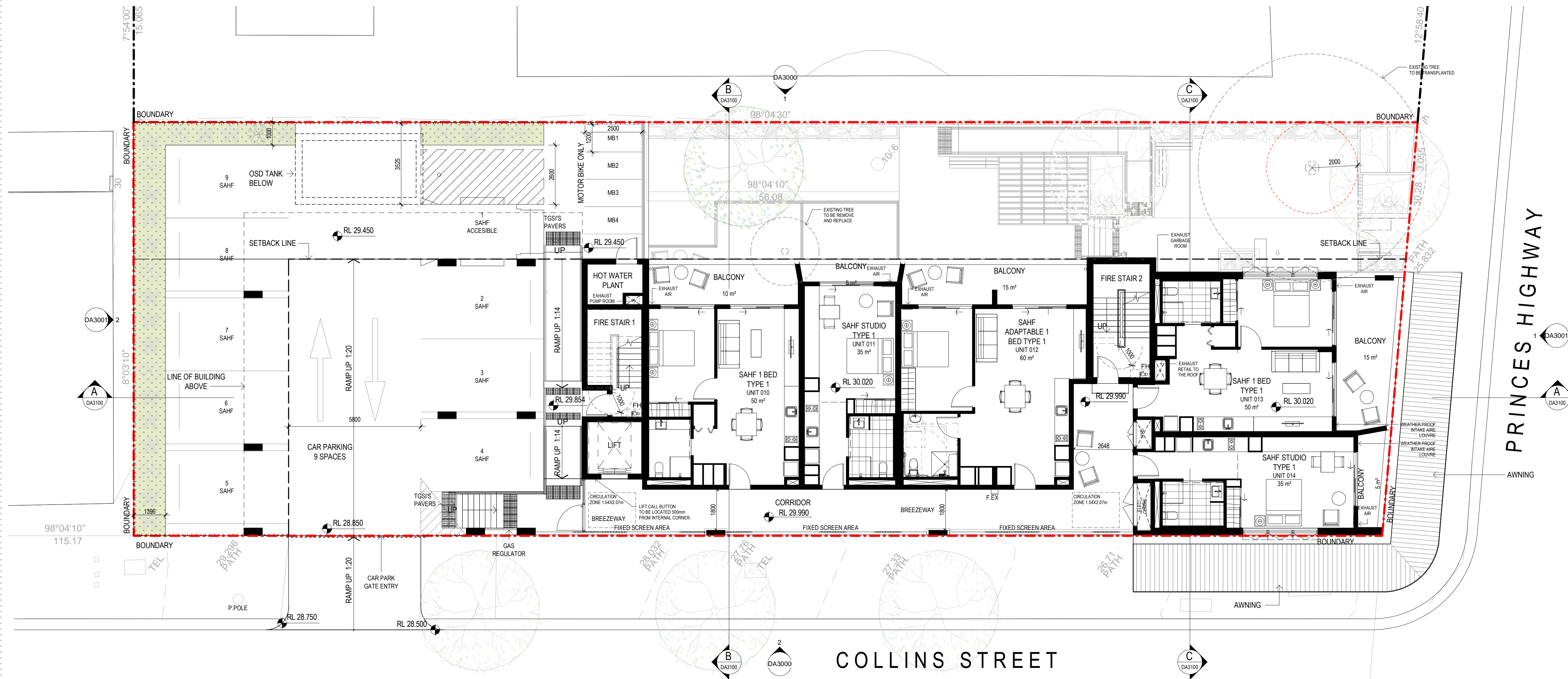
Approved LR

Project No Drawing No Issue

180350 DA2000 H

This drawing is the copyright of Group GSA Pty Ltd and may not be altered, reproduced or transmitted in any form or by any means in part or in whole without the written permission of Group GSA Pty Ltd. All levels and dimensions are to be checked and verified on site prior to the commencement of any work, making of shop drawings or fabrication of components.
Do not scale drawings. Use figured Dimensions.

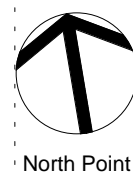
12/11/2016 4:58:33 PM



1 UPPER GROUND FLOOR PLAN
1:100

NOTE : PROVIDE LEVEL THRESHOLDS
TROUGHTOUT TO COMPLY WITH SILVER LHA REQUIREMENTS.

Amendments		
Issue	Description	Date
A	ISSUE FOR COORDINATION	14-08-18
B	ISSUE FOR COORDINATION	03-09-18
C	ISSUE FOR COORDINATION	14-09-18
D	ISSUE FOR COORDINATION	20-09-18
E	ISSUE FOR COORDINATION	28-09-18
F	ISSUE FOR COORDINATION	05-10-18
G	ISSUE FOR COORDINATION	17-10-18
H	ISSUE FOR COORDINATION	26-10-18
	DEVELOPMENT APPLICATION	30-10-18



North Point

DA SUBMISSION

Services Engineers

INSYNC SERVICES
Suite 6.02, Level 6, 89 York Street
Sydney NSW 2000

Structural Engineer

NORTHROP
Level 11, 345 George Street
Sydney NSW 2000

Fire Engineer

OLSSON FIRE

Fire Engineer

PTC
Suite 102, 506 Miller Street
Cammeray NSW 2062

Traffic Engineer

BLACKETT MAGUIRE + GOLDSMITH
PO Box 167, Broadway

BCA/Access Consultant

ANGLICARE - CORRIMAL

GROUP GSA

Group GSA Pty Ltd ABN 76 002 113 779
Level 7, 80 William St East Sydney NSW
Australia 2011
www.groupgsa.com

T +612 9361 4144 F +612 9332 3458

architecture interior design urban design landscape
nom architect M. Sheldon 3990
Project Title

SOCIAL & AFFORDABLE HOUSING CORRIMAL

Drawing Title

UPPER GROUND FLOOR GA PLAN

Scale 1:100

Drawing Created (date) 10/08/18

Drawing Created (by) ER

Plotted and checked by LMC

Verified MB

Approved LR

Project No Drawing No Issue

180350 DA2001 H

This drawing is the copyright of Group GSA Pty Ltd and may not be altered, reproduced or transmitted in any form or by any means in part or in whole without the written permission of Group GSA Pty Ltd. All levels and dimensions are to be checked and verified on site prior to the commencement of any work, making of shop drawings or fabrication of components.
Do not scale drawings. Use figured Dimensions.

12/11/2018 4:01:20 PM

07th May 2019

Anglicare,
Level 2 Century Corporate Centre,
62 Norwest Boulevard,
Baulkham Hills NSW 2153

Attention: Daniel Jukic

Re: 145-149 Princess Highway, Corrimal, NSW

SEPP 65 STATEMENT OF COMPLIANCE

Dear Sir,

I, **Lisa-Maree Carrigan**, Director of Group GSA Pty Ltd, am an appropriately qualified person and confirm that the residential flat development,

- a. Generally complies with the Apartment Design Guide and
- b. Meets our interpretation of the objectives and intent of the design quality principles set out in Part 2 (Clauses 7-18) of State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development.

Yours faithfully,


Lisa-Maree Carrigan

Registration No. 7568

Director Group GSA

SEPP 65 & ADG

Table 1 – Principles of SEPP 65

Principle	Response
Principle 1: Context and neighbourhood character	<p>The proposed development is situated at 145-149 Princes Highway Corrimal comprising Lot 1 DP 908064 and Lot 1 DP 4167. Princes Highway is lined with shops on either side with Shop-top housing prevalent in the area. Pedestrian access to the site is via Princes Highway and Collins Street while vehicular access is from Collins Street. To the north of the site is No 139-141 Princes Highway, an existing theatre building and churches. To the South of the site is No 151-153 Princes Highway, a single storey retail building with proposed shop-top housing comprising 11 residential units, commercial development and associated parking and DA approved on 05.03.2019. To the East of the site opposite Princes Highway is a service station. To the West of the site is an existing health services building with on-grade carparking adjacent the boundary to the site. The site is well connected to public transport with bus stops in both directions at the doorsteps and Corrimal station 940 m to the South.</p>
Principle 2: Built form and scale	<p>The proposed development is similar in scale to surrounding future development including No 151-153 Princes Highway, a 4 - storey shop top housing development approved for Development Application. The scale and form of the proposed building is minimized through the use of setbacks, openings, a complementary but diverse material palette and building articulation. The proposed development does not overshadow adjoining residential dwelling maintaining 3 hours solar access to private open spaces and habitable areas of all residential neighbours including the proposed development to the South during the winter solstice.</p> <p>The site has a height limit of 15m. Two units have been removed from the upper level facing Princes Highway. This results in a complying height plane along the Primary Street Frontage. The portion of building which breaches the 15m height plane is minimal and due to the steep topography of the site. The non-compliance with the height plane is balanced by the portion of the building which is well below the height plane. It is also set-back a minimum of 9.9m from the main street frontage minimizing visual impact.</p> <p>The adjoining R2 zone comprises a 9m height limit, with topography rising rapidly and the height plane quickly exceeding the proposed building RL's.</p>
Principle 3: Density	<p>The proposal is located in a B2 zone 'Local Centres'. The objective of this zone is to provide a range of retail, business entertainment and community use, to encourage employment, maximize use of public transport and facilitate and support investment, economic growth and development. The development meets the objective of the zoning by providing a mix of retail, communal and residential use while activating the street frontage. The maximum floor space ratio for the site is 1.5:1 with a 0.5:1 Affordable housing Bonus FSR giving a total FSR of 2:1. Proposed is an FSR of 1.6:1 which is substantially lower than the allowable FSR. The FSR has been further reduced by the removal of the two units from the upper level.</p> <p>The footprint of the development is reduced through the introduction of increased setback in line with ADG to the North and the West with internal courtyard to the north which assists in maximizing solar access and cross ventilation to the apartments while providing secure communal open space for resident use. Where minor non-compliances occur, screen devices have been employed to meet the objective of the SEPP.</p>

Principle	Response
Principle 4: Sustainability	<p>The proposal meets or exceeds the targets set out in SEPP building and sustainability index (BASIX). Services are located to the South allowing a maximum number of apartments to face North in order to maximize solar access to principle living areas and private open spaces. Cross ventilation within the apartments is maximized by way of corner apartments and clerestory windows. Solar panels are proposed to the rooftop and a 5000L rainwater tank in the Lower Ground Floor collects water from the roof for irrigation of landscape areas. OSD tanks are positioned on the Lower and Upper Ground floor with stormwater filtration to council DCP requirements.</p>
Principle 5: Landscape	<p>The landscape concept for the proposed residential development is based on the surrounding context, response to the proposed architectural, urban and civil layout, and the desired outcomes of Corrimall Town Centre Plan 2015-2025 The design intent is to contribute positively to the image, identity by providing a contemporary, sensitive and appropriate landscape environment.</p> <p>The key landscape elements comprise:</p> <p>High quality recreation spaces including spaces for respite, exercise, dining. Provide leafy streets and green spaces. A contemporary textually appropriate softscape planting palette including a variety of native plant species. Creating a safe and accessible space, characterised by open sight lines.</p> <p>The removal of the two units from the upper level has allowed additional Communal Open Space with fixed seating, BBQ and picnic style table, productive garden and free exercise space increasing amenity for resident. The Communal Open Space on Level 3 receives plenty of solar access and provides additional passive surveillance to the street as well as building entries.</p>
Principle 6: Amenity	<p>Apartment amenity is provided through appropriate room dimensions and layouts, access to sunlight and natural ventilation, visual and acoustic privacy, storage, as well as indoor and outdoor space to all apartments.</p> <p>The development seeks to maximise solar access and views. North facing apartments have been maximised with 75% of the units enjoy a minimum 2 hour solar access to living areas and balconies. Apartments to the North and west enjoy district views towards the escarpment while East facing apartments provide passive surveillance to the street.</p> <p>Cross ventilation is achieved through the use of corner apartments, clerestory windows and window to breezeway with 61% of the units enjoy cross flow ventilation.</p> <p>All apartments have access to private open space in the form of balconies or gardens, as well as a Communal Open Space at ground level and Level 3. A large indoor Communal Space with indoor/ outdoor flow provides opportunity for residents to interact, increasing resident amenity. Both the indoor and outdoor communal areas are well programmed providing for a range of Living, Dining and recreational activities. The addition of the Level 3 Communal Outdoor Space brings additional amenity to the development with fixed seating, BBQ and picnic style table, productive garden and free exercise space.</p> <p>Higher solid balustrades will be positioned to maintain privacy to apartments that are situated on the first floor or adjacent to common areas, or where balconies are adjacent to each other.</p> <p>Each apartment has storage equal or in excess to the ADG requirements, with 100% of storage requirements being provided in the apartments. Equitable access is provided to communal spaces and adaptable apartments have been provided</p>

Principle	Response
	throughout. 100% of apartments are designed to meet Silver Liveable Housing Australia Standards.
Principle 7: Safety	<p>Safety and security are promoted internally and for the public domain with plenty of opportunity for passive surveillance and clear delineation between public and private space. The Retail space is located on the corner of Princes Highway and Collins Street to maximise activity along the frontages. The entry will be clearly visible and identifiable from the street with level access on Collins Street to allow retail level to be positioned above the flood freeboard and to allow equitable access without ramp. The entry to the carpark is located towards the Western boundary as far away from the intersection as possible to minimize conflict with traffic. A new proposed Residential Building Entry on Collins Street with awning extension provides clear and safe access to resident and visitors.</p> <p>Communal spaces are provided on Lower Ground Level and Level 3. Access is via the new proposed building entry and through the lift. Secure parking is provided, with access through stair or ramp and secure doors to the lifts.</p> <p>Casual passive surveillance of public and communal spaces is aided by apartments that overlook the street and Communal Open space as well as the South Facing Breezeway corridor along Collins Street.</p>
Principle 8: Housing diversity and social interaction	<p>A range of Social & Affordable Housing apartment sizes and types are provided to suit the needs of the future community and cater for a wide cross section of potential residents. The proposal will provide well-designed housing stock in an area where there is a strong demand for this type of development.</p> <p>A range of Studio and 1 bed apartments are proposed. 10% of the total apartments are adaptable. 100% of apartments are designed to meet Silver Liveable Housing Australia Standards.</p>
Principle 9: Aesthetics	<p>The proposed intent lies in creating a high-quality building that blends in with its surroundings but provides a positive contribution to the locality.</p> <p>Apartments balconies are rotated to address the Princes Highway helping create an active street frontage.</p> <p>The South facing circulation corridor forms a naturally ventilated breezeway on upper levels with open balustrades. Privacy screens along the breezeway are strategically placed to provide greater privacy to resident doors. The movement of people and privacy screens helps create an articulated and animated façade to the Collins street interface while providing passive surveillance to the street. Expressed column accentuate the verticality of the façade.</p> <p>Anglicare, being long term property holders, have a vested interest in the whole lifecycle of the building. As a result, the material selection is considerate of the total lifecycle and longevity of products. At ground level, recognizing the strong interface with the public along Princes Highway and Collins Street glazed tiles have been selected for their robustness and to deter graffiti. Pre-finished panels are proposed for upper level cladding. All first-floor balustrades are solid to provide privacy and amenity for residents. The colour selection is strong but elegant with a mix of light and dark colours, avoiding strong colours which may date.</p>

Table 2 –Provisions of ADG

Objective	Design Guidance / Criteria	Compliance / Comment
PART 3: Siting the Development		
3A Site Analysis		
Objective 3A-1 Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context		✓
3B Orientation		
Objective 3B-1 Building types and layouts respond to the streetscape and site while optimising solar access within the development	<ul style="list-style-type: none"> Buildings along the street frontage define the street, by facing it and incorporating direct access from the street. Where the street frontage is to the east or west, rear buildings should be orientated to the north. Where the street frontage is to the north or south, overshadowing to the south should be minimised and buildings behind the street frontage should be orientated to the east and west. 	✓ ✓ ✓
Objective 3B-2 Overshadowing of neighbouring properties is minimised during mid winter	<ul style="list-style-type: none"> Living areas, private open space and communal open space should receive solar access. 	✓

	<ul style="list-style-type: none"> Solar access to living rooms, balconies and private open spaces of neighbours should be considered. Where an adjoining property does not currently receive the required hours of solar access, the proposed building ensures solar access to neighbouring properties is not reduced by more than 20%. Overshadowing should be minimised to the south or down hill by increased upper level setbacks. 	✓ N/A N/A
3C Public Domain Interface		
Objective 3C-1 Transition between private and public domain is achieved without compromising safety and security	<ul style="list-style-type: none"> Direct access to ground floor dwellings with changes in level to allow for privacy. Upper level balconies and windows should overlook the public domain. Front fences and walls along street frontages should use visually permeable materials and treatments. Length of solid walls should be limited along street frontages. 	✓ ✓ ✓ ✓

	<ul style="list-style-type: none"> • Opportunities should be provided for casual interaction between residents and the public domain. • In developments with multiple buildings and/or entries, pedestrian entries and spaces associated with individual buildings/entries should be differentiated. • Opportunities for people to be concealed should be minimised. 	✓ ✓ ✓
Objective 3C-2 Amenity of the public domain is retained and enhanced	<ul style="list-style-type: none"> • Planting softens the edges of any raised terraces. • Mail boxes should be located in lobbies. • The visual prominence of underground car park vents should be minimised. • Substations, pump rooms, garbage storage areas and other service requirements should be located in basement car parks or out of view. • Ramping for accessibility should be minimised by building entry location and setting ground floor levels in relation to footpath levels. 	✓ Planting is positioned on the terrace and away from the edge to deter climbability. ✓ Mailboxes are adjacent the lobby facing the street ✓ No underground carpark is proposed ✓ ✓

	<ul style="list-style-type: none"> Durable, graffiti resistant and easily cleanable materials should be used. On sloping sites protrusion of car parking above ground level should be minimised. 	✓ ✓
3D Communal and Public Open Space		
Objective 3D-1 An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping	<p>Design Criteria</p> <ul style="list-style-type: none"> Communal open space has a minimum area equal to 25% of the site. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter). <p>Design Guidance</p> <ul style="list-style-type: none"> Communal open space should be consolidated into a well-designed, easily identified and usable area. Communal open space should have a minimum dimension of 3m. 	<p>✓ 290m² or 28.8% of site area is provided as Communal Open Space is provided. Communal Open Space now complies with the ADG control.</p> <p>✓</p> <p>✓</p> <p>✓</p>

	<ul style="list-style-type: none"> Communal open space should be co-located with deep soil areas. 	✓
Objective 3D-2 Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting		✓
Objective 3D-3 Communal open space is designed to maximise safety		✓
Objective 3D-4 Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood		✓
3E Deep Soil Zones		
Objective 3E-1 Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality	Deep soil zones are to have minimum width of 6m and minimum of 7% of site area	✓ An area of 88m ² is provided with minimum depth of 3m equating to 8.7% of site area
3F Visual Privacy		
Objective 3F-1 Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy	Design Criteria Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from	All Apartments up to 4 stories comply with the 6m setback control A minor non-compliance is proposed on the 5 th Storey with North facing Boarding Rooms provided with a 7.07m setback from boundary to balcony line (8.07 m to glass line). This is seen as reasonable because:

<p>Note: Separation distances between buildings on the same site should combine required building separations depending on the type of room</p>	<p>habitable rooms and balconies to the side and rear boundaries are as follows:</p> <ul style="list-style-type: none">• Up to 12m/4 storeys: 6m• Up to 25m/5-8 storeys: 9m• Over 25m (9+storeys): 12m <p>Separation distances between buildings on the same site should combine required building separations depending on the type of room (see Figure 3F.2 in the ADG)</p>	<ul style="list-style-type: none">• The upper floor Boarding Rooms are subject to the assessment under SEPP (Affordable Rental Housing) Division 3 Boarding Houses which does not require compliance with the ADG• Notwithstanding the objectives of the ADG have been met by:<ul style="list-style-type: none">○ Increased setback on the upper level when comparing to the lower levels and original DA.○ The non-trafficable extended slab edge beyond the balcony line provides additional visual privacy, minimizing overlooking into the adjoining property.○ Additional fixed privacy screens to provide visual privacy○ To meet solar access requirements any development to the north of the site would have to be oriented with habitable spaces facing north and away from the proposed site creating a blank or non-habitable interface to the adjoining boundary line.
<p>Objective 3F-2 Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space</p>	<p>✓</p>	
<p>3G Pedestrian Access and Entries</p>		

Objective 3G-1 Building entries and pedestrian access connects to and addresses the public domain		✓
Objective 3G-2 Access, entries and pathways are accessible and easy to identify		✓
Objective 3G-3 Large sites provide pedestrian links for access to streets and connection to destinations		✓
3H Vehicle Access		
Objective 3H-1 Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes		✓
3J Bicycle and Car Parking		
Objective 3J-1 Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas		✓
Objective 3J-2 Parking and facilities are provided for other modes of transport		✓
Objective 3J-3 Car park design and access is safe and secure		✓
Objective 3J-4 Visual and environmental impacts of underground car parking are minimised		N/A
Objective 3J-5 Visual and environmental impacts of on-grade car parking are minimised		✓

Objective 3J-6 Visual and environmental impacts of above ground enclosed car parking are minimised		✓
Part 4 – Designing the Building		
4A Solar and Daylight Access		
Objective 4A-1 To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space	Design Criteria Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter.	✓ 75% of units receive direct solar access
	A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter.	✓ 0 unit receive no direct solar access
Objective 4A-2 Daylight access is maximised where sunlight is limited.		✓
Objective 4A-3 Design incorporates shading and glare control, particularly for warmer months.		✓
4B Natural Ventilation		
Objective 4B-1 All habitable rooms are naturally ventilated		✓
Objective 4B-2 The layout and design of single aspect apartments maximises natural ventilation		✓

Objective 4B-3 The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents	<p>At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building.</p> <p>Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed</p>	✓ 61% of units are naturally ventilated
4C Ceiling Heights		
Objective 4C-1 Ceiling height achieves sufficient natural ventilation and daylight access	<p>Measured from finished floor level to finished ceiling level, minimum ceiling heights are:</p> <ul style="list-style-type: none"> Habitable: 2.7m Non habitable: 2.4m Ground/First Floors: 3.3m 	✓ Ceiling heights will comply with habitable and non-habitable requirements. 2.4 high bulkhead positioned above the kitchen joinery and bedroom bedhead are proposed for kitchen, bathroom and laundry exhaust ducting. These bulkheads are to be minimized and suitable for the width of the ductwork.
Objective 4C-3 Ceiling heights contribute to the flexibility of building use over the life of the building		✓
4D Apartment Size and Layout		
Objective 4D-1 The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity	<p>Apartments are required to have the following minimum internal areas:</p> <ul style="list-style-type: none"> Studio: 35sqm 	✓

	<ul style="list-style-type: none"> • 1 bed: 50sqm • 2 bed: 70sqm • 3 bed: 90sqm <p>The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5sqm each.</p> <p>A fourth bedroom and further additional bedrooms increase the minimum internal area by 12sqm each.</p>	
Objective 4D-2 Environmental performance of the apartment is maximised	Habitable room depths are limited to a maximum of 2.5 x the ceiling height	✓
	In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window	✓
Objective 4D-3 Apartment layouts are designed to accommodate a variety of household activities and needs	Master bedrooms have a minimum area of 10sqm and other bedrooms 9sqm (excluding wardrobe space)	✓
	Bedrooms have a minimum dimension of 3m (excluding wardrobe space).	✓
	Living rooms or combined living/dining rooms have a minimum width of:	✓

	<ul style="list-style-type: none"> • 3.6m for studio and 1 bedroom apartments • 4m for 2 and 3 bedroom apartments 	
4E Private Open Space and Balconies		
Objective 4E-1 Apartments provide appropriately sized private open space and balconies to enhance residential amenity	<p>All apartments are required to have primary balconies as follows:</p> <p>Minimum area:</p> <ul style="list-style-type: none"> • Studio: 4sqm • 1 bed: 8sqm • 2 bed: 10sqm • 3 bed: 12sqm <p>Minimum depth:</p> <ul style="list-style-type: none"> • Studio: - • 1 bed: 2m • 2 bed: 2m • 3 bed: 2.4m <p>The minimum balcony depth to be counted as contributing to the balcony area is 1m</p>	<p>✓</p> <p>✓</p>

	For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15sqm and a minimum depth of 3m.	
Objective 4E-2 Primary private open space and balconies are appropriately located to enhance liveability for residents.		✓
Objective 4E-3 Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building.		✓
Objective 4E-4 Private open space and balcony design maximises safety.		✓
4F Common Circulation and Spaces		
Objective 4F-1 Common circulation spaces achieve good amenity and properly service the number of apartments	<p>The maximum number of apartments off a circulation core on a single level is eight.</p> <p>For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40.</p>	✓
Objective 4F-2 Common circulation spaces promote safety and provide for social interaction between residents		✓
4G Storage		

Objective 4G-1 Adequate, well designed storage is provided in each apartment	Design Criteria In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided: <ul style="list-style-type: none">• Studio: 4m3• 1 bed: 6m3• 2 bed: 8m3• 3 bed: 10m3 At least 50% of the required storage is to be located within the apartment.	✓
Objective 4G-2 Additional storage is conveniently located, accessible and nominated for individual apartments.		✓
4H Acoustic Privacy		
Objective 4H-1 Noise transfer is minimised through the siting of buildings and building layout.		✓
Objective 4H-2 Noise impacts are mitigated within apartments through layout and acoustic treatments.		✓
4J Noise and Pollution		

Objective 4J-1 In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful siting and layout of buildings.	✓
Objective 4J-2 Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission.	✓
4K Apartment Mix	
Objective 4K-1 A range of apartment types and sizes is provided to cater for different household types now and into the future.	✓
Objective 4K-2 The apartment mix is distributed to suitable locations within the building	✓
4L Ground Floor Apartments	
Objective 4L-1 Street frontage activity is maximised where ground floor apartments are located	✓
Objective 4L-2 Design of ground floor apartments delivers amenity and safety for residents	✓
4M Facades	
Objective 4M-1 Building facades provide visual interest along the street while respecting the character of the local area	✓
Objective 4M-2 Building functions are expressed by the facade	✓
4N Roof Design	

Objective 4N-1 Roof treatments are integrated into the building design and positively respond to the street	✓
Objective 4N-2 Opportunities to use roof space for residential accommodation and open space are maximised	✓ Additional Communal Open Space on Level 3 has made a positive contribution to maximize resident amenity.
Objective 4N-3 Roof design incorporates sustainability features	✓ The roof is oriented to the North and incorporates PV Cells.
4O Landscape Design	
Objective 4O-1 Landscape design is viable and sustainable	✓
Objective 4O-2 Landscape design contributes to the streetscape and amenity	✓
4P Planting on Structures	
Objective 4P-1 Appropriate soil profiles are provided	✓
Objective 4P-2 Plant growth is optimised with appropriate selection and maintenance	✓
Objective 4P-3 Planting on structures contributes to the quality and amenity of communal and public open spaces	✓
4Q Universal Design	
Objective 4Q-1 Universal design features are included in apartment design to promote flexible housing for all community members	✓ 100% of units are compliance with Silver Level LHA requirements.
Objective 4Q-2 A variety of apartments with adaptable designs are provided	✓
Objective 4Q-3 Apartment layouts are flexible and accommodate a range of lifestyle needs	✓

4T Awnings and Signage	
Objective 4T-1 Awnings are well located and complement and integrate with the building design	✓
Objective 4T-2 Signage responds to the context and desired streetscape character	✓
4U Energy Efficiency	
Objective 4U-1 Development incorporates passive environmental design	✓
Objective 4U-2 Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer	✓
Objective 4U-3 Adequate natural ventilation minimises the need for mechanical ventilation	✓
4V Water Management and Conservation	
Objective 4V-1 Potable water use is minimised	✓ A 5000L rainwater tank has been provided on Lower Ground Floor.
Objective 4V-2 Urban stormwater is treated on site before being discharged to receiving waters	✓ OSD tanks with filtration have been provided to meet council requirements.
Objective 4V-3 Flood management systems are integrated into site design	✓ All proposed floor levels are above freeboard for the 1 in 100-year floor level.
4W Waste Management	

Objective 4W-1 Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents	✓ Waste facility is accessed via an airlock from the corridor providing internal access for resident and minimizing impact from streetscape.
Objective 4W-2 Domestic waste is minimised by providing safe and convenient source separation and recycling	✓ General and recycle bins have been provided.
4X Building Maintenance	
Objective 4X-1 Building design detail provides protection from weathering	✓
Objective 4X-2 Systems and access enable ease of maintenance	✓
Objective 4X-3 Material selection reduces ongoing maintenance costs	✓

16 April 2019

By Email: Daniel.Jukic@Anglicare.org.au

Attention: Daniel Jukic

Daniel Jukic
Assistant Development Manager
Anglicare
Level 2 Century Corporate Centre
62 Norwest Boulevard
Baulkham Hills NSW 2153

Norton Rose Fulbright Australia
ABN 32 720 868 049
Level 18, Grosvenor Place
225 George Street
SYDNEY NSW 2000
AUSTRALIA

Tel +61 2 9330 8000
Fax +61 2 9330 8111
GPO Box 3872, Sydney NSW 2001
DX 368 Sydney
nortonrosefulbright.com

Direct line
+61 2 9330 8621

Email
bianca.fernandes@nortonrosefulbright.com

Your reference:	Our reference:
DA-2018/1517	4006911

Dear Daniel

**DA 2018/1517: Development Application for Five Storey Affordable Rental Housing (Development)
Property: 145-149 Princes Highway, Corrimal**

1 Summary and background

- 1.1 We refer to your emails to us dated 26 March 2019 and 4 April 2019 in relation to DA 2018/1517 (**DA**) which has been lodged by Anglican Community Services (**Anglicare**) for the proposed Development.
- 1.2 We understand that Wollongong Shire Council (**Council**) and the Southern Regional Planning Panel (**SRPP**) (as consent authority) have advised that an on-site manager's residence is required for the Development because, it is their view, that each unit within the boarding house has the capacity to accommodate more than a single person.
- 1.3 You have asked us whether an on-site manager's residence is required as part of the Development under the relevant planning controls. On the basis of our review of the relevant planning controls and case law below, it is our view that an on-site manager's dwelling is not required.
- 1.4 Please note that our advice is based on a review of the *State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP ARH)* and Wollongong Development Control Plan, Chapter C3: Boarding Houses (**Wollongong DCP**).

2 Proposed Development

- 2.1 The Statement of Environmental Effects (**SEE**) prepared by Urbis (dated 23 November 2018) that was lodged as part of the DA describes the Development as follows:

- (1) clearing of one existing tree on-site, together with earthworks to facilitate a new building;
- (2) construction of a five-storey residential flat building, including:
 - (a) 50 sqm retail tenancy fronting Princes Highway; and
 - (b) 30 social and affordable housing units, comprising both 'in-fill affordable housing' and 'boarding house' accommodation;

APAC-#84581309-v1

- (3) car, motorcycle and bicycle parking associated with the residential units; and
 - (4) communal areas, both internal and external, for the tenants – including landscaping.
- 2.2 Importantly, the SEE provides that the residential accommodation component of the Development will consist of 30 social and affordable housing units, comprising:
- (1) studio apartments (boarding house) – 16 units; and
 - (2) 1-bedroom apartments (in-fill affordable housing) – 14 units.
- 2.3 In addition, the Management Plan that was lodged as part of the DA expressly provides that each studio apartment will accommodate one lodger only.

3 State Environmental Planning Policy (Affordable Rental Housing) 2009

- 3.1 SEPP ARH applies to the Development, and specifies the planning controls that are applicable to the Development. Of particular relevance:
- (1) Part 2, Division 1 applies to the 'in-fill affordable housing' component of the Development; and
 - (2) Part 2, Division 3 (including clause 30) applies to the 'boarding house' component of the Development.
- 3.2 Clause 30 of SEPP ARH applies to the 'boarding house' component of the Development. Clause 30 provides that:
- (1) *A consent authority must not consent to development to which this Division applies unless it is satisfied of each of the following:*

.....

 - (e) *if the boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on site dwelling will be provided for a boarding house manager,*

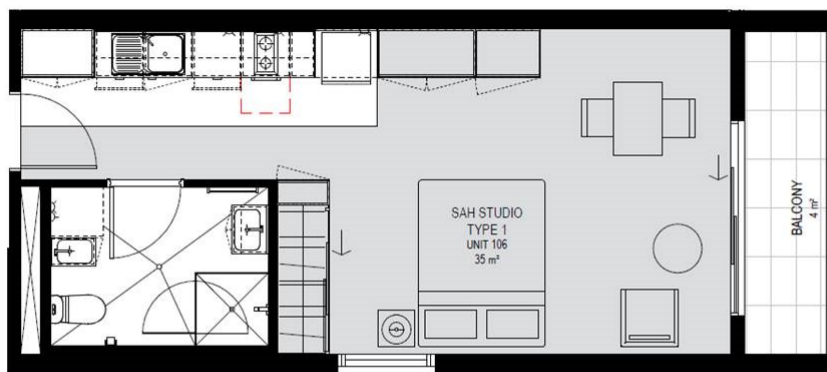
.....
- 3.3 We understand that Council and the SRPP are of the view that clause 30(1)(e) of SEPP ARH is triggered because they have taken the view that each boarding room could accommodate more than one lodger and therefore, as a whole, the boarding house has the capacity to accommodate 20 or more lodgers.
- 3.4 Council and SRPP have not expressly stated why they have taken this view.
- 3.5 In terms of the planning controls, the only relevant provision that potentially assists Council and the SRPP's position is clause 29(2)(f) of SEPP ARH. That clause provides that a consent authority *must not refuse consent* where:

(f) **accommodation size**

if each boarding room has a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of at least:

- (i) *12 square metres in the case of a boarding room intended to be used by a single lodger, or*
- (ii) *16 square metres in any other case.*

- 3.6 This clause is a minimum development standard, setting a threshold above which a consent authority must not refuse consent on the basis of that standard alone. It does not, however, legally set the standard for the size of boarding rooms which will automatically accommodate more than one lodger.
- 3.7 As part of the DA, Anglicare's development comprises 16 studio apartments which are expressly stated as being designed to accommodate one lodger only. Although the studio apartments are 35 square metres in size, the gross floor area "excluding... private kitchen or bathroom facilities" of each unit is 22.92 square metres (see room layout below). On this basis, it meets the development standard under clause 29(2)(f), thereby preventing the consent authority refusing consent on this basis alone.



1 ROOM LAYOUT - STUDIO TYPE 1
 1:50 TOTAL AREA - 35.00 sqm
 LIVING AREA - 22.92 sqm

- 3.8 Conversely, the SEPP ARH does not stipulate or place a limit on the maximum floor space that can be allocated to a single lodger.
- 3.9 In *Chehade v Bankstown City Council* [2012] NSWLEC 1122, the Council's town planner contended that despite the provisions contained within the plan of management (**POM**), the boarding house had the 'capacity' to accommodate 20 or more lodgers because all of the rooms were of a similar size. In this case, the applicant's town planner said that the POM limited the number of lodgers to 19, along with the agreed conditions of consent, and because of this the requirements for an on-site manager, associated parking and open space were not triggered. The Court was satisfied with the POM and agreed conditions of consent such that consent could be granted.
- 3.10 Similarly, in *Prilis v Inner West Council* [2018] NSWLEC 1227, Council submitted that a condition limiting occupants was arbitrary without determining whether such limit was appropriate based on the size of each room. Council relied on:
- cl 29(2)(f) of the SEPP ARH, which has the effect of preventing the Council from refusing a development application based on room size if the room sizes are at least 12m² for a single occupant and at least 16m² for two occupants. Given that some of the rooms that are greater than 16m² are proposed to be limited to single occupancy by condition 4, the Council says that this condition does not have a proper planning purpose.*
- 3.11 In *Prilis*, the applicant submitted that cl 29(2)(f) established 'do not refuse' criteria based on room size, but does not set a requirement for all single rooms to be less than 16 square metres. The Court agreed and held that:

16 April 2019

 **NORTON ROSE FULBRIGHT**

- (1) a condition limiting the occupants to the number sought has a proper planning purpose and falls within the scope of s 4.17 of the EP&A Act by limiting the intensity of the use to that which is sought; and
 - (2) the way that this limit on occupancy is apportioned between the rooms need not undergo special scrutiny, other than to ensure that the standards in cl 30 of the SEPP ARH are complied with for each room, together with any other applicable standards or matters arising under s 4.15(1) of the EP&A Act.
- 3.12 Anglicare has clearly described the Development for which consent is sought as comprising 16 self-contained units in the boarding house component of the Development, which will house a maximum of 16 lodgers. In addition, Anglicare's Management Plan states that each studio apartment will house one lodger only. If Anglicare were to permit the occupation of each unit by more than one person and/or if more than one person did actually occupy one of the units, this would be in breach of the consent granted to the development application.
- 3.13 To provide Council and the SRPP with comfort, the SRPP has the ability to impose a condition of development consent limiting the number of lodgers of the boarding house component of the Development to only one lodger per boarding room.

4 Wollongong DCP

- 4.1 We have also reviewed 'Chapter C3: Boarding Houses' of Wollongong DCP.
- 4.2 Clause 4.1.3(16) of Chapter 3 makes provision for private open space requirements in relation to a manager's on-site dwelling. However, there is no requirement in the Wollongong DCP to provide for an on-site dwelling for a boarding house development.

Please let us know if you have any other questions regarding this issue.

Yours sincerely



Noni Shannon
Partner
Norton Rose Fulbright Australia



OPERATIONAL PLAN OF MANAGEMENT

ANGLICARE HOUSING

CORRIMAL

Revision	Revision
Preliminary Draft	0
Development Application	1
Development Application - Update	2
Development Application - Update 13/05/2019	3

Contents

1	Executive Summary.....	3
2	Resident Cohort and Selection.....	3
2.1	Target Resident Cohort.....	3
2.2	Sourcing and Selection of Residents.....	3
3	Off-site Management.....	4
4	Tenancy / Resident Management.....	4
4.1	Selection of Suitable Residents.....	4
4.2	Residential Tenancy Agreements.....	4
4.3	Ongoing Tenancy Management.....	4
4.4	Managing Exiting Residents.....	4
4.5	Access to Tenancy Manager.....	5
5	Tenancy / Resident Support.....	5
5.1	Access to Support Coordinator.....	5
6	Building Management.....	5
6.1	House Rules.....	5
6.2	Day to Day Maintenance.....	6
6.3	Emergency Maintenance.....	6
6.4	Cyclical and Planned Maintenance.....	6
6.5	Fire Safety.....	6
6.6	Car Park Access.....	6
6.7	Open Air Communal Areas.....	7
	Annexure A.....	8

1 Executive Summary

The following document contains Anglicare's Operational Plan of Management (**OPM**) for the property at Corrimal. The purpose is to document Anglicare's approach to ensuring a smooth operation for the residents and also our plans to minimise the impact on nearby owners and residents.

This property is owned by Anglicare, and Anglicare intends to maintain ownership of this site for the foreseeable future, so that we can assist our targeted resident cohort to realise their goals and live comfortably in the community.

The plan covers the following elements;

- Resident Cohort and Selection
- Tenancy/Resident Management
- Tenancy/Resident Support
- Building Management

2 Resident Cohort and Selection

The purpose of the above property is to provide Anglicare's clients with long term affordable accommodation.

2.1 Target Resident Cohort

The proposed resident cohort is as follows;

- Senior Women (aged over 55) or ATSI Women (aged over 45) who are in need of long term secure affordable housing.
 - It is envisaged that the majority of the residents will be aged 65 plus.

2.2 Sourcing and Selection of Residents

Residents will be sourced according to one of two pathways.

- The first pathway will be to identify and select suitable applicants from the NSW Housing Pathways system.
- The second pathway will be identify and select suitable applicants according to Anglicare's Affordable Housing Allocation Plan.

3 Off-site Management

This site will have a nominated off-site manager. The nominated off-site manager will be the primary point of contact for residents (and non-residents – e.g. neighbours).

The off-site manager will spend a significant amount of time at the site, however they will not necessarily be exclusively at the site.

The off-site manager's contact details will be displayed on site at the property.

The off-site manager will be responsible for coordinating the appropriate resources to respond to any issues or problems. E.g. For maintenance issues, they will initiate the process to deal with the identified issue.

Anglicare can confirm that each of the 16 boarding house rooms will accommodate one lodger only, meaning the requirements for an on-site dwelling is not triggered by the proposal.

4 Tenancy / Resident Management

Anglicare will allocate a Tenancy Manager to the residents located within the premises. The Tenancy Manager will be responsible for;

- Selection of Suitable Residents
- Entering into Tenancy Agreements with each of the residents
- Managing the ongoing tenancy with each of the tenants
- Managing the exit of a resident from the property

4.1 Selection of Suitable Residents

Residents will be selected based on the type of housing assistance program that they are participating in.

For Social Housing residents, residents will be sourced according to the NSW Housing Pathways system.

For Affordable Housing residents, residents will be sourced according Anglicare's Affordable Housing Allocation Plan.

4.2 Residential Tenancy Agreements

All residents will be required to enter into Residential Tenancy Agreements with Anglicare.

4.3 Ongoing Tenancy Management

The tenancy manager will be responsible for managing all aspects of the resident's tenancy. This will include the collection of rent and other payments, conducting routine inspections, the management of tenancy issues and disputes and management of complaints.

4.4 Managing Exiting Residents

Regardless of the reason that a resident leaves the property, the tenancy manager will be responsible for ensuring the smooth process.

4.5 Access to Tenancy Manager

Residents will be allocated a dedicated tenancy manager and have access to their telephone number and email address.

Residents will typically meet with the Tenancy Manager through pre-organised appointments.

5 Tenancy / Resident Support

Anglicare will dedicate a support role to residents that will coordinate the provision of support services for the resident as required.

The Support Coordinator will perform the following with each resident;

- Tenant Needs Assessment
- Support Services Planning
- Monitoring Needs and Performance
- Transition Planning

The Support Coordinator(s) will primarily be based on-site.

Each resident will have mobile and email contact details for their allocated Support Coordinator. In addition, residents will be provided with 24x7 contact details for emergency support needs.

5.1 Access to Support Coordinator

Residents will be allocated a dedicated support coordinator and have access to their telephone number and email address. The Support Coordinator will primarily be based on site during regular business hours and will advertise their on-site hours through the notice board.

Residents will typically meet with the Support Coordinator through pre-organised appointments, although residents will also be able to visit the Support Coordinator ad-hoc as required.

Emergency after hours contact details will be supplied to each of the residents and will be included on the building's noticeboards.

6 Building Management

Anglicare will be responsible for the overall management of the building, including repairs and maintenance.

6.1 House Rules

The House Rules specific to this building will be displayed on the notice board and will be provided to each resident as they move into the property. Please refer to **Annexure A** for a copy of the Draft House Rules.

6.2 Day to Day Maintenance

All maintenance requests will be lodged and managed through Anglicare's centralised asset maintenance system, Archibus. Residents will be able to lodge and monitor requests via a number of means, including;

- Direct lodgement via website
- Dedicated Call Centre
- Contacting either the nominated support coordinator, tenancy manager or asset manager – who will then lodge the maintenance request on the resident's behalf

6.3 Emergency Maintenance

Anglicare will provide contact details to each resident (as well as advertising them on the notice boards in the building) of how tenants can access emergency maintenance.

Residents will have access to a 24x7 emergency contact number for emergency maintenance.

6.4 Cyclical and Planned Maintenance

Anglicare will incorporate regular cyclical and planned maintenance into its long term building maintenance program.

6.5 Fire Safety

The Boarding House will comply with essential fire safety measures outlined in the Environmental Planning and Assessment Regulation 2000, including but not limited to the following:

- A copy of the annual fire safety statement and current fire safety schedule for the premises will be prominently displayed in the Boarding House entry area.
- A floor plan will be permanently fixed to the inside of the door of each room to indicate the available emergency egress routes from the respective room.
- The Manager will be trained in relation to the operation of the Emergency Management and Evacuation Plan.
- The Boarding House will provide annual certification for the Essential fire safety measures to comply with the Environmental Planning and Assessment Regulation 2000.
- Emergency numbers will be provided on the building noticeboards

6.6 Car Park Access

The Tenancy Manager will be responsible for providing keys and access to the car park for nominated tenants. At the time of signing the lease, nominated tenants will be given keys to their unit and the remote control for access to the car park. The tenant is responsible for ensuring that the car park access is only used for their private use.

In the event that the car park access is interfered with (i.e. measures are taken to circumvent the security system), then the tenant responsible will lose their rights to use the car park.

If there are maintenance issues with the access gate, then this will be managed through the standard maintenance procedures.

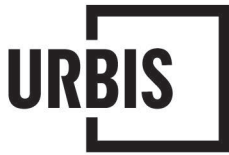
6.7 Open Air Communal Areas

Hours of operation for the Open Air Communal Areas (i.e. Rooftop) will be limited to daytime hours. Signage will be placed outside the doorways accessing this space. All tenants will be informed of the hours of operation at the time of signing their lease.

Annexure A

Boarding House Management Rules

1. **Resident and guest behaviour:** Residents and their guests must not interfere with the reasonable peace, comfort and privacy of other residents and neighbouring properties.
2. **Maintenance of rooms:** Residents must maintain their rooms in a clean manner and in a way that does not interfere with the reasonable comfort of the other residents, and in a way that does not create a fire or health hazard. Residents must not intentionally or recklessly damage or destroy any part of their rooms or common areas in the Boarding House.
3. **Guests:** Residents must make sure their guests are aware of, and follow, the management rules.
4. **Residents:** boarding house rooms will accommodate one resident only.
5. **Animals:** Residents must not keep an animal on the premises without the permission of the Manager
6. **Garbage:** Is to be enclosed in a plastic bag (tied at the top) and placed in the bins in the garbage area. No domestic rubbish, food scraps, food wrappers, goods or materials are to be left in the hallways, common areas or outside the Boarding House.
7. **Fire/Safety:** Residents are to familiarise themselves with the fire safety and evacuation procedures located in the hallway and back of room doors, location of fire blankets and fire extinguishers.
8. **Noise:** Is to be kept to a minimum at all times. Please enter and leave premises quietly.
9. **Visitor Policy:** No guests are allowed into the Boarding House before 8am and after 9pm.
10. **Security:** The front door of the premises is to be locked at all times.
11. **Common Area and Private Open Space:** These areas are to be kept clean and tidy. No personal belongings, items or rubbish are to be left in these areas. No guests are allowed into the Common Areas before 8am and after 9pm. Outdoor areas (e.g. Rooftop) are only available for use during daytime hours.



**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

14 May 2019

Ms Jessica Saunders
Senior Development Project Officer
Wollongong City Council
41 Burelli Street, Wollongong NSW 2500

Dear Jessica,

DA-2018/1517 - 145-149 PRINCES HIGHWAY, CORRIMAL | WOLLONGONG DEVELOPMENT CONTROL PLAN 2009 VARIATION REQUEST STATEMENTS

This letter has been prepared to supplement the Statement of Environmental Effects and WDCP 2009 Compliance Table prepared by Urbis (November 2018) and the Response to Submissions Package (March 2019), having regard to the updated (final) architectural drawings prepared by Group GSA.

The letter outlines 'variation request statements' to four Wollongong Development Control Plan 2009 (WDCP 2009) controls which the subject DA (DA-2018/1517) seeks to vary; and is structured in accordance with the guidance contained within clause 8 of Chapter A1 of the WDCP 2009.

If you have any questions, please don't hesitate to contact me at (02) 8233 9953 or mdonaldson@urbis.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Murray Donaldson".

Murray Donaldson
Director

WDCP 2009 Chapter B3: Control 4.1.2.1 and 4.1.2.2

(a) The control being varied

Chapter B3: Control 4.1.2.1 and 4.1.2.2

1. *A minimum site width of 24 metres is required for mixed use developments. The site width must be measured for the full length of the building envelope and perpendicular to the side boundary. Exceptions will only be considered for social housing developments. Sites may be amalgamated, where required, to achieve the frontage requirements.*
2. *Within business centres, mixed use development must not result in the creation of an isolated allotment. An isolated allotment is 'a lot which is bounded on both sides by properties (or a property and a second street frontage) which comprise existing development other than a single dwelling house'. Amalgamation of allotments will be required in the circumstance where an isolated allotment would otherwise be created.*

(b) The extent of the proposed variation and the unique circumstances as to why the variation is requested

- The site width (measured perpendicular to the site boundary) is 18.135m (5.865m contravention).
- The irregularity of the site (small/narrow and within the Town Centre at a zone transition) has resulted in a design solution that provides a high-quality building, despite the site width constraint.
- The building design has overcome the unique characteristics of the site (i.e. dimensions/frontages) to provide an appropriate street presentation at the 'gateway' to Corrimal Town Centre.
- Strict compliance (when combined with WLEP 2009 clause 7.14) would result in a non-residential building. This is not considered an appropriate use of the site as a transition to a low density (R2) zone. Residential-to-residential is considered more appropriate to manage and mitigate environmental impacts at the zone interface.
- The Wollongong DCP states: "*Exceptions will only be considered for social housing developments*". In this respect, the proposal will deliver social and affordable housing by a social housing provider that meets a demonstrated demand, per relevant Strategic Planning guidance and the State Government's Social and Affordable Housing Fund (SAHF).

(c) Demonstrate how the objectives are met with the proposed variations

WDCP 2009 Objectives:

- (a) *To allow for development of sites which are of sufficient width to accommodate the required building envelope, car parking and landscaping requirements.*
- (b) *To allow for development of sites only where the land is not significantly constrained by flood, geotechnical or other environmental hazards.*
- (c) *To promote the efficient utilisation of land.*
- (d) *To encourage amalgamation of allotments to provide for improved design outcomes including greater solar access and amenity.*

Response:

- The subject site can accommodate the proposed building, together with compliant (residential) car parking and ADG deep soil landscaped areas.
- The site has a minor flood affectation; however, the FFLs have been designed in compliance with flood planning requirements.
- The proposal will provide an efficient land-use that achieves high levels of compliance with Council's statutory and strategic intent for the area.
- It is considered unreasonable and unnecessary to request the Applicant pursue site amalgamation, having regard to the above – and because:
 - The site is positioned at a zone transition. Lots directly north and west are zoned R2 Low Density Residential.
 - Those adjoining lots contain non-residential land uses are built out close to the permissible built form controls and represent an orderly and efficient use of the land.
 - Council have not indicated a desire to expand the Corrimal Town Centre to the North to accommodate more B2 zoned land in any known strategic planning studies. The Corrimal Town Centre Plan 2015-2025 (p. 29) states an intention not to expand the Town Centre boundary.
 - Having regard to the above, the proposal will not result in an isolated lot.
- The proposal is consistent with the objectives of the B2 (Local Centre) WLEP 2009 zone because it provides:
 - A mixture of compatible and permissible land uses.
 - Opportunities for employment in a town centre location that is well serviced by public transport.
 - An activated street frontage to Princes Highway.
 - An appropriate built form and land use outcome for the Gateway to Corrimal Town Centre.

(d) Demonstrate that the development will not have additional adverse impacts as a result of the variation

- Despite non-compliance, the development appropriately addresses the design principles contained within the NSW ADG.
- The proposal has been reviewed by the DRP; who raised no objection to siting a residential flat building on the site.
- The development results in an appropriate amenity, built form/visual presentation and scale in the context of the Town Centre location, despite the unique aspects of the site.
- The variation will not result in any adverse environmental impacts on the site or the adjoining residential properties.
- The development provides the required amount of parking (for residential purposes), private open space and deep soil planting.

WDCP 2009 Chapter B3: Control 4.3.2.1

(a) The control being varied

Chapter B3: Control 4.3.2.1

1. *The maximum permissible building height for a mixed-use development upon a particular parcel of land is shown on the relevant Heights Map applying to the subject site as contained in the relevant LEP.*

(b) The extent of the proposed variation and the unique circumstances as to why the variation is requested

- The building contravenes the 15m height of building standard by 1.68m.
- The contravention of the development standard arises because of the steep grade of the site (3.5m fall from east to west).
- The works are largely within the height limit, only a portion of the top floor (at the worst extent) is above the height plane. In volumetric terms, the proposal is only 1.97% above the permitted height plane.

(c) Demonstrate how the objectives are met with the proposed variations

WDCP 2009 Objectives

- (a) *To encourage buildings which integrate within the existing streetscape or the desired future character in an area which is undergoing transition.*
- (b) *To minimise the potential impacts of overshadowing and overlooking on adjacent dwellings and open space areas.*

Response

- The planning controls expressed in the WLEP 2009 'isolate' the site at the northern 'gateway' of Corrimal Town Centre – i.e. the site is the only pocket of B2 land with a 15m height limit and 1.5:1 FSR control. This suggests a taller, mixed-use building is anticipated in this corner/gateway location.
- The proposal addresses the desired future character of Corrimal Town Centre through providing a zero-setback design which provides street-level retail space, marking the northern end of the Town Centre and adding its legibility.
- See commentary below on overshadowing and overlooking.

(d) Demonstrate that the development will not have additional adverse impacts as a result of the variation

- The environmental impacts of the non-compliance are negligible. The built form and shadowing analysis prepared by Group GSA confirms:
 - In relation to the DA currently afoot at 151-153 Princes Highway Corrimal:
 - The principal usable part of the proposed communal open space receives 4 hrs+ at midwinter.
 - All north facing windows receive at five hours of solar access at midwinter.
 - In relation to view loss, Group GSA has confirmed the building will not unreasonably obscure views to the Illawarra Escarpment.
- A stepped building form is provided at the top floor (Level 3). The setback of the top floor from the eastern elevation is approximately 10m, providing a clear relief in bulk as viewed from the Princes Highway/Collins Street intersection.
- On the southern façade, the perforated screens and wall behind are a darker grey colour. The number of perforated screens on this level has been minimised to increase the perception of depth within the corridor. This gives the perception of a recessed upper level, reducing the apparent bulk and scale (and creates further variety in the colour palette).
- Privacy screens have been provided to those top floor balconies to mitigate visual privacy impacts.
- Overall the revised development is considered to successfully mitigate future visual privacy impacts to the potential future uses of the northern adjoining R2 site, noting the adjoining site is currently used as a theatre and has a low susceptibility to change (due to being built close to the Wollongong LEP built form controls).
- Should the northern adjoining R2 site redevelop, its likely to have a 'defensive' frontage to the subject site, with the northern aspect (facing away from the proposal) used for residential amenity (private, communal open space) and orientation of habitable spaces for solar access and views.
- There will be no unacceptable environmental impacts arising from the contravention, including shadow, views, perceived bulk or scale, or visual impact on the streetscape or neighbouring properties.

WDCP 2009 Chapter B3: Control 4.5.2.1 and 4.5.2.2

(a) The control being varied

Chapter B3: Control 4.5.2.1 and 4.5.2.2

1. *A continuous street line / zero side setback is required for the majority of mixed-use developments within a B2 Local Centre, except in cases where a subject site directly abuts residentially zoned land, in which case the minimum side setback shall be in accordance with Table 1*

Minimum Side Setback: 9 metres where a habitable room/balcony faces an adjacent property. 4.5 metres where a non-habitable room/blank wall faces an adjacent property.

2. *The minimum rear setback for any mixed use / shop top housing development shall be in accordance with Table 2.*

Minimum Rear Setback: 9 metres from the common property boundary with any directly abutting residentially zoned property. 9 metres where a habitable room/balcony faces an adjacent property. 4.5 metres where a non-habitable room/blank wall faces an adjacent property

(b) The extent of the proposed variation and the unique circumstances as to why the variation is requested

- All apartments up to 4-stories provide at least 6m building separation from the side (northern) and rear (western) boundaries.
 - The top floor is setback 7.07m from the northern property boundary to the balconies of the north-facing studios (and 8.2m to the glass line of those studios).
 - The top floor is setback 7.44m from the western property boundary. There are no sensitive agencies in this location, as the recently completed Douglas Hanley Moir Pathology building provides a 16m setback its eastern property boundary; and there are no proposed habitable windows facing west.

(c) Demonstrate how the objectives are met with the proposed variations and (d) Demonstrate that the development will not have additional adverse impacts as a result of the variation

WDCP 2009 Objectives:

- (a) *To provide adequate setbacks from boundaries and adjoining dwellings to retain privacy levels, views, sunlight and daylight access and to minimise overlooking.*
- (b) *To optimise surveillance of the street at the front of the property.*
- (c) *To control overshadowing of adjacent residential properties and private or shared open space.*
- (d) *To ensure that new development is scaled to support the desired area character with appropriate massing and space between buildings.*

Response:

- *Views:* the building will not unreasonably obscure views to the Illawarra Escarpment (as demonstrated in Group GSA's urban design analysis).
- *Privacy/overlooking:* Privacy screens have been provided to those top floor balconies to mitigate visual privacy impacts. The adjoining site to the north is currently used as a theatre and has a low susceptibility to change (due to being built close to the Wollongong LEP built form controls). Should the northern adjoining R2 site redevelop, its likely to have a 'defensive' frontage to the subject site, with the northern aspect (facing away from the proposal) used for residential amenity (private, communal open space) and orientation of habitable spaces for solar access and views.
- *Sunlight/daylight access:* Group GSA have confirmed (refer to architectural plans) that the proposal will not result in unacceptable overshadowing to adjoining properties, including the DA currently afoot at 151-153 Princes Highway Corrimal.
- *Surveillance/Streetscape Character:* Zero setbacks are proposed to Princes Highway and Collins Street, providing ground-level activation in response to the surrounding streetscape and built form character. The active interface, several windows on the eastern and northern elevations combined with clearly defined, well-lit entrances are considered to provide a superior CPTED outcome.

WDCP 2009 Chapter B3: Control 4.6.2.8

(a) The control being varied

Chapter B3: Control 4.6.2.8

8. *In B2 Local Centre, B1 Neighbourhood Centre and B4 Mixed Use zones, the ground floor and first floor levels of a building must provide for minimum 3.3 metre floor to ceiling height clearances, to maximise the flexibility of in the future use of the buildings.*

(b) The extent of the proposed variation and the unique circumstances as to why the variation is requested

The following floor to ceiling heights are proposed throughout the development:

- Habitable (Living, Dining, Kitchen, Bedroom) – 2.7m
(Bulkhead proposed over bedhead and/or kitchen joinery at 2.4m high for kitchen, bathroom and laundry exhaust ducting to façade. These bulkheads will be minimal in width and restricted to the width of the ducting)
- Non-habitable (Bathroom, Laundry) – 2.4m
- Communal Corridors – 2.7m
- Communal Space – 2.7m
- Retail – 3.1m

This is considered acceptable as the intent of the proposal is to maintain the social and affordable housing per the SAHF program (i.e. not to adapt the dwellings for different uses).

(c) Demonstrate how the objectives are met with the proposed variations and (d) Demonstrate that the development will not have additional adverse impacts as a result of the variation

WDCP 2009 Objectives

- (a) *To support the integration of appropriate retail and commercial uses with housing.*
- (b) *To provide an identifiable and desirable street address to each building and dwelling.*
- (c) *To create safe and more active lively streets and urban areas, which encourage pedestrian movement, and services to meet the needs of residents.*
- (d) *To ensure that the design of mixed-use developments maintains residential amenity and preserves compatibility between uses.*
- (e) *To allow for outlook and surveillance towards the street and the public domain.*
- (f) *To encourage mixed used development that achieves the principles of ecologically sustainable development.*



Response:

Detail sections (refer to correspondence from Group GSA dated 6 May 2019) have been provided demonstrating ceiling heights complying with ADG controls are readily achievable with the proposed 3050mm floor to floor height.

Overall, the proposed ceiling height clearances are provided in compliance with the ADG (providing an acceptable amenity outcome); and are considered acceptable (from a flexibility perspective) given the site is intended to be retained for social and affordable housing.

Attachment 16 – Apartment Design Guide Assessment and Compliance Table

<i>Standards/Controls</i>	<i>Comment</i>	<i>Compliance</i>
<i>Part 1 – Identifying the context</i>		
<u>1A Apartment building types</u>	The proposal relates to a Shop top apartment development.	
<u>1B Local character and context</u>	<p>The proposal is considered to be consistent with the existing and desired future character for the locality. The proposed development will add to the variety of uses within the village precinct.</p> <p>The proposal does not unreasonably limit the opportunity for development potential on adjacent sites.</p>	Yes
<u>1C Precincts and individual sites</u>		
<i>Part 2 – Developing the controls</i>		
These guidelines include tools to support the strategic planning process when preparing planning controls, and aren't relevant to the development assessment of individual proposals.	Notwithstanding the strategic nature of Part 2 the applicant has generally addressed each consideration.	N/A
<i>Part 3 – Siting the Development</i>		
<u>3A Site analysis</u>		
<p>Site analysis uses the following key elements to demonstrate that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context:</p> <ul style="list-style-type: none"> - Site location plan - Aerial photograph - Local context plan - Site context and survey plan - Streetscape elevations and sections - Analysis <p>A written statement explaining how the design of the proposed development has responded to the site analysis must accompany the development application</p>	The relevant site analysis plans including a survey plan and written analysis have been submitted with the DA documentation.	Yes
<u>3B Orientation</u>		Yes
Buildings must be oriented to maximise norther orientation, response to desired character, promote amenity for the occupant and adjoining properties, retain trees and open spaces and respond to contextual constraints such as overshadowing and noise.		

<p><u>Objective 3B-1:</u></p> <p><i>Building types and layouts respond to the streetscape and site while optimising solar access within the development</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Buildings should define the street by facing it and providing direct access. 	<p>It is considered that the development has been orientated to maximise solar access to the open space and living areas of the proposed units.</p> <p>The bulk of the building has been located to the north east of the site, with a zero setback to the Princes Highway and Collins Street frontages and the retail open space area extending to the front property boundary. Direct entrance to the residential lobby area and retail premise is proposed directly off Collins Street. The Princes Highway frontage of the retail premise is largely glazing and slightly elevated from the footpath area due to flood level requirements. The siting of the building has been largely supported by Council's Design Review Panel.</p>	
<p><u>Objective 3B-2</u></p> <p><i>Overshadowing of neighbouring properties is minimised during mid- winter</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Overshadowing should be minimised to the south or down hill by increased upper level setbacks - Refer sections 3D & 4A below for solar access requirements - A minimum of 4 hours of solar access should be retained to solar collectors on neighbouring buildings 	<p>Overshadowing impacts are considered in detail below at 3D and 4A. A suite of shadow diagrams have been provided and demonstrate that overshadowing of the adjoining property to the south is satisfactory. This includes demonstrating that the proposal would not unreasonably impact the approved shop top housing development at 151-153 Princes Highway Corrimal, where all north facing balconies and adjoining living areas proposed will retain in excess of 3 hours of direct sunlight on June 21.</p> <p>There are no solar collectors installed on the existing building to the south. Any solar collectors to be installed on the roof of the approved building would remain unaffected by the proposed development on June 21, as evidenced by the submitted shadow diagrams.</p>	
<p><u>3C Public domain interface</u></p> <p><u>Objective 3C-1:</u></p> <p><i>Transition between private and public domain is achieved without compromising safety and security</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Terraces, balconies and courtyards should have direct street entry, where 	<p>Two residential units, the residential entry, communal open space, corridors and car parking areas are proposed on the ground and lower ground floor of the development. Exceptions have been sought to both WLEP 2009 clause 7.13 and Clause 30 of the SEPP ARH and are considered capable of support in this regard, as discussed at section 2.1.8 of the assessment report.</p>	<p>Yes</p>

<p>appropriate</p> <ul style="list-style-type: none"> - Upper level balconies and windows should overlook the public domain - Changes in level between private terraces etc above street level provide surveillance and improved visual privacy for ground level dwellings. - Front fences and walls along street frontages should use visually permeable materials and treatments. The height of solid fences or walls should be limited to 1m. - Length of solid walls should be limited along street frontages. - Opportunities should be provided casual interaction between residents and the public domain eg seating at building entries, near letterboxes etc <p><u>Objective 3C-2:</u></p> <p><i>Amenity of the public domain is retained and enhanced</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Planting softens the edges of any raised terraces to the street (eg basement podium) - Mailboxes should be located in lobbies perpendicular to street alignment or integrated into front fences. - Garbage storage areas, substations, pump rooms and other service requirements should be located in basement car parks. 	<p>The units have been located behind the retail premise and are not visible or identifiable from the Princes Highway or Collins Street.</p> <p>To maximise the northern aspect, the majority of the units are orientated to the north, over the proposed communal open space area. Two units on each level, with the exception of the fifth storey are orientated to the Princes Highway. Units orientated to the west enjoy the escarpment outlook.</p> <p>The design has been amended throughout the assessment process to incorporate the main residential entry and additional window openings along the Collins Street frontage.</p> <p>One ground floor retail space is proposed with direct frontage to Collins Street. The retail space is proposed with large glass doors and windows to both Collins Street and the Princes Highway and will provide opportunities for casual surveillance to the street. A separate pedestrian entry to the residential units is proposed adjacent to the retail entry space.</p> <p>Opportunities for casual interaction between residents is provided within the lobby area, communal open space area and other seating areas provided throughout the development.</p> <p>The breezeway areas are proposed up to the Collins Street frontage and would provide opportunities for overlooking of the street.</p> <p>Public domain works including the replacement of the footpath, street tree planting and the installation of an awning are proposed as part of the development and are considered to provide a significant enhancement to the existing public domain.</p> <p>Mailboxes are proposed to be installed on the Collins Street frontage, adjacent to the main entrance.</p> <p>Street tree planting is proposed on Collins Street to soften the visual impact of the development.</p> <p>Garbage storage and other servicing areas are proposed at the lower ground floor level.</p>	
--	---	--

<ul style="list-style-type: none"> - Durable, graffiti resistant materials should be used - Where development adjoins public parks or open space the design should address this interface. 	<p>High quality materials appear to be proposed.</p> <p>The development does not adjoin a public park or open space</p>	
<u>3D Communal and public open space</u>		
<p><u>Objective 3D-1</u></p> <p><i>An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping</i></p> <p><u>Design Criteria</u></p> <ol style="list-style-type: none"> 1. Communal open space has a minimum area of 25% of the site area 2. 50% direct sunlight provided to principal usable part of communal open space for a minimum of 2 hours between 9am and 3pm on 21 June <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Communal open space should be consolidated into a well designed, usable area. - Minimum dimension of 3m - Should be co-located with deep soil areas - Direct & equitable access required <p><u>Objective 3D-2</u></p> <p><i>Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Facilities to be provided in communal open spaces for a range of age groups, and may incorporate seating, barbeque areas, play equipment, swimming pools <p><u>Objective 3D-3</u></p> <p><i>Communal open space is designed to maximise safety</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Communal open space should be visible from habitable rooms and POS areas and should be well lit. 	<p>The area of proposed communal open space (COS) is considered acceptable in this circumstance. 290sqm or 29% of site area is proposed to be provided as communal open space area split between the lower ground floor garden area and the roof terrace. The COS is easily accessible, partially co-located with the deep soil zone and is considered to be a usable area.</p> <p>The proposed COS has been demonstrated to receive more than 2 hours of direct sunlight on June 21.</p> <p>The design of the ground level COS is directly accessible from the communal room on the lower ground floor. The roof terrace is accessible via the lift to the upper floor.</p> <p>A mix of different spaces is proposed throughout the COS areas and include BBQ areas, community garden planters and general landscaped and a mix of seating areas.</p> <p>It is considered that the proposed COS can cater for a range of age groups and activities and includes seating and a BBQ area.</p> <p>The proposed COS is visible from habitable rooms and private open space areas of all north facing units.</p>	<p>Yes</p>

<p><u>Objective 3D-4</u></p> <p><i>Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood</i></p>														
<p>3E Deep soil zones</p> <p><u>Objective 3E-1</u></p> <p><i>3E-1 Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality.</i></p> <p><u>Design Criteria:</u></p> <p>1. Deep soil zones are to meet the following minimum requirements:</p> <table border="1"> <thead> <tr> <th>Site area</th><th>Minimum dimensions</th><th>Deep soil zone (% of site area)</th></tr> </thead> <tbody> <tr> <td>less than 650m²</td><td>-</td><td rowspan="4">7%</td></tr> <tr> <td>650m² - 1,500m²</td><td>3m</td></tr> <tr> <td>greater than 1,500m²</td><td>6m</td></tr> <tr> <td>greater than 1,500m² with significant existing tree cover</td><td>6m</td></tr> </tbody> </table> <p><u>Design guidance:</u></p> <ul style="list-style-type: none"> - Deep soil zones should be located to retain existing significant trees. 	Site area	Minimum dimensions	Deep soil zone (% of site area)	less than 650m ²	-	7%	650m ² - 1,500m ²	3m	greater than 1,500m ²	6m	greater than 1,500m ² with significant existing tree cover	6m	<p>8.7% of the site is proposed to be retained as deep soil area. The area has a minimum dimension of 3m. The area has been appropriately located to allow for the transplanting of the cabbage tree palm.</p>	Yes
Site area	Minimum dimensions	Deep soil zone (% of site area)												
less than 650m ²	-	7%												
650m ² - 1,500m ²	3m													
greater than 1,500m ²	6m													
greater than 1,500m ² with significant existing tree cover	6m													
<p>3F Visual privacy</p> <p><u>Objective 3F-1</u></p> <p><i>Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual amenity.</i></p> <p><u>Design Criteria:</u></p> <p>1. Minimum required separation distances from buildings to the side and rear boundaries are as follows:</p> <table border="1"> <thead> <tr> <th>Building height</th><th>Habitable rooms and balconies</th><th>Non-habitable rooms</th></tr> </thead> <tbody> <tr> <td>up to 12m (4 storeys)</td><td>6m</td><td>3m</td></tr> <tr> <td>up to 25m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr> <tr> <td>over 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr> </tbody> </table>	Building height	Habitable rooms and balconies	Non-habitable rooms	up to 12m (4 storeys)	6m	3m	up to 25m (5-8 storeys)	9m	4.5m	over 25m (9+ storeys)	12m	6m	<p>Clause 6A of SEPP 65 establishes that 3F prevails over the provisions of Wollongong DCP 2009.</p> <p>See section 2.1.4 of the assessment report.</p> <p>The upper floor (5th storey) the habitable rooms and balcony areas do not achieve the 9m setback separation distance. The site also adjoins R2 land to the north and west, and as such, should be provided with an increased separation distance of 3m, therefore requiring 12m in accordance with the design guidance.</p> <p>On the northern elevation, a 7.072m setback to the boarding room balcony areas and 6.63m to the unit living room window is proposed. The communal</p>	<p>No variation sought</p> <p>–</p>
Building height	Habitable rooms and balconies	Non-habitable rooms												
up to 12m (4 storeys)	6m	3m												
up to 25m (5-8 storeys)	9m	4.5m												
over 25m (9+ storeys)	12m	6m												

<p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Apartment buildings should have an increased separation distance of 3m (in addition to the above requirements) when adjacent to a different zone that permits lower density residential development to provide for a transition in scale. - Direct lines of sight should be avoided - No separation is required between blank walls <p><u>Objective 3F-2:</u></p> <p><i>Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space</i></p>	<p>garden is also proposed on this level and is proposed with a setback of 6.57m.</p> <p>One unit and one boarding room are proposed on the western elevation, with setbacks of 7.47m to the balcony areas.</p> <p>The development is proposed with a zero setback to the east and south.</p> <p>The siting of the building on the corner of the Princes Highway and Collins Street is considered appropriate in the context of the site and generally supported by the DRP.</p>	
<p><u>3G Pedestrian access and entries</u></p> <p><u>Objective 3G-1</u></p> <p><i>Building entries and pedestrian access connects to and addresses the public domain</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Multiple entries should be provided to activate the street edge. - Buildings entries should be clearly identifiable and communal entries should be clearly distinguishable from private entries. <p><u>Objective 3G-2</u></p> <p><i>Access, entries and pathways are accessible and easy to identify</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Building access areas should be clearly visible from the public domain and communal spaces - Steps and ramps should be integrated into the overall building and landscape design. <p><u>Objective 3G-3</u></p> <p><i>Large sites provide pedestrian links for access to streets and connection to destinations</i></p>	<p>The proposal has been amended through the assessment process to provide a clearer point for pedestrian entry.</p> <p>The proposed entry area is clearly identifiable and addresses Collins Street. Separation between private and communal entries has been provided. Lift access to the upper floors is proposed.</p> <p>The retail and residential entries are considered to be able to be clearly identified.</p> <p>It is considered that the entries have been integrated into the design. The design of the retail and residential entrance areas has been amended in response to DRP comments.</p> <p>The proposal outlines that intercom access will be provided to the residential entrance door off Collins Street to allow for access control by the residents.</p> <p>A draft condition is recommended for wayfinding signage to be installed within the lobby area clearly identifying to someone entering the building that the lift is located to the left and the purpose of the rooms directly in front of the entrance.</p> <p>The site is not considered large enough to provide additional pedestrian connections.</p>	<p>Yes</p>

<p><u>3H Vehicle access</u></p> <p><i><u>Objective 3H-1</u></i></p> <p><i>Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Car park entries should be located behind the building line - Access point locations should avoid headlight glare to habitable rooms - Garbage collection, loading and service areas should be screened - Vehicle and pedestrian access should be clearly separated to improve safety. - Where possible, vehicle access points should not dominate the streetscape and be limited to the minimum width possible. 	<p>A singular vehicle access is proposed from Collins Street and is located to the far west of the intersection with the Princes Highway.</p> <p>Due to the limited car parking required, the car parking area and the vehicular access are not considered to dominate the streetscape.</p> <p>All car parking is proposed at grade to the rear of the site.</p> <p>Vehicle and pedestrian access are considered to have been appropriately separated.</p>	<p>Yes</p>
<p><u>3J Bicycle and car parking</u></p> <p><i><u>Objective 3J-1</u></i></p> <p><i>Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas</i></p> <p><u>Design Criteria</u></p> <p>1. On land zoned B3 or B4 and located within 400m of land zoned B3 and B4, the minimum car parking requirement for residents and visitors is set out in the Guide for Traffic Generating Development, or Council's car parking requirement, <u>whichever is less.</u></p> <p>The car parking needs for a development must be provided off street.</p> <p><i><u>Objective 3J-2</u></i></p> <p><i>Parking and facilities are provided for other modes of transport</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Conveniently located and sufficient numbers of parking spaces should be provided for motorbikes and scooters - Secure undercover bicycle parking 	<p>Car parking proposed complies with SEPP ARH minimum requirements as discussed at section 2.1.2 of the report.</p> <p>Car parking is proposed to be provided at grade, to the rear of the site.</p> <p>Sufficient bicycle parking has been proposed. Conditions have been recommended by Councils Traffic Engineer in this regard.</p> <p>4 motorcycle spaces are proposed.</p> <p>A bicycle storage room is proposed within the development, on the lower ground floor.</p>	<p>Yes</p>

should be provided that is easily accessible from both the public domain and common areas.		
<p><u>Objective 3J-3</u></p> <p><i>Car park design and access is safe and secure</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Supporting facilities within car parks (garbage rooms, storage areas, car wash bays) can be accessed without crossing parking spaces - A clearly defined and visible lobby or waiting area should be provided to lifts and stairs. - Permeable roller doors allow for natural ventilation and improve the safety of car parking areas by enabling passive surveillance. <p><u>Objective 3J-4</u></p> <p><i>Visual and environmental impact of underground car parking are minimised</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Excavation should be minimised through efficient carpark layouts and ramp design. - Protrusion of carparks should not exceed 1.0m above ground level. - Natural ventilation should be provided to basement and sub-basement car parking areas. - Ventilation grills or screening devices should be integrated into the façade and landscape design. <p><u>Objective 3J-5</u></p> <p><i>Visual and environmental impacts of on-grade car parking are minimised</i></p> <ul style="list-style-type: none"> - On grade car parking should be avoided <p><u>Objective 3J-6</u></p> <p><i>Visual and environmental impacts of ground enclosed car parking are minimised</i></p> <ul style="list-style-type: none"> - Exposed parking should not be located along primary street frontages - Positive street address and active street frontages should be provided at 	<p>No servicing areas conflict with the car parking areas.</p> <p>It is considered the access to the development would be clearly identifiable from the car parking area.</p> <p>No basement car parking works are proposed.</p> <p>Given the minimal parking proposed, it is not expected that the at grade car parking will result in adverse impacts in this regard.</p> <p>The car park area is proposed off the Collins Street frontage, which is considered acceptable.</p>	Yes

ground level.		
Part 4 – Designing the building - Amenity		
<p><u>4A Solar and daylight access</u></p> <p><u>Objective 4A-1</u></p> <p><i>To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space</i></p> <p><u>Design Criteria</u></p> <ol style="list-style-type: none"> 1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of two (2) hours direct sunlight between 9am and 3pm in mid-winter in Wollongong LGA. 2. A maximum of 15% of apartments in a building receive no direct sunlight between 9am and 3pm at mid winter <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - The design maximises north aspect and the number of single aspect south facing apartments is minimised - To optimise the direct sunlight to habitable rooms and balconies, the following design features are used: Dual aspect, Shallow apartment layouts Bay windows - To maximise the benefit to residents, a minimum of 1m² of direct sunlight measured at 1m above floor level, is achieved for at least 15 minutes. <p><u>Objective 4A-2</u></p> <p><i>Daylight access is maximised where sunlight is limited</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Courtyards, skylights and high level windows (sill heights of 1500mm or greater) are used only as secondary light sources in habitable rooms <p><u>Objective 4A-3</u></p> <p><i>Design incorporates shading and glare control, particularly for warmer months</i></p>	<p>Shadow and solar access diagrams have been provided which demonstrate the proposals compliance with this section. 10 of the 13 units would receive a minimum of 2 hours of direct sunlight to living rooms and POS areas on June 21, equating to 77% of apartments proposed.</p> <p>6 of the proposed 13 units have a single aspect. Given the development typology, this is not considered unreasonable.</p> <p>Clerestory windows are proposed to the third floor units to provide for additional amenity.</p> <p>Most windows are protected by balcony areas.</p>	Yes

<p><u>Design Guidance</u></p> <p>Design features can include:</p> <ul style="list-style-type: none"> - Balconies - Shading devices or planting - Operable shading - High performance glass that minimises external glare 	<p>Sunlight is not considered limited as detailed above.</p>	
<p><u>4B natural ventilation</u></p> <p><u>Objective 4B-1</u></p> <p><i>All habitable rooms are naturally ventilated.</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - A building's orientation should maximise the prevailing winds for natural ventilation in habitable rooms - The area of unobstructed window openings should be equal to at least 5% of the floor area served. - Doors and openable windows should have large openable areas to maximise ventilation. <p><u>Objective 4B-2</u></p> <p><i>The layout and design of single aspect apartments maximises natural ventilation</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Single aspect apartments should use design solutions to maximise natural ventilation. <p><u>Objective 4B-3</u></p> <p><i>The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents</i></p> <p><u>Design Criteria:</u></p> <ol style="list-style-type: none"> 1. 60% of apartments are naturally cross ventilated in the first nine storeys 2. Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line. 	<p>Due to the orientation of the property and building design, not all habitable rooms are naturally ventilated. Given the typology of the development, this is considered reasonable.</p> <p>The building design maximizes the northern aspect.</p> <p>The percentage of the window opening would exceed 5% of the floor area it would serve.</p> <p>All living rooms are proposed with large sliding doors.</p> <p>Design solutions including the use of the open breezeways and clerestory windows have been incorporated.</p> <p>6 of the 13 units achieve natural cross ventilation as a result of dual aspect design. A further unit has been designed to utilise a window off the breezeway for cross ventilation, which is proposed with a sill height of 1.5m and with frosted glass to minimise impacts on privacy, resulting in 54% of the units achieving natural cross ventilation. Considering the units cumulatively with the boarding rooms, this percentage increases to 61% of units which achieve cross ventilation. See the</p>	<p>Yes</p>

	<p>applicants response in this regard at Attachment 12.</p> <p>None of the proposed apartments exceed 18m in depth.</p>													
<p><u>4C Ceiling heights</u></p> <p><u>Objective 4C-1</u></p> <p><i>Ceiling height achieves sufficient natural ventilation and daylight access</i></p> <p><u>Design Criteria</u></p> <table><tr><th colspan="2">Minimum ceiling height for apartment and mixed use buildings</th></tr><tr><td>Habitable rooms</td><td>2.7m</td></tr><tr><td>Non-habitable</td><td>2.4m</td></tr><tr><td>For 2 storey apartments</td><td>2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area</td></tr><tr><td>Attic spaces</td><td>1.8m at edge of room with a 30 degree minimum ceiling slope</td></tr><tr><td>If located in mixed used areas</td><td>3.3m for ground and first floor to promote future flexibility of use</td></tr></table> <p><u>Objective 4C-2</u></p> <p><i>Ceiling height increases the sense of space in apartments and provides for well-proportioned rooms</i></p> <p><u>Objective 4C-3</u></p> <p><i>Ceiling height contribute to the flexibility of building use over the life of the building</i></p> <p><u>Design Guidance</u></p> <p>- Ceiling heights of lower level apartments in centres should be greater than the minimum required by the design criteria allowing flexibility and conversion to non-residential uses.</p>	Minimum ceiling height for apartment and mixed use buildings		Habitable rooms	2.7m	Non-habitable	2.4m	For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area	Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope	If located in mixed used areas	3.3m for ground and first floor to promote future flexibility of use	<p>Clause 6A of SEPP 65 establishes that 3F prevails over the provisions of Wollongong DCP 2009.</p> <p>See section 2.1.4 of the assessment report.</p> <p>The proposed ceiling heights have been designed to achieve sufficient natural ventilation and daylight access.</p> <p>Ceiling heights are proposed as per the following:</p> <ul style="list-style-type: none">• Retail= 3.1m• Habitable (Living, Dining, Kitchen, Bedroom) = 2.7m (Bulkhead proposed over bedhead and/or kitchen joinery at 2.4m high for kitchen, bathroom and laundry exhaust ducting to façade.• Non-habitable (Bathroom, Laundry) = 2.4m• Communal Corridors = 2.7m• Communal Space= 2.7m <p>The use of bulkheads over the kitchen area and in the bathroom and laundry areas assists in defining the spaces.</p> <p>The applicant has advised that the design of the ceiling height assists in ensuring that the development is primarily maintained as a Social and Affordable Housing Development.</p>	<p>No variation sought.</p> <p>–</p>
Minimum ceiling height for apartment and mixed use buildings														
Habitable rooms	2.7m													
Non-habitable	2.4m													
For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area													
Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope													
If located in mixed used areas	3.3m for ground and first floor to promote future flexibility of use													
<p><u>4D Apartment size and layout</u></p> <p><u>Objective 4D-1</u></p> <p><i>The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity</i></p> <p><u>Design Criteria:</u></p> <p>1. Minimum internal areas:</p>	<p>The proposed room layouts are considered appropriate.</p> <p>The units (1 bed) are proposed with</p>	<p>Yes</p>												

<p>Studio – 35m²</p> <p>1 bed – 50m²</p> <p>2 bed – 70m²</p> <p>3 bed – 90m²</p> <p>The minimum internal areas include only 1 bathroom. Additional bathrooms increase the minimum internal areas by 5m² each.</p> <p>2. Every habitable room must have a window in an external wall with a total minimum glass area of at least 10% of the floor area of the room</p> <p><u>Design Guidance:</u></p> <ul style="list-style-type: none"> - Where minimum areas are not met, need to demonstrate the usability and functionality of the space with realistically scaled furniture layouts and circulation areas. <p><u>Objective 4D-2</u></p> <p><i>Environmental performance of the apartment is maximised</i></p> <p><u>Design Criteria:</u></p> <ol style="list-style-type: none"> 1. Habitable room depths are limited to a maximum of 2.5 x ceiling height 2. In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window. <p><u>Design Guidance:</u></p> <ul style="list-style-type: none"> - Greater than the minimum ceiling heights can allow proportionate increases in room depths. - Where possible, bathrooms and laundries should have an external operable window. - Main living spaces should be oriented towards the primary outlook. <p><u>Objective 4D-3</u></p> <p><i>Apartment layouts are designed to accommodate a variety of household activities and needs</i></p> <p><u>Design Criteria:</u></p> <ol style="list-style-type: none"> 1. Master bedrooms have a minimum area of 10m² and other bedrooms 9m² (excl wardrobe space) 	<p>minimum areas of 50sqm and the boarding rooms 35sqm (studios) are proposed with areas of 35sqm.</p> <p>All units have appropriately sized external windows/doors.</p> <p>The proposed units that have single aspects essentially replicate the 1 bedroom single aspect indicative layout suggested at Figure 4D.4 of this control.</p> <p>Minimum areas achieved.</p> <p>The maximum room depths have not been exceeded.</p> <p>The units are open plan in design, however have a maximum depth of less than 8m.</p> <p>Where possible bathroom areas are proposed with operable windows.</p> <p>Main living areas</p> <p>The minimum area and dimension requirements have been achieved for all proposed rooms.</p>	
---	---	--

<p>2. Bedrooms have minimum dimension of 3m (excl wardrobe)</p> <p>3. Living rooms have minimum width of:</p> <ul style="list-style-type: none"> - 3.6m for studio and 1 bed apartments and - 4m for 2+ beds. <p>4. The width of the crossover or cross through apartments are at least 4m internally to avoid deep narrow apartment layouts.</p> <p><u>Design Guidance:</u></p> <ul style="list-style-type: none"> - Access to bedrooms, bathrooms and laundries is separated from living areas - Minimum 1.5m length for bedroom wardrobes - Main bedroom apartment: minimum 1.8m long x 0.6m deep x 2.1m high wardrobe - Apartment layouts allow for flexibility over time, including furniture removal, spaces for a range of activities and privacy levels within the apartments. 	<p>Access to bedrooms, bathrooms and laundries are separated from living areas.</p> <p>The minimum bedroom wardrobe length depth and height have been achieved for all bedrooms.</p> <p>It is considered that sufficient space for flexibility over time, including furniture removal and spaces for a range of activities and privacy levels within apartments have been provided in this circumstance.</p>																
<p><u>4E Private open space and balconies</u></p> <p><u>Objective 4E-1</u></p> <p><i>Apartments provide appropriately sized private open space and balconies to enhance residential amenity</i></p> <p>1. Minimum balcony depths are:</p> <table border="1" data-bbox="180 1397 703 1653"> <thead> <tr> <th>Dwelling type</th><th>Minimum area</th><th>Minimum depth</th></tr> </thead> <tbody> <tr> <td>Studio apartments</td><td>4m²</td><td>-</td></tr> <tr> <td>1 bedroom apartments</td><td>8m²</td><td>2m</td></tr> <tr> <td>2 bedroom apartments</td><td>10m²</td><td>2m</td></tr> <tr> <td>3+ bedroom apartments</td><td>12m²</td><td>2.4m</td></tr> </tbody> </table> <p>The minimum balcony depth to be counted as contributing to the balcony area is 1m.</p> <p>2. Ground level apartment POS must have minimum area of 15m² and min. depth of 3m</p> <p><u>Objective 4E-2</u></p> <p><i>Primary private open space and balconies are appropriately located to enhance liveability for residents</i></p>	Dwelling type	Minimum area	Minimum depth	Studio apartments	4m ²	-	1 bedroom apartments	8m ²	2m	2 bedroom apartments	10m ²	2m	3+ bedroom apartments	12m ²	2.4m	<p>The balcony areas for the units have a minimum area of 12sqm with a depth of 2m, and 5sqm area for the boarding rooms.</p> <p>The ground floor units are is proposed with courtyard areas a minimum of 15sqm in area.</p> <p>The POS balcony areas are considered to enhance the liveability for residents.</p>	<p>Yes</p>
Dwelling type	Minimum area	Minimum depth															
Studio apartments	4m ²	-															
1 bedroom apartments	8m ²	2m															
2 bedroom apartments	10m ²	2m															
3+ bedroom apartments	12m ²	2.4m															

<p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Primary private open space and balconies should be located adjacent to the living room, dining room or kitchen to extend the living space. - POS & Balconies should be oriented with the longer side facing outwards to optimise daylight access into adjacent rooms. <p><u>Objective 4E-3</u></p> <p><i>Primary private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - A combination of solid and transparent materials balances the need for privacy with surveillance of the public domain - Full width glass balustrades alone are not desirable - Operable screens etc are used to control sunlight and wind, and provide increased privacy for occupancy while allowing for storage and external clothes drying. <p><u>Objective 4E-4</u></p> <p><i>Private open space and balcony design maximises safety</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Changes in ground levels or landscaping are minimised. 	<p>All proposed POS areas are located directly off the living areas.</p> <p>The location and orientation of the private open space balconies comply with location and orientation requirements</p> <p>The balcony and POS areas design has been integrated into the overall architectural form of the development.</p> <p>A combination of materials and colours are proposed.</p> <p>The development provides for additional surveillance of the public domain, both from the POS balcony areas at upper levels on the Princes Highway elevation, and also the open corridor to the south.</p> <p>There are no level changes proposed within the POS areas.</p>	
<p><u>4F Common circulation and spaces</u></p> <p><u>Objective 4F-1</u></p> <p><i>Common circulation spaces achieve good amenity and properly service the number of apartments.</i></p> <p><u>Design Criteria</u></p> <ol style="list-style-type: none"> 1. The maximum number of apartments off a circulation core on a single level is eight 2. For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40. 	<p>The circulation areas are appropriate to service the proposed number of apartments on each level.</p> <p>A maximum of eight dwellings are proposed on each level. This is cumulative with the boarding rooms.</p>	<p>Yes</p>

<p><u>Design Guidance</u></p> <ul style="list-style-type: none">- Long corridors greater than 12m in length should be articulated through the use of windows or seating.- Primary living rooms or bedroom windows should not open directly onto common circulation spaces, whether open or enclosed. Visual and acoustic privacy from common circulation spaces should be controlled. <p><u>Objective 4F-2</u></p> <p><i>Common circulation spaces promote safety and provide for social interaction between residents</i></p> <p><u>Design Guidance:</u></p> <ul style="list-style-type: none">- Incidental spaces can be used to provide seating opportunities for residents, and promotes opportunities for social interaction.	<p>The main corridor area has a length of 26m, however is proposed as an open breezeway with fixed screens.</p> <p>Primary windows to the living areas and bedrooms are not proposed to directly open onto common circulation spaces.</p> <p>The relationship between common circulation areas and living areas or bedrooms is not expected to result in visual or acoustic privacy impacts.</p> <p>Seating areas are proposed to the eastern end of each breezeway.</p>																																							
<p><u>4G Storage</u></p> <p><u>Objective 4G-1</u></p> <p><i>Adequate, well designed storage is provided in each apartment</i></p> <p>1. In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided</p> <table><tr><th>Dwelling type</th><th>Storage size volume</th></tr><tr><td>Studio apartments</td><td>4m³</td></tr><tr><td>1 bedroom apartments</td><td>6m³</td></tr><tr><td>2 bedroom apartments</td><td>8m³</td></tr><tr><td>3+ bedroom apartments</td><td>10m³</td></tr></table> <p>At least 50% of the required storage is to be located within the apartment</p> <p><u>Objective 4G-2</u></p> <p><i>Additional storage is conveniently located, accessible and nominated for individual apartments</i></p> <p><u>Design Guidance:</u></p> <ul style="list-style-type: none">- Storage not located within apartments should be allocated to specific apartments.	Dwelling type	Storage size volume	Studio apartments	4m ³	1 bedroom apartments	6m ³	2 bedroom apartments	8m ³	3+ bedroom apartments	10m ³	<p>Storage proposed would exceed the minimum requirements. Additional storage areas are proposed within the basement area.</p> <p>Storage areas proposed are as per the following:</p> <table><tr><th>Unit</th><th>Storage (m³)</th></tr><tr><td>001</td><td>6.3</td></tr><tr><td>002</td><td>6</td></tr><tr><td>010</td><td>6.3</td></tr><tr><td>012</td><td>6.3</td></tr><tr><td>013</td><td>6.3</td></tr><tr><td>102</td><td>6.3</td></tr><tr><td>103</td><td>6.3</td></tr><tr><td>105</td><td>6.3</td></tr><tr><td>106</td><td>6.3</td></tr><tr><td>202</td><td>6.3</td></tr><tr><td>203</td><td>6.3</td></tr><tr><td>207</td><td>6.3</td></tr><tr><td>302</td><td>6.3</td></tr></table> <p>All proposed units are single bedroom and storage is located within the units.</p> <p>All boarding rooms, studios, are also provided with in excess of 4m³ of storage area.</p>	Unit	Storage (m ³)	001	6.3	002	6	010	6.3	012	6.3	013	6.3	102	6.3	103	6.3	105	6.3	106	6.3	202	6.3	203	6.3	207	6.3	302	6.3	Yes
Dwelling type	Storage size volume																																							
Studio apartments	4m ³																																							
1 bedroom apartments	6m ³																																							
2 bedroom apartments	8m ³																																							
3+ bedroom apartments	10m ³																																							
Unit	Storage (m ³)																																							
001	6.3																																							
002	6																																							
010	6.3																																							
012	6.3																																							
013	6.3																																							
102	6.3																																							
103	6.3																																							
105	6.3																																							
106	6.3																																							
202	6.3																																							
203	6.3																																							
207	6.3																																							
302	6.3																																							

<p><u>4H Acoustic privacy</u></p> <p><u>Objective 4H-1</u></p> <p><i>Noise transfer is minimised through the siting of buildings and building layout</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Adequate building separation is required (see section 2F above). - Noisy areas within buildings should be located next to or above each other and quieter areas next to or above quieter areas. - Storage, circulation areas and non-habitable rooms should be located to buffer noise from external sources. - Noise sources such as garage doors, plant rooms, active communal open spaces and circulation areas should be located at least 3m away from bedrooms. <p><u>Objective 4H-2</u></p> <p><i>Noise impacts are mitigated within apartments through layout and acoustic treatments</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - In addition to mindful siting and orientation of the building, acoustic seals and double or triple glazing are effective methods to further reduce noise transmission. 	<p>Potentially noisy areas within each unit are located adjacent to or above similar rooms at each level. Any consent issued would require the development to be constructed in accordance with BCA requirements.</p> <p>External noise sources have been addressed by way of the submission of an acoustic report, as discussed in the report.</p> <p>The recommendations of the submitted acoustic report are reflected in the draft conditions, provided at Attachment 18.</p>	<p>Yes</p>
<p><u>4J Noise and pollution</u></p> <p><u>Objective 4J-1</u></p> <p><i>In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful siting and layout of buildings</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Minimise impacts through design solutions such as physical separation from the noise or pollution source, <p><u>Objective 4J-2</u></p> <p><i>Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission</i></p>	<p>The subject property is located in close proximity to the Princes Highway. Four dwellings' POS and living room areas are orientated towards the Princes Highway.</p> <p>An acoustic report formed part of the application submission and provides recommendations as to construction standard to ensure compliance with dBA and Leq levels throughout the development. Conditions are recommended in this regard.</p>	<p>Yes</p>

<p><u>Design guidance:</u></p> <ul style="list-style-type: none"> - Design solutions include limiting openings to noise sources & providing seals to prevent noise transfer. 		
<p>Part 4 – Designing the building - Configuration</p>		
<p><u>4K Apartment mix</u></p> <p><u>Objective 4K-1</u></p> <p><i>A range of apartment types and sizes is provided to cater for different household types now and into the future</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - A variety of apartment types is provided - The apartment mix is appropriate, taking into consideration the location of public transport, market demands, demand for affordable housing, different cultural/social groups - Flexible apartment configurations are provided to support diverse household types and stages of life <p><u>Objective 4K-2</u></p> <p><i>The apartment mix is distributed to suitable locations within the building</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Larger apartment types are located on the ground or roof level where there is potential for more open space and on corners where more building frontage is available 	<p>Whilst the apartment types are limited to single rooms only, it is considered that the design proposed meets the needs of the proponent with regards to the provision of affordable housing. Configurations and aspects in the apartment design vary throughout the development.</p> <p>Two (2) adaptable units are proposed.</p>	Yes
<p><u>4L Ground floor apartments</u></p> <p><u>Objective 4L-1</u></p> <p><i>Street frontage activity is maximised where ground floor apartments are located</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Direct street access should be provided to ground floor apartments - Activity is achieved through front gardens, terraces and the facade of the building. - Ground floor apartment layouts support small office home office 	<p>Two ground floor residential units are proposed. The building has been designed such that the residential units are located behind of the retail space and have courtyard POS areas which open onto the communal open space area. The ground floor units do not have an impact on the street frontage.</p>	N/A

<p>(SOHO) use to provide future opportunities for conversion into commercial or retail areas. In these cases provide higher floor to ceiling heights and ground floor amenities for easy conversion</p> <p><u>Objective 4L-2</u></p> <p><i>Design of ground floor apartments delivers amenity and safety for residents</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Building entries should be clearly defined. 	<p>The entrance to the retail space is clearly identifiable from Collins Street, and presents to the Princes Highway via windows. The residential foyer is expected to be differentiated from the retail entry by way of materials and finishes.</p>	
<p><u>4M Facades</u></p> <p><u>Objective 4M-1</u></p> <p><i>Building facades provide visual interest along the street while respecting the character of the local area</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - To ensure that building elements are integrated into the overall building form and façade design - The front building facades should include a composition of varied building elements, textures, materials, detail and colour and a defined base, middle and top of building. - Building services should be integrated within the overall facade - Building facades should be well resolved with an appropriate scale and proportion to the streetscape and human scale. - To ensure that new developments have facades which define and enhance the public domain and desired street character. <p><u>Objective 4M-2</u></p> <p><i>Building functions are expressed by the facade</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Building entries should be clearly defined 	<p>The applicant has provided colour and materials schedule with the application submission. The schedule has been selected with regard to the elements, textures, materials and colours of the locality.</p> <p>Services and utility provision has been integrated with the overall building façade.</p> <p>The building façade is considered appropriate.</p> <p>The entrance to the retail space is clearly identifiable from Collins Street. The residential foyer is expected to be differentiated from the retail entry by way of materials and finishes.</p>	<p>Yes</p>
<p><u>4N Roof design</u></p>		<p>Yes</p>

<p><u>Objective 4N-1</u></p> <p><i>Roof treatments are integrated into the building design and positively respond to other street</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Roof design should use materials and a pitched form complementary to the building and adjacent buildings. <p><u>Objective 4N-2</u></p> <p><i>Opportunities to use roof space for residential accommodation and open space are maximised</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Habitable roof space should be provided with good levels of amenity. - Open space is provided on roof tops subject to acceptable visual and acoustic privacy, comfort levels, safety and security considerations <p><u>Objective 4N-3</u></p> <p><i>Roof design incorporates sustainability features</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Roof design maximises solar access to apartments during winter and provides shade during summer 	<p>A flat roof is proposed. The roof design minimises adverse visual impacts.</p> <p>Additional communal open space is proposed on the roof area and is proposed with a reasonable level of amenity.</p> <p>The use of the roof COS area will be managed via the Plan of Management for the site, as per Attachment 14.</p> <p>The flat roof design minimises the overshadowing impacts to adjoining properties.</p>	
<p><u>40 Landscape design</u></p> <p><u>Objective 4O-1</u></p> <p><i>Landscape design is viable and sustainable</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Landscape design should be environmentally sustainable and can enhance environmental performance - Ongoing maintenance plans should be prepared <p><u>Objective 4O-2</u></p> <p><i>Landscape design contributes to the streetscape and amenity</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Landscape design responds to the existing site conditions including: 	<p>A landscape concept plan was provided as part of the application submission. The majority of the landscaped areas are proposed at ground level.</p> <p>The landscape design is considered to provide residents with good amenity. Conditions relating to ongoing maintenance are recommended and provided at Attachment 18.</p> <p>Suitable conditions for street tree planting are recommended and provided at Attachment 18.</p> <p>Landscaping adjacent the COS does incorporate changes in levels and</p>	<p>Yes</p>

<ul style="list-style-type: none"> • changes of levels • views • significant landscape features 	significant landscape features.	
<p><u>4P Planting on Structures</u></p> <p><u>Objective 4P-1</u></p> <p><i>Appropriate soil profiles are provided</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Structures are reinforced for additional saturated soil weight - Minimum soil standards for plant sizes should be provided in accordance with Table 5 <p><u>Objective 4P-2</u></p> <p><i>Plant growth is optimised with appropriate selection and maintenance</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Plants are suited to site conditions <p><u>Objective 4P-3</u></p> <p><i>Planting on structures contributes to the quality and amenity of communal and public open spaces</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Building design incorporates opportunities for planting on structures. 	<p>The design incorporates planting boxes on the roof terrace area.</p> <p>Draft conditions are recommended requiring that any planting on structures include waterproof membrane and connection to stormwater drainage.</p> <p>Council's Landscape Architect has reviewed the application submission and indicated no objections to the landscaping proposed.</p> <p>A number of planters are proposed.</p>	Yes
<p><u>4Q Universal design</u></p> <p><u>Objective 4Q-1</u></p> <p><i>Universal design features are included in apartment design to promote flexible housing for all community members</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - A universally designed apartment provides design features such as wider circulation spaces, reinforced bathroom walls and easy to reach and operate fixtures <p><u>Objective 4Q-2</u></p> <p><i>A variety of apartments with adaptable designs are provided</i></p>	<p>An access report was provided as part of the application submission which identifies that Units 012 and 105 have been designed to be capable of adaptation. Draft conditions are recommended in this regard and are provided for at Attachment 18.</p> <p>Two units with adaptable designs are proposed.</p>	Yes

<p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Adaptable housing should be provided in accordance with the relevant council policy <p><u>Objective 4Q-3</u></p> <p><i>Apartment layouts are flexible and accommodate a range of lifestyle needs</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Apartment design incorporates flexible design solutions 		
<p><u>4R Adaptive reuse</u></p>	<p>The proposal does not relate to alterations or additions.</p>	<p>Yes</p>
<p><u>4S Mixed use</u></p> <p><u>Objective 4S-1</u></p> <p><i>Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Mixed use development should be concentrated around public transport and centres - Mixed use developments positively contribute to the public domain. <p><u>Objective 4S-2</u></p> <p><i>Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Residential circulation areas should be clearly defined. - Landscaped communal open space should be provided at podium or roof levels 	<p>The proposal is for a mixed use development, incorporating part retail, boarding house and residential units.</p> <p>The proposal provides for an active street frontage to the corner of the Princes Highway and Collins Street and is appropriately located with regard to Corrimal town Centre.</p> <p>The breakup of residential v retail floor space is not considered inappropriate.</p> <p>A separate residential entry is proposed off Collins Street and is integrated into the design of the development.</p>	<p>Yes</p>
<p><u>4T Awnings and signage</u></p> <p><u>Objective 4T-1</u></p> <p><i>Awnings are well located and complement and integrate with the building design</i></p> <p><u>Design guidance</u></p>	<p>Awnings are proposed as per the recommendations of the Corrimal Town Centre Plan, on the corner of Collins Street and the Princes Highway, wrapping the retail frontage and providing cover to</p>	<p>Yes</p>

<ul style="list-style-type: none"> - Awnings should be located along streets with high pedestrian activity and active frontages <p><u>Objective 4T-2</u></p> <p><i>Signage responds to the context and desired streetscape character</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Signage should be integrated into the building design and respond to the scale, proportion and detailing of the development 	<p>the residential entry.</p> <p>No signage details have been provided. Draft conditions are recommended in this regard.</p>	
<p>Part 4 – Designing the building - Configuration</p>		
<p><u>4U Energy efficiency</u></p> <p><u>Objective 4U-1</u></p> <p><i>Development incorporates passive environmental design</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Adequate natural light is provided to habitable rooms (see 4A Solar and daylight access) <p><u>Objective 4U-2</u></p> <p><i>Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer</i></p> <p><u>Design Guidance</u></p> <ul style="list-style-type: none"> - Provision of consolidated heating and cooling infrastructure should be located in a centralised location <p><u>Objective 4U-3</u></p> <p><i>Adequate natural ventilation minimises the need for mechanical ventilation</i></p>	<p>BASIX Certificates have been provided satisfying minimum energy efficiency requirements.</p> <p>The proposal satisfies the minimum number of apartments receiving natural light under Part 4A Solar and daylight access.</p> <p>No outdoor clothes drying areas indicated on the plans.</p> <p>BASIX incorporates requirements for thermal comfort which is achieved. Separately the proposal will be conditioned for to comply with the BCA</p> <p>The proposed development provides adequate ventilation as discussed under Part 4B. Mechanical ventilation will be required to bathrooms where no openings are provided.</p> <p>Units have been adequately designed to achieve natural cross ventilation. Further detail is provided above at Section 4B.</p>	<p>Yes</p>
<p><u>4V Water management and conservation</u></p> <p><u>Objective 4V-1</u></p> <p><i>Potable water use is minimised</i></p> <p><u>Objective 4V-2</u></p> <p><i>Urban stormwater is treated on site before being discharged to receiving</i></p>	<p>The application submission includes a BASIX Certificate that demonstrates that the proposal satisfies the minimum BASIX water conservation requirements.</p>	<p>Yes</p>

<p>waters</p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Water sensitive urban design systems are designed by a suitably qualified professional <p><u>Objective 4V-3</u></p> <p><i>Flood management systems are integrated into site design</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Detention tanks should be located under paved areas, driveways or in basement car parks 	<p>Conditions are recommended with regard to BASIX commitments, and are provided for within Attachment 18.</p> <p>Council's Stormwater Engineers have considered the design with regard to water detention and treatment system requirements.</p> <p>Detention tanks are proposed to be located beneath the car parking area.</p>	
<p><u>4W Waste management</u></p> <p><u>Objective 4W-1</u></p> <p><i>Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Common waste and recycling areas should be screened from view and well ventilated <p><u>Objective 4W-2</u></p> <p><i>Domestic waste is minimised by providing safe and convenient source separation and recycling</i></p>	<p>Garbage storage is proposed to be located within the ground floor.</p> <p>The proposed room is internal with no windows, however ventilation is indicated through the development with venting to the roof.</p> <p>Kerbside collection once a week is proposed and is considered acceptable. The residents will need to arrange for the bins to be moved from the storage room to the kerbside on collection day. The retail space will need to organise waste collection either privately or with Council, separately to the residential collection. Draft conditions are recommended in this regard.</p>	Yes
<p><u>4X Building maintenance</u></p> <p><u>Objective 4X-1</u></p> <p><i>Building design detail provides protection from weathering</i></p> <p><u>Design guidance</u></p> <ul style="list-style-type: none"> - Design solutions such as roof overhangs to protect walls and hoods over windows and doors to protect openings can be used. <p><u>Objective 4X-2</u></p> <p><i>Systems and access enable ease of maintenance</i></p>	<p>The development proposes to use durable and low maintenance materials.</p> <p>It does not appear that any unreasonable roof overhangs, or hoods over windows are proposed</p>	Yes

<p><u>Design guidance</u></p> <ul style="list-style-type: none">- Window design enables cleaning from the inside of the Building <p><u>Objective 4X-3</u></p> <p><i>Material selection reduces ongoing maintenance costs easily cleaned surfaces that are graffiti resistant</i></p>		
--	--	--

Attachment 17: WDCP 2009 compliance table

CHAPTER A2: ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The proposal is not considered to be inconsistent with the principles of Ecologically Sustainable Development

CHAPTER B3: MIXED USE DEVELOPMENT

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
<u>4.1 Minimum Site Width</u> <ul style="list-style-type: none">Minimum site width of 24m, measured for full length of building envelope and perpendicular to the side boundaries	<p>The applicant has submitted a variation request statement in accordance with cl. 8 of Chapter A1 of the WDCP 2009 seeking consent for the development of the site for the purpose of a mixed use development despite the reduced site width. This matter is directly related to the requested exception to clause 7.14 of the WLEP 2009 and is discussed in further detail at sections 2.1.8 and 2.3.1 of the Assessment Report. The site would not create an isolated allotment.</p> <p>Given the commentary from the Design Review Panel and the zoning of the site, the variation request is considered reasonable in this instance. A copy of the submitted variation statement is provided at Attachment 15.</p> <p>The variation is considered capable of support.</p>	No – variation to WDCP 2009 requested
<u>4.2 Maximum Floor Space Ratio / Density</u> <ul style="list-style-type: none">WLEP 2009 FSR	<p>See discussion at section 2.1.8 of the assessment report.</p>	Yes
<u>4.3 Building Height</u> <ul style="list-style-type: none">WLEP 2009 maximum building height	<p>Clause 4.3 of the WLEP 2009 prescribes a maximum height of 15 metres for the Site, as shown on the Height of Buildings Map. The proposal has maximum overall height of 16.68m, exceeding the height limit by a maximum of 1.68m (11.2%). A Clause 4.6 exception request and Variation request statement have been provided in response to the height variation. See discussion at section 2.1.8 and 2.3.1 of the assessment report.</p> <p>The variation is considered capable of support.</p>	No – variation to WDCP 2009 requested
<u>4.4 Front Setbacks</u> <ul style="list-style-type: none">Within the B2 Local Centre Zone: The building should be located on the front property boundary, where a continuous façade along main commercial streets is	<p>A zero setback has been proposed to the Princes Highway and Collins Street frontages. This is considered appropriate in the context of the site. An awning is proposed along both frontages.</p>	Yes

desired.

4.5 Side and Rear Setbacks / Building Separation

- Zero setback within B2 zone, except where site adjoins residentially zoned land, in which case:

Table 1: Side Setbacks Mixed Use Buildings	
Building Height	Minimum Side Setback
Buildings up to 4 storeys (12 metres)	6 metres where a habitable room/balcony faces an adjacent property
	3.5 metres where a non-habitable room/blank wall faces an adjacent property
Buildings of 5 to 8 storeys (up to 25 metres)	9 metres where a habitable room/balcony faces an adjacent property
	4.5 metres where a non-habitable room/blank wall faces an adjacent property

Table 2: Side Rear Setbacks Mixed Use Buildings	
Building Height	Minimum Rear Setback
Buildings up to 4 storeys (12 metres)	6 metres from the common property boundary with any directly abutting residentially zoned property
	6 metres where a habitable room/balcony faces an adjacent property
	3.5 metres where a non-habitable room/blank wall faces an adjacent non-residentially zoned property
Buildings of 5 to 8 storeys (up to 25 metres)	9 metres from the common property boundary with any directly abutting residentially zoned property
	9 metres where a habitable room/balcony faces an adjacent property
	4.5 metres where a non-habitable room/blank wall faces an adjacent property

4.6 Built Form

- In B2 Local Centre the ground floor and first floor levels of a building must provide for minimum 3.3 metre floor to ceiling height clearances, to maximise the flexibility of in the future use of the buildings.
- Development involving 3 or more storeys and 4 or more dwellings must be designed by a qualified designer in accordance with SEPP 65
- Appearance to be in

The applicant has submitted a variation request statement in accordance with cl. 8 of Chapter A1 of the WDCP 2009 seeking consent for the reduced setbacks. This matter is directly related to the requested variation to part 3F of the ADG and is discussed in further detail at sections 2.1.4 and 2.3.1 of the Assessment Report. The proposed setbacks are considered to meet the objectives of the control.

A copy of the submitted variation statement is provided at **Attachment 15**.

The variation is considered capable of support.

A 3.1m ceiling height is proposed within the retail tenancy only. Throughout the remainder of the development a 2.7m ceiling height is proposed, with the exception of bulk heads and areas for services which drop to a minimum of 2.4m.

The applicant has submitted a variation request statement in accordance with cl. 8 of Chapter A1 of the WDCP 2009 seeking consent for the reduced ceiling heights. This matter is directly related to the requested variation to part 4C of the ADG and is discussed in further detail at sections 2.1.4 and 2.3.1 of the Assessment Report. The proposed ceiling heights are considered to meet the objectives of the control.

A copy of the submitted variation statement is provided at **Attachment 15**.

The variation is considered capable of support.

The proposed built form is considered to be consistent with the requirements of this clause in that:

- The development has been designed by a qualified architect and in accordance with the requirements of SEPP 65,

No – variation to WDCP 2009 requested

No – variation to WDCP 2009 requested

Controls/objectives	Comment	Compliance
<p>harmony with buildings around it and the streetscape character of the locality.</p> <ul style="list-style-type: none"> Siting, form, height and external appearance of any new building should be sympathetic with adjoining buildings in the surrounding retail and business precinct. Mixed use buildings which are located on corner sites must: <ul style="list-style-type: none"> Designed in response to the characteristics of the site Concentrate the tallest portion of the building on the corner itself Present to each frontage as a main street frontage Design frontages and entries so that they are readily apparent Avoid blank or solid walls on street frontages. Strengthen the corner by massing and articulating the building to both frontages Continue the dominate built form of the locality Treat facades to provide character, visual legibility and human scale to delineate the different uses Use high quality materials. 	<p>further discussed at section 2.1.4 of the assessment report.</p> <ul style="list-style-type: none"> The proposal is not considered to be out context with new developments of a similar nature within the Corrimal area. The design responds to the character of the area and nearby developments. The building siting does not propose any unreasonable setbacks to adjoining residential properties. An articulated façade is proposed along the Princes Highway frontage. An active street frontage is proposed in the form of a retail space. Habitable rooms and balcony areas on the upper levels provide overlooking to the street. The form of the building is considered appropriate. A flat roof is proposed. The proposal has been amended to include additional articulation at the ground floor level. The development is massed to the corner. The built form is not inconsistent with the newer built forms in the locality. The façade has been broken up to clearly identify that the ground floor frontage to the Princes Highway The treatment of the façade is considered appropriate High quality materials are proposed. <p>The proposal is considered to be consistent</p>	
<p><u>4.7 Active Street Frontages</u></p> <ul style="list-style-type: none"> All net mixed use buildings are required to provide ground level active street frontages. 	<p>The proposed built form is considered to be consistent with the requirements of this clause in that:</p> <ul style="list-style-type: none"> A ground floor retail area is proposed with frontage to both Collins Street and the Princes Highway A significant portion of the ground floor frontage is comprised of window space. The future use for the retail space does not form part of the subject development application, however the space allows 	

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
	for a range of possible uses which could contribute to the vitality and liveliness of the area. The appropriateness of the future use will be subject to a separate assessment process.	
<u>4.8 Awnings</u>		
<ul style="list-style-type: none"> Provide continuous street front awnings, where required to provide a continuation of existing awnings. 	<p>Despite the site being separated from the existing Corrimal Town Centre area by Collins Street, an awning is identified as required on the corner via the Corrimal Town Centre Plan. The awning proposed is consistent with the recommendations of the Corrimal Town Centre Plan, and has been extended to provide shelter to the residential entry.</p> <p>The awning has been designed in conjunction with the main building, and has a maximum width of 2.5m and clearance of more than 3.3m.</p> <p>Conditions are recommended with regard to under awning lighting to be provided.</p>	Yes
<u>4.9 Car Parking</u>		
<ul style="list-style-type: none"> Parking to be provided in accordance with Chapter E3 Access driveways to car parking areas must be positioned to minimise impacts on the streetscape. Car parking should be conveniently located to serve the residents and visitors of the site. 	<p>See discussion regarding car parking rates and compliance at Chapter E3 below.</p> <p>The location and width of the access driveway are not considered inappropriate in this case.</p> <p>All proposed parking areas are proposed within the basement area. Given the nature of the development proposed, this is not considered to be unreasonable.</p>	Yes – see below
<u>4.10 Basement Car Parking</u>		
	No basement car parking is proposed.	N/A
<u>4.11 Driveways</u>		
	<p>The driveway is proposed off Collins Street, a secondary road.</p> <p>Vehicle manoeuvring has been demonstrated, as discussed at chapter E3 below.</p> <p>13 residential units and 15 boarding rooms are proposed. A 6m crossover is proposed in this regard and is considered satisfactory</p>	Yes
<u>4.12 Landscaping</u>		
	<p>Landscaping is proposed throughout the communal open space area, roof terrace and car parking area. The submitted landscape plan addresses the requirements of this clause.</p> <p>Council's Landscape Officer has reviewed the application submission and provided</p>	Yes

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
	<p>conditionally satisfactory advice.</p> <p>Draft conditions are recommended with regard to street tree plantings, and are provided as part of Attachment 18.</p>	
<u>4.13 Communal Open Space</u>	<p>The area of proposed communal open space (COS) is considered acceptable in this circumstance. 290sqm or 29% of site area is proposed to be provided as communal open space area split between the lower ground floor garden area and the roof terrace. The COS is easily accessible, partially co-located with the deep soil zone and identifiable and is considered to be a usable area.</p> <p>The proposed COS has been demonstrated to receive more than 2 hours of direct sunlight on June 21.</p>	Yes
<u>4.14 Private Open Space</u>	<p>Each unit is provided with an appropriate balcony or courtyard area which meets the requirements of the ADG. All POS areas have been designed to be directly accessible off the main living areas.</p>	Yes
<u>4.15 Solar Access</u>	<p>The property located on the south western corner of the intersection of the Princes Highway and Collins Street is currently comprised of a single storey retail premise, however has been recently approved for a three storey shop top housing development.</p> <p>The applicant has provided hourly shadow diagrams demonstrating that the proposal would not result in any overshadowing of the dwellings proposed as part of the approved development to the south.</p> <p>10 of the 13 units would receive more than 3 hours of direct sunlight to the proposed living rooms on June 21, comprising 77% of the proposed dwellings.</p> <p>All of the proposed POS areas proposed would receive in excess of 3 hours of direct sunlight on June 21.</p>	Yes
<u>4.16 Visual privacy</u>	<p>The design is considered to have orientated units to maximise visual privacy. Further discussion in this regard is provided within Attachments 12 and 16 addressing ADG requirements.</p>	Yes

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
<u>4.17 Acoustic privacy</u>	<p>Noisy rooms within each unit are located adjacent or above similar rooms. The proposal meets ADG requirements as demonstrated at Attachments 12 and 16 and draft conditions requiring compliance with the BCA have been recommended.</p> <p>Due to the location of the development and the proposed design which includes units fronting the Princes Highway, an Acoustic Report was provided as part of the application lodgement package. The report included an assessment of the existing background and ambient noise levels in the area. The report recommends structural attenuation materials for external door and windows glazing, roof/ceiling and external walls construction. In addition the report has recommended that any mechanical plants such AC unit and pumps should comply with the noise criteria stated within the report.</p>	Yes
<u>4.18 Adaptable Housing</u>	<p>Units 012 and 105 are identified as being capable of adaptation, being 15% of the proposed units. Certification has been provided confirming that the adaptable units are capable of modification to comply with the relevant Australian Standards. Draft conditions are recommended as provided at Attachment 18.</p>	Yes
<u>4.19 Residential Component - Apartment Mix and Layout</u>	<p>Whilst the apartment types are limited to single rooms only, it is considered that the design proposed meets the needs of the proponent with regards to the provision of affordable housing. Configurations and aspects in the apartment design vary throughout the development. All units have areas of 50sqm.</p> <p>See discussion at 4.6 above with regard to minimum floor to ceiling heights on ground and first floors.</p>	Yes See above
<u>4.20 Natural Ventilation</u>	<p>Units have been adequately designed to achieve natural cross ventilation. Further detail is provided above at Section 4B of the ADG, at Attachment 16.</p>	Yes

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
<u>4.21 Adaptive Re-use</u>	The proposal does not relate to an adaptive re-use of a building. Certification has been provided confirming that the adaptable units and access to the communal room are capable of modification to comply with the relevant Australian Standards. Draft conditions are recommended as provided at Attachment 18.	Yes
<u>4.22 Crime Prevention Through Environmental Design (Safety and Security)</u>	The development has been designed with regard to CPTED principles providing for minimal areas of entrapment or concealment. Draft conditions are recommended with regard to landscaping, lighting and access control, as provided at Attachment 18.	Yes
<u>5 GENERAL REQUIREMENTS FOR ALL MIXED USE DEVELOPMENT</u>		
<u>5.1 Floodplain Management</u>	Council's Stormwater officer has considered the application with regard to the flood affectation of the site and has provided a conditionally satisfactory referral response.	Yes
<u>5.2 Land Re-Shaping Works (Cut and Fill Earthworks)</u>	Due to the slope of the land, the development involves cutting of the site to provide the upper and lower floor areas. The proposed excavations have been considered by Council's Environment and Geotechnical Officers, and draft conditions have been recommended as provided at Attachment 18.	Yes
<u>5.3 Retaining Walls</u>	Draft conditions are recommended with regard to the proposed retaining walls, as provided at Attachment 18.	Yes
<u>5.4 Soil Erosion and Sediment Control</u>	Draft conditions are recommended with regard to the provision of erosion and sediment control measures, as provided at Attachment 18.	Yes
<u>5.5 Fences</u>	Draft conditions are recommended with regard to fencing, as provided at Attachment 18.	Yes

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
<u>5.6 Access for People with a Disability</u>	See Chapter E1 below.	See below
<u>5.7 Services</u>	Draft conditions are recommended with regard to servicing, as provided at Attachment 18 .	Yes
<u>5.8 Swimming Pools</u>	No swimming pools are proposed.	N/A
<u>5.9 Fire Brigade Servicing</u>	The development includes a hydrant pump room on the lower ground floor.	Yes
<u>5.10 Site Facilities</u>	The submitted plans demonstrate the location of all required site facilities.	Yes
<u>5.11 Storage Facilities</u>	Adequate storage is proposed for each unit as discussed within the Apartment Design Guide at Attachment 16 .	Yes
<u>5.12 Waste Management</u>	Waste collection arrangements are discussed at Chapter E7 below.	See below

CHAPTER B4: DEVELOPMENT IN BUSINESS ZONES

The development is located in a business zone and proposes one retail tenancy and as such this chapter is applicable to the development. An assessment against the relevant sections is outlined below.

2 Objectives

The development is considered consistent with the objectives of development in business zones.

3. Retail and business centre hierarchy strategy

The site is located within the Corrimal Town Centre area, being identified as a major town centre (district centre) by this chapter. The proposed development is contained to the B2 zone.

4 Economic impact assessment – retail hierarchy

The floor space of the retail area proposed does not meet the threshold requirements of this clause.

5 Planning requirements for development in the regional city and major regional centres

The subject site is not identified as being located within a regional city or regional centre.

6 Planning requirements for development in the major town centres

Clause 6.1 states that the precinct planning controls for the Corrimal retail and business centre will be the subject to the separate revitalisation study for the centre, currently in progress.

Discussion with Councils Strategic Planning Staff indicates that the Corrimal Town Centre Plan is the primary strategic document with regard to Corrimal Town Centre. The proposal is considered to be consistent with the principles provided within this document, as demonstrated by **Attachment 9**.

7 Planning requirements for development in the town centres

The subject site is not identified as being located within a town centre.

8 Planning requirements for development in the village (local convenience) centres

The subject site is not identified as being located within a village.

9 General design requirements for retail and business premises developments

9.1 Objectives

The proposal is considered to be consistent with the objectives of this clause.

9.2 Development Controls

9.2.1 Floor Configuration

The proposed retail space has a depth to width ratio of 6m:9m which is considered appropriate.

The development provides for an appropriate presentation to both the Princes Highway and Collins Street.

There are no controls in this section with regard to floor to ceiling heights for B2 zones. See sections 2.1.3 and 2.3.1 of the report with regard to ceiling height controls.

The proposed retail frontage is considered to be consistent with the anticipated context of the surrounding area.

9.2.2 Building Appearance

The building appearance is considered to meet the provisions of this clause. The building is proposed with a clear base, middle and top and proposes high quality external finishes. This is emphasised by the stepping in and change in materials on the upper floor. Draft conditions are recommended with regard to building materials and finishes as provided at **Attachment 18**.

9.2.3 Building Alignment

The building is proposed to align with the Collins Street and Princes Highway footpath. See discussion throughout the report with regard to the proposed residential units on the ground floor.

9.2.4 Active Street Frontages

The proposed retail frontage is considered to contribute to the activation of the Princes Highway and Collins Street frontage. The frontage of the retail is proposed to be predominantly glazed on both elevations.

9.2.5 Urban Design / Streetscape Appearance

The siting, form and appearance of the proposed retail space is not considered to be out of context with the anticipated desired future character of the area. Draft conditions are recommended with regard to finishes.

9.2.6 Pedestrian Access

There is minimal potential for through site access in this location.

Pedestrian access to the residential foyer is considered sufficiently wide and appropriately located, and draft conditions are recommended with regard to lighting and security.

9.2.7 Awnings

An awning is proposed to wrap the Princes Highway and Collins Street frontages, consistent with the recommendations of the Corrimal Town Centre Plan.

9.2.8 Public Domain – Footpath Paving

The proposal involves the reconstruction of footpath paving and the provision of street trees. Draft conditions are recommended with regard to footpath paving requirements, as provided at **Attachment 18**.

9.2.9 Solar access and overshadowing

See discussion at Chapter B4 above, and within the AGD compliance table at **Attachment 16** with regard to overshadowing.

CHAPTER C3: BOARDING HOUSES

The proposal seeks consent for a shop top housing proposal comprising 13 infill residential units, 15 boarding rooms and a retail premise. This Chapter applies only to the boarding room components of the development.

Control/objective	Comment	Compliance
3 Development controls for Boarding Houses		
3.1 Location of boarding houses	The location of the development is considered appropriate.	Yes
1. Boarding houses should be generally located within areas that have:		
a) Access to public transport within 400 metres walking distance of a railway station or bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (inclusively) and between 08.00 and 18.00 on each Saturday and Sunday.	The subject site is located immediately adjacent to a bus stop which provides regular services.	
b) Access to employment and or services (either within walking distance or via public transport)	The site is also located within the B2 Local Centre Zone, and the Corrimal Town Centre which provides employment opportunities.	
c) Access to parks or open space corridors	The site is located approximately 200m from Memorial Park.	
d) Access to educational institutes such as Universities		
2. Clustering of boarding houses should be avoided so as to reduce the amenity impacts on residential areas. A separation distance of 150m should be considered from existing boarding houses in areas not covered by the SEPP.	Council does not have any record of another boarding house development within a 150m radius of the subject site.	
3.2 Setbacks		See above
Where a proposed boarding house has the built form of a dwelling house, multi-unit dwelling or residential apartment building, the relevant setback requirements of Chapter B1 Residential Development or B3 Mixed Use Development shall apply	See discussion above.	
4 Minimum facilities for Boarding Houses – Building Code of Australia		
4.1.1 Class 1B Boarding Houses		
4.1.2 Class 3 Boarding Houses	The boarding house component of the development would be considered a Class 3 building.	See report
Class 3 boarding houses are recommended to make provision for the following facilities within the	The proposal includes bedrooms, laundry and toilet facilities within each boarding room.	

development:

- (a) Bedrooms;
- (b) Laundry facilities;
- (c) Toilet facilities;
- (d) Communal kitchen area for food preparation (in addition to any private kitchenette);
- (e) Communal living room area;
- (f) Individual and communal storage facilities;
- (g) Garbage and recycling facilities; and
- (h) Manager / operator accommodation

Additional toilet facilities are proposed as part of the communal facilities on the lower ground floor. In addition to kitchenettes being provided within each boarding room, communal kitchen facilities are proposed on the lower ground floor.

A 50sqm communal living room is proposed on the lower ground floor level, opening out to the communal open space area.

Adequate storage is proposed within each boarding room. Bicycle storage is provided on the lower ground floor.

A garbage storage room is proposed on the lower ground floor.

See discussion at section 2.1.2 of the assessment report with regard to the provision of managers' accommodation. A manager's office room is proposed, however no on site boarding room or on site dwelling is proposed or required. This has been raised with the applicant and a response provided as per **Attachment 13**.

4.1.3 General Boarding House Controls

1. The design of boarding houses must demonstrate the balance between the shared and private areas. Boarding house residents generally only occupy their own bedroom and share the remainder of the internal areas with other residents of the building, so shared areas are a particularly significant component in a boarding house.	Each boarding room is proposed with adequate facilities, including kitchenette, bathroom, sleeping, seating and dining areas. Additional communal facilities are proposed on the lower ground floor, including a large kitchen, dining and lounge area. Additional seating areas are proposed within the corridor areas. It is considered that a reasonable balance between public and private areas is provided.	Yes
2. Boarding rooms shall be a minimum of 12m ² for 1 person or 16m ² for 2 people	Each boarding room is proposed with a total area of 35sqm.	Yes
3. The maximum number of lodgers per boarding room is two (2).	The submitted Plan of Management indicates that each boarding room will be occupied by one person only, despite appearing to have the capacity for two. See discussion at section 2.1.2 of the assessment report with regard to the provision of managers' accommodation and management of the number of people within each boarding room.	Yes
4. Where an ensuite bathroom facility is to be provided this shall be a minimum of 3m ² . This is to be provided in addition to the 12m ² or 16m ² for the boarding room size.	Each boarding room is proposed with an ensuite, of approximately 5sqm. Each boarding room is proposed with a total area of 35sqm.	Yes

5.	Where shared bathroom facilities are proposed in a Class 1(b) Boarding House the bathroom must:	Shared bathroom facilities are not proposed, with the exception of one accessible toilet on the lower ground floor. Each boarding room is proposed with an ensuite comprising a toilet, shower and sink facilities.	N/A
a)	Comply with the Building Code of Australia.		
b)	Must be located so as to be accessible to all occupants.		
c)	A minimum of one (1) bath or shower for each 10 occupants or part thereof and 1 closet pan and washbasin with hot and cold running water for each 10 occupants or part thereof.		
6.	Shared bathroom facilities for Class 3 Boarding houses are required to comply with the Building Code of Australia.	Shared bathroom facilities are not proposed.	N/A
7.	Communal kitchens in Class 1(b) boarding house are to be:	The proposal relates to a class 3 boarding house.	N/A
a)	Supplied with cupboards, kitchen sink, food preparation benches and cooking facilities plus tables and chairs in a central location accessible to all residents.		
b)	Communal kitchens shall be a minimum area of 6.5m ² for up to 6 residents or 11m ² for more than 6 residents up to 12 residents.		
c)	Where minor kitchenette facilities are provided within all bedrooms they shall be comprised of a fridge, adequate cupboards and shelves and a microwave (For fire safety reasons no other cooking appliances are permitted).		
8.	Class 3 communal kitchen and dining area are to be:		Yes
a)	A minimum of 15m ² plus 1m ² per additional person above 12 persons; or	A 50sqm open plan communal room is provided which incorporates a galley kitchen, dining area and lounge area.	
b)	All bedrooms shall contain kitchenette facilities a fridge, adequate cupboards and shelves and a microwave.	Each bedroom is proposed with kitchenette facilities including a fridge, adequate cupboards and shelves and cooking facilities. Conditions are recommended requiring compliance with the BCA.	
9.	Laundry and clothes drying facilities are to be provided at	Laundry facilities are proposed within each unit, comprising a combined washer/dryer and	Yes

a rate of:	laundry sink. A condition is recommended in this regard.	
<p>a) One (1) washing machine and washing tub is required for every 10 rooms plus</p> <p>b) One (1) clothes dryer or a Min. 30 metres of clothesline for every 10 rooms is required.</p>		
10. All boarding houses must provide at least one communal living room of sufficient size to accommodate proposed number of residents.	An appropriately sized communal open space room is proposed on the lower ground floor.	Yes
11. At least one communal living room should receive a minimum of 3 hours direct sunlight between 9am and 3pm on 22 June.	The communal living room will receive in excess of 3 hours of sunlight on June 21.	Yes
12. Communal living rooms should be appropriately located to minimise impacts on adjoining properties	The location of the communal living room is considered appropriate.	Yes
13. Private open space is to be located in the rear setback.	<p>POS areas are proposed as balcony areas and are located on the eastern, northern and western elevations. Due to the nature of the site, this is not considered inappropriate.</p> <p>A communal open space area is proposed within the side setback, opening out from the communal living area. A second communal area is proposed on the roof terrace.</p> <p>The location of all open space areas is considered appropriate.</p>	Yes
14. A minimum of one private open space area of 20 square metres with a minimum dimension of 3 metres is to be provided for use by lodgers	The area of proposed communal open space (COS) is considered acceptable in this circumstance. 290sqm or 29% of site area is proposed to be provided as communal open space area split between the lower ground floor garden area and the roof terrace.	Yes
15. Where the boarding house is not within walking distance to public open space it should provide 30 square metres of private open space.	The site is within 200m of Memorial Park in Corrimal.	Yes
16. If accommodation is provided on site for a boarding house manager, then one area of at least 8 metres square with a minimum dimension of 2.5 metres is to be provided adjacent to the accommodation for the purpose of private open space.	Accommodation is not proposed for an on-site manager.	N/A

17. Landscaping in the front setback should aim to soften the built form of the boarding house and maintain the visual amenity of the surrounding locality.	No landscaping is proposed within the front setback area.	N/A
18. A landscape plan will be required for new purpose built boarding houses in accordance with Chapter E6 Landscaping.	A landscape plan formed part of the application submission.	Yes
19. Boarding house shall make satisfactory provision for on-site car parking for residents, the resident manager / property owner and visitors.	See chapter E3 below.	See below.
20. Car parking shall be provided in accordance with Chapter E3 Car Parking.	See chapter E3 below.	See below.
21. All new boarding houses or major alterations and additions to existing boarding houses will be required to provide suitable disabled access arrangements into and within the boarding house in accordance with the Australian Standards	An access report was provided as part of the application submission which identifies that Units 012 and 105 have been designed to be capable of adaptation. Draft conditions are recommended in this regard and are provided for at Attachment 18 .	Yes
22. Subdivision or community title subdivision of boarding houses is prohibited.	Subdivision is not proposed.	N/A
23. Boarding house application shall include a statement of justification addressing the following points: a) What are the key objectives of the boarding house? (i.e. Is it consistent with localised housing needs and demands? Does it increase housing stock? Will it provide affordable options? Who will it accommodate? Is it for a special needs group, providing housing for groups otherwise disadvantaged or providing wider social benefit?) b) What are the local area characteristics? (i.e. streetscape character, visual catchments, dominant style of surrounding built form) c) What are the likely physical and social characteristics of the proposed boarding house?	The submitted proposal includes a statement which outlines that the site was acquired by Anglicare to deliver an integrated model of housing, targeted at providing stability and support for vulnerable people, particularly women aged 55 and over. The application has been lodged as an affordable housing proposal for the boarding house and infill unit components. The submitted Statement of Environmental Effects and Site Analysis Plan provide an analysis of the local area characteristics. The submitted Statement of Environmental Effects provides an analysis of the physical	Yes

(i.e. what is the development physical form (eg. Number of bedrooms, type etc) change the size and characteristics of the population?)

and social characteristics of the boarding house.

- d) What are the key social impacts associated with the proposed development? (i.e. will the development impact on certain groups of the community?)

5 Management Plan

Boarding houses require a management plan to be submitted with a development application in order to ensure that the boarding house operates in a way that maintains the existing amenity of the surrounding locality. The management plan is to set out the various requirements and responsibilities of management and lodgers.	The submitted management plan is provided at Attachment 14 . Draft conditions are also recommended in this regard, as per Attachment 18 .	Yes
---	---	-----

6 Fire Safety

a) A copy of the annual fire safety statement and current fire safety schedule for the building must be prominently displayed in the front entrance (lobby area) of the building. A floor layout plan of the building must also be affixed to the inside of the door for each bedroom within the boarding house to indicate the emergency evacuation routes and safe assembly point from the respective sleeping room.	Draft conditions are recommended in this regard, as per Attachment 18 .	Yes
b) Any approved boarding house will require appropriate annual certification for essential fire safety measure		

CHAPTER E1: ACCESS FOR PEOPLE WITH A DISABILITY

It is considered that disabled access to the proposed development is acceptable in this circumstance. The submitted Access Consultant's Report has been reviewed and conditions are recommended as provided at **Attachment 18**.

CHAPTER E2: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Control/objective	Comment	Compliance
3.1 Lighting	Lighting to public areas to be provided in accordance with Australian Standard requirements. Conditions are recommended requiring that entries and lobby for residential to be appropriately lit.	Yes
3.2 Natural surveillance and	The proposed development accounts for and	Yes

sightlines	will improve natural surveillance of adjoining properties and the street.	
3.3 Signage	No signage is proposed within this application. The proposed development will have minimal impact on the existing signage in the street.	Yes
3.4 Building design	It is considered that the proposed development satisfies CPTED principles in minimising areas of entrapment and concealment, natural surveillance and access controls. Details of the application submission were reviewed by Council's Safer Communities Officer and no issues were raised with regards to Building Design. Conditions will be recommended with regard to access control.	Yes
3.5 Landscaping	It is considered that the proposed development satisfies CPTED principles in minimising areas of entrapment and concealment, natural surveillance and access controls. Details of the application submission were reviewed by Council's Safer Communities Officer and no issues were raised with regards to Landscaping.	Yes
3.6 Public open space and parks.	There are no areas of public open space or parks in the immediate vicinity of the site. The development will provide for additional casual overlooking of the street.	N/A
3.7 Community facilities & Public Amenities	Not Applicable.	N/A
3.8 Bus stops and taxi ranks	There are bus stops within the immediate vicinity of the subject site. It is considered that the proposed development will have minimal impact on the existing sight lines to the bus stops. The proposed development will have minimal impact on the existing lighting. It is considered that the proposed development satisfies Council's CPTED principles.	Yes

CHAPTER E3: CAR PARKING, ACCESS, SERVICING/LOADING FACILITIES AND TRAFFIC MANAGEMENT

	Rate	Calculation	Required	Provided	Compliance
Residential					
<i>Car parking</i>					
Boarding House:	SEPP (Affordable Rental Housing) 2009 0.4 spaces per dwelling	0.2 x 15	3	Total 9	Yes
Infill affordable units:	SEPP (Affordable Rental Housing) 2009	0.4 x 13	5.2	Total 9	Yes
<i>Bicycle parking</i>					

	1 bicycle space per 3 dwellings (residents) and 1 bicycle space per 12 dwellings (visitors)	28 / 3 28/12	9.3 2	Total 11	Yes
<i>Motorbike</i>	1 motorcycle space per 15 dwellings	28 / 15	2	4	Yes
Retail premises					
<i>Car Parking</i>	1 space per 25sqm of retail GFA	50 / 25	2	0	No
<i>Bicycle Parking</i>	1 bicycle space per 750m2 GFA for staff plus 1 bicycle space per 1000m2 GFA for shoppers	50 / 750 50 / 1000	1 1	Total 11	Yes
<i>Motorbike</i>	1 motorcycle space per 25 car parking spaces	1	1	4	Yes

The application submission included a Traffic Impact Assessment Report, provided at **Attachment 10**.

Car parking for the proposed boarding houses complies with the SEPP (Affordable Rental Housing) 2009 car parking rates, as discussed at section 2.1.2 of the assessment report.

No car parking is proposed to cater for the retail premise. This has been addressed as part of the submitted Traffic Impact Assessment Report, and considered by Council's Traffic Engineer. In this instance, it is acknowledged that, to a degree, this retail use is ancillary to the development. Additionally the site is located within the town centre area of Corrimal and as such people visiting the retail unit are likely to be arriving on foot from already being in the local area. The variation is considered capable of support in this case.

The Traffic Report found that the location of the access was suitable and would not be impacted by vehicles queuing back from the Princes Highway intersection.

The car park layout complies with AS2890.1 allowing all vehicles to turn and exit in a forward direction.

It is noted that the proposed motorcycle parking spaces can only be accessed via the disabled shared area. However AS2890.6 permits the use of a shared area for transitory purposes such as this.

CHAPTER E6: LANDSCAPING

Council's Landscape Officer has reviewed the proposal providing conditionally satisfactory referral advice.

CHAPTER E7: WASTE MANAGEMENT

A Site Waste Minimisation and Management Plan has been provided and considered. Garbage storage is located within the basement area for the residential dwellings, and within a separate room at ground level for the retail space. Neither of these areas will be able to be viewed from the street or communal open space area.

Kerbside collection once a week is proposed and is considered acceptable. The placement of 11 x 240 litre bins would fit within 50% of the site frontage.

The residents will need to arrange for the bins to be moved from the storage room to the kerbside on collection day. The retail space will need to organise waste collection either privately or with Council, separately to the residential collection. Draft conditions are recommended in this regard.

CHAPTER E12: GEOTECHNICAL ASSESSMENT

The application has been reviewed by Council's Geotechnical Officer in relation to site stability and the suitability of the site for the development. Appropriate conditions have been recommended.

CHAPTER E13: FLOODPLAIN MANAGEMENT

The subject land is identified as being flood hazard affected. Council's Stormwater Officer has assessed the application submission in this regard against the submitted flood review and has not raised any objections subject to draft conditions. The proposed finished floor level of the retail premise

is above the flood planning level for the site, and as such the development would not be expected to impact or be impacted upon floor behaviour. On Site Detention is proposed to limit flow velocities to the street to the predeveloped state.

CHAPTER E14: STORMWATER MANAGEMENT

Council's Stormwater Officer has reviewed the proposal providing conditionally satisfactory referral advice. Drainage to the street is proposed.

CHAPTER E19: EARTHWORKS (LAND RESHAPING WORKS)

Council's Environment, Stormwater and Geotechnical Officers have reviewed the application with regard to the required earthworks. A number of draft conditions are recommended in this regard, as provided at Attachment 9.

CHAPTER E20: CONTAMINATED LAND MANAGEMENT

Council's Environment Officer has reviewed the proposal and provided a satisfactory referral response. See further discussion at SEPP 55 at section 2.1.1 of the assessment report.

CHAPTER E22: SOIL EROSION AND SEDIMENT CONTROL

Council's Geotechnical and Environment Officers reviewed the proposal providing conditionally satisfactory referral advice. Draft conditions are recommended with regard to the provision of erosion and sediment control measure throughout the construction period.

Attachment 18: Conditions of Consent

Approved Plans and Specifications

- 1 The development shall be implemented substantially in accordance with the details and specifications set out on Project No 180350 Drawing DA2000-M, DA2002-L, DA2003-L and DA2004-M dated 13 May 2019, DA3000-L, DA3001-L and DA3100-L dated 7 May 2019, DA1100-K, DA2001-K and DA2005-K dated 17 April 2019 and DA2450-H dated 28 February 2019 prepared by Group GSA Pty Ltd and any details on the application form, and with any supporting information received, except as amended by the conditions specified and imposed hereunder.

General Matters

2 **NSW Roads and Maritime Service**

Requirements issued by the NSW Roads and Maritime Service dated 17 December 2018 are attached and form part of this Notice of Determination – Attachment 1.

3 **Building Work - Compliance with the Building Code of Australia**

All building work must be carried out in compliance with the provisions of the Building Code of Australia.

4 **Construction Certificate**

A Construction Certificate must be obtained from Council or an Accredited Certifier prior to work commencing.

A Construction Certificate certifies that the provisions of Clauses 139-148 of the Environmental Planning and Assessment Amendment Regulations, 2000 have been satisfied, including compliance with all relevant conditions of Development Consent and the Building Code of Australia.

Note: The submission to Council of two (2) copies of all stamped Construction Certificate plans and supporting documentation is required within **two (2)** days from the date of issue of the Construction Certificate, in the event that the Construction Certificate is not issued by Council.

5 **Disability Discrimination Act 1992**

This consent does not imply or confer compliance with the requirements of the Disability Discrimination Act 1992.

It is the responsibility of the applicant to guarantee compliance with the requirements of the Disability Discrimination Act 1992. The current Australian Standard AS1428.1 (2009) – Design for Access and Mobility is recommended to be referred for specific design and construction requirements, in order to provide appropriate access to all persons within the building.

6 **Mailboxes**

The developer must install mailboxes along street frontage of the property boundary in accordance with Australia Post Guidelines. Prominent house numbers are to be displayed, with a minimum number size of 150 mm in height for each number and letter in the alphabet. The developer must install minimum two (2 No.) reflective paint house number on face of kerb along street frontage of the property to assist emergency services/ deliveries/ visitors.

7 **Separate Consent Required for Advertising Signage**

This consent does not authorise the erection of any advertising signage. Any such advertising signage will require separate Council approval, in the event that such signage is not exempt development, under Schedule 2 of Wollongong Local Environmental Plan 2009.

Any new application for advertising signage must be submitted to Council in accordance with Chapter C1 – Advertising and Signage Structure of Wollongong Development Control Plan 2009.

8 **Maintenance of Access to Adjoining Properties**

Access to all properties not the subject of this approval must be maintained at all times and any alteration to access to such properties, temporary or permanent, must not be commenced until

CONSENT

such time as written evidence is submitted to Council or the Principal Certifying Authority indicating agreement by the affected property owners.

9 **Occupation Certificate**

An Occupation Certificate must be issued by the Principal Certifying Authority prior to occupation or use of the development. In issuing an Occupation Certificate, the Principal Certifying Authority must be satisfied that the requirements of section 6.9 of the Environmental Planning and Assessment Act 1979, have been complied with as well as all of the conditions of the Development Consent.

10 **Smoke-free Environment Act 2000**

This consent does not imply or confer compliance with the requirements of the *Smoke-free Environment Act 2000*. It is the responsibility of the applicant to guarantee compliance with this Act.

11 **Tree Management**

The developer shall retain existing trees indicated on Ground Floor Landscape Plan by Group GSA in Landscape Concept Design Report dated November 2018 consisting of tree numbered 2 (Cabbage Tree Palm), Total number: one (1 No.) and shall be transplanted to an appropriate location on site by an experienced and qualified contractor.

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

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

Recommendations in arborist's report Ref. No. 4529 dated 25 October 2018 by Redgum Horticultural Author Neville Shields to be implemented including and not restricted to:

- a preparatory trenching for transplanting,
- b protection of root plate with binding with suitable fabric,
- c project arborist being present during work involving tree,
- d site induction with reference to tree protection,
- e referring matters to project arborist,
- f re routing of sub surface utilities to avoid Tree Protection Zones (TPZ),
- g hand excavation within TPZ near tree roots,
- h remedial tree pruning,
- I deadwooding,
- j fencing and signage,
- k sediment buffer,
- l stem protection,
- m establishing TPZs,
- n mulching and watering and
- o root hormone application if required.
- p soil levels within the TPZ must remain the same.

The developer shall remove existing trees numbered 1 (Dawson River Weeper) Total number: one (1 No.) No other trees shall be removed without prior written approval of Council.

12 **Stormwater Quality Management**

A stormwater treatment system is to be installed and maintained in perpetuity to achieve the following Water Quality Targets:

Pollutants and nutrients removal minimum:

Gross Pollutants (GP) – 90%

Total Suspended Solids (TSS) – 80%

Total Phosphorous (TP) – 55% and

Total Nitrogen (TN) – 40%

The stormwater filtration system is to be maintained at all times.

13 **Development Phasing**

The development is to be undertaken in two (2) phases comprising the following:

Phase 1: Removal of stockpiles and site validation.

Phase 2: Construction of mixed use development.

Conditions as relevant to each phase are to be met.

14 **Asbestos Management Report**

A report prepared by a licensed asbestos assessor that indicates the exact nature and extent of asbestos material contained within the site and the proposed remediation measures to be adopted for the removal of the asbestos material from the site to a NSW Environment Protection Authority licensed waste disposal facility shall be submitted to the Council for approval prior to the removal of the impacted stockpiles.

Prior to the Issue of the Construction Certificate

15 **Site Validation Report**

Applicant shall submit a site validation report prepared by suitably qualified and experience environmental consultant who is a member of the NSW EPA recognised certified environmental professional stating that the site is suitable for the proposed development.

The site validation report must be submitted to Council prior to issue of the Construction Certificate.

16 **Protection of Buildings from Ingress of Stormwater Runoff**

Detailed design of the development shall ensure that there will be no ingress of surface stormwater runoff into the proposed buildings. All building entrances shall be provided with a suitable freeboard above the adjacent local blocked pipe situation 100 year ARI water surface level. These requirements shall be reflected on the Construction Certificate plans and supporting documentation prior to the release of the Construction Certificate.

17 **Way Finding Signage**

Prior to the issue of the Construction Certificate, a signage plan is to be developed to direct people through the development. In particular, the following signs are required:

- a Signage within the building at the main residential entrance from Collins Street which directs visitors to the lift.
- b Signage on the main cupboard doors, door to the communal space and door to the toilet and garbage room on the lower ground floor.
- c Signage within the site, to the west of the gate entrance off the Princes Highway which directs people to the managers' office and bicycle store, and through the communal area to the lift.

The signage plan is to be approved by the Principal Certifying Authority and the signage installed prior to the issue of any Occupation Certificate.

18 **Structural Engineering Details**

The submission of structural engineering details by a suitably qualified and experienced structural engineer (with appropriate insurance coverage) to the Principal Certifying Authority, prior to the release of the Construction Certificate addressing the following matters:

- a Footings;
- b reinforced concrete slabs;
- c retaining walls;
- d structural steelwork;
- e wall bracing and tie-down requirements;
- f the structural engineer, in producing a design is to complement the Geotechnical Engineer's Stability Report to make a clear statement that "any structure designed and erected in accordance with the plans and specifications will achieve the performance requirements described in Clause 1.3 of 2870 (1996) and any other relevant codes and standards."

19 **Fire Safety Schedule**

When issuing a Construction Certificate, a certifying authority must attach a Fire Safety Schedule specifying all of the fire safety measures required for the building to ensure the safety of persons in the building in the event of fire.

20 **Present Plans to Sydney Water**

Approved plans must be submitted online using Sydney Water Tap In, available through www.sydneywater.com.au to determine whether the development will affect Sydney Water's sewer and water mains, stormwater drains and/or easements, and if further requirements need to be met.

The Certifying Authority must ensure that Sydney Water has issued an approval receipt prior to the issue of a Construction Certificate.

Visit www.sydneywater.com.au or telephone 13 20 92 for further information.

21 **Endeavour Energy Requirements**

The submission of documentary evidence from Endeavour Energy to the Principal Certifying Authority is required confirming that satisfactory arrangements have been made with Endeavour Energy for the provision of electricity supplies to the development, prior to the release of the Construction Certificate.

Note: Applications should be made to Customer Connections – South Coast, Endeavour Energy PO Box 811 Seven Hills NSW 1730.

22 **Telecommunications**

The submission of documentary evidence from an approved telecommunications carrier to the Principal Certifying Authority confirming that underground telecommunication services are available for this development is required prior to the issue of the Construction Certificate.

23 **Low Reflective External Finishes**

Any outbuildings or other ancillary structures are to be finished in colours and materials of natural earthy tones and low reflective quality to blend with the surroundings. The driveway is to be finished in dark earth tones.

24 **Internal Clothes Drying Facilities**

The provision of suitable internal clothes drying facilities within each of the units in the development is required. This requirement shall be reflected on the Construction Certificate plans.

25 **Single Master TV Antenna**

A single master TV antenna is to be installed to service the development and provision made for connection to each dwelling unit within the development. This requirement shall be reflected on the Construction Certificate plans.

26 **Fencing**

The development is to be provided with fencing and screen walls at full cost to the applicant/developer as follows:

- a where a screen wall faces the road, pedestrian walkway, reserve or public place that wall shall be constructed of the same brickwork as that used in the external wall of the building;
- b rear and side property boundaries (behind the building line) and private rear courtyards are to be provided with minimum 1.8 metre high brick, timber lapped and capped, palisade or colorbond fences; and;
- c Any new fences or screens constructed on the site shall be of a type that will not obstruct the free flow of surface runoff from adjoining properties and be compatible with stormwater drainage requirements.

This requirement is to be reflected on the Construction Certificate plans.

27 **Crime Prevention through Environmental Design (CPTED)**

The area of the subject site which can be accessed by the public must have lighting provided in accordance with AS1158 (1999) or AS4360 (1999) (*only appropriate if the land is in public ownership*).

This requirement shall be reflected on the Construction Certificate plans.

28 **Crime Prevention through Environmental Design (CPTED)**

In order to reduce the opportunities for “hiding places” the proposed development must:

- a Use shrubs/plants which are no higher than one (1) metre adjacent to pathways.
- b The type of trees proposed must have a sufficiently high canopy, when installed and fully grown, so that pedestrian vision is not impeded.
- c Shrub planting to be set back minimum one (1) metre from the edge of the pathway. Groundcover planting acceptable.
- d The landscape treatment is to allow visibility from the road way and other public areas;
- e The landscaping selection at ground level are to be species which are difficult or uncomfortable to hide in or traverse, and
- f Include a glass viewing panel in the doors to the corridor area adjoining the entrance to the garbage room, the garbage room door, the foyer area adjoining the entrance to the managers’ room and bicycle store and the bicycle store room, and any other areas which could provide entrapment opportunities.

This requirement shall be reflected on the Construction Certificate plans.

29 **Lighting**

The full design details of a proposed lighting system and associated light spillage measures/devices for the development are required to be submitted to the Principal Certifying Authority for endorsement, prior to the release of the Construction Certificate. The proposed lighting system and associated light spillage measures shall be in general accordance with the requirements of Australian Standard AS4282 - Control of Obtrusive Effects of Outdoor Lighting.

Adequate illumination shall be provided to the following areas of the development, in particular:

- a. under awning area,
- b. pedestrian gate access and pathway from the Princes Highway,
- c. the car parking area; and
- d. the pedestrian entrance from the car parking area into the breezeway.

The approved lighting system and spillage measures shall be installed prior to the issue of any Occupation Certificate. The approved light spillage measures shall be maintained at all times.

- 30 The submission of documentary evidence to the Principal Certifying Authority from the NSW Fire Brigade, NSW Ambulance Service and the NSW Police Service verifying that each of the emergency service authorities are able to override the security system, in the event that a security intercom system is proposed to be installed within the development, prior to the release of the Construction Certificate.

31 **Car Parking and Access**

The development shall make provision for a total of 9 car parking spaces (including 1 disabled car parking space), 4 motorcycle spaces and 11 secure (Class B) bicycle spaces. This requirement shall be reflected on the Construction Certificate plans. Any change in above parking numbers shown on the approved DA plans shall be dealt with via a section 4.55 modification to the development. The approved car parking spaces shall be maintained to the satisfaction of Council, at all times.

- 32 The parking dimensions, internal circulation, aisle widths, kerb splay corners, head clearance heights, ramp widths and grades of the car parking areas are to be in conformity with the current relevant Australian Standard AS2890.1, except where amended by other conditions of this consent. Details of such compliance are to be reflected on the Construction Certificate plans.

- 33 Each disabled person’s parking space must comply with the current relevant Australian Standard AS2890.6 – Off-street parking for people with disabilities. This requirement shall be reflected on the Construction Certificate plans.

- 34 The main entry point to the building shall be in accordance with the current relevant Australian Standard 1428.1 - 2001 Design for Access and Mobility - Part 1 General Requirements for

Access - Buildings. The proposed pedestrian ramps within the car parking areas shall incorporate gradients (with suitable landing intervals) in accordance with the Australian Standard. The final design of the pedestrian ramps, including ramp gradients shall be reflected on the Construction Certificate plans.

- 35 A change in driveway paving is required at the entrance threshold within the property boundary to clearly show motorists they are crossing a pedestrian area. Between the property boundary and the kerb, the developer must construct the driveway pavement in accordance with the conditions, technical specifications and levels to be obtained from Council's Manager Works. This requirement shall be reflected on the Construction Certificate plans and any supporting documentation.

36 **Structures Adjacent to Driveway**

Any proposed structures adjacent to the driveway shall comply with the requirements of the current relevant Australian Standard AS2890.1 (figure 3.2 and 3.3) to provide for adequate pedestrian and vehicle sight distance. This includes, but is not limited to, structures such as signs, letterboxes, retaining walls, dense planting etc. This requirement shall be reflected on the Construction Certificate plans.

37 **Water/Wastewater Entering Road Reserve**

Provision shall be made for a minimum 200mm wide grated box drain along the boundary of the property at the vehicular crossing/s to prevent surface water entering the road reserve. This requirement shall be reflected on the Construction Certificate plans.

- 38 The depth and location of all services (ie gas, water, sewer, electricity, telephone, traffic lights, etc) must be ascertained and reflected on the Construction Certificate plans and supporting documentation.

39 **Details of Proposed Pit and Pipeline**

Details of the proposed connecting pipeline to the Council pit, within the existing drainage system shall be provided in conjunction with the detailed drainage design for the site. Connection is to be made in accordance with Wollongong City Council Standard Drawings. This requirement shall be reflected on the Construction Certificate plans and supporting documentation.

40 **Structure over Road**

The submission of an application is required for the proposed structure within or over the road reserve for Council's approval pursuant to the provisions of the Roads Act 1993 prior to the issue of the Construction Certificate. If approved, the Roads Act 1993 approval will, in part, require the owner and successive owners to maintain the structure in a satisfactory state of repair and shall indemnify Council against all claims arising from the structure. The approval will also include a provision that Council reserves the right to terminate the approval under the Roads Act 1993 at any time and for any reason.

41 **Landscaping**

The submission of a final Landscape Plan to the Principal Certifying Authority, prior to the release of the Construction Certificate. The final Landscape Plan shall address the following requirements:

- a planting of indigenous plant species typical of the Illawarra Region such as: *Syzygium smithii* (formerly *Acmena smithii*) Lilly pilly, *Archontophoenix cunninghamiana* Bangalow palm, *Backhousia myrtifolia* Grey myrtle, *Elaeocarpus reticulatus* Blueberry ash, *Glochidion ferdinandii* Cheese tree, *Livistona australis* Cabbage palm tree, *Brachychiton acerifolius* Illawarra Flame Tree. A further list of suitable suggested species for the Corrimal area may be found in Wollongong Development Control Plan 2009 – Chapter E6: Landscaping;
- b a schedule of proposed planting, including botanic name, common name, expected mature height and staking requirements as well as number of plants and pot sizes;
- c the location of all proposed and existing overhead and underground service lines. The location of such service lines shall be clear of the dripline of existing and proposed trees;
- d The developer shall ensure that proposed planting is child friendly and must not include any of the types of plants listed below: i) plants known to produce toxins; ii) plant with high allergen properties; vi) any weed or potential weed species; and;

- e pram ramp on Collins Street to be aligned to ensure pedestrians are directed towards aligned ramp on southern side of road.

The completion of the landscaping works as per the final approved Landscape Plan is required, prior to the issue of Occupation Certificate or commencement of the development.

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

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

44 **Compensatory Planting**

The developer must make compensatory provision for the trees required to be removed as a result of the development. In this regard, one (1 No.) 75 litre container advanced mature plant stock shall be placed within the property boundary of the site in appropriate locations. The suggested species are to be selected from the following list: *Elaeocarpus reticulatus* Blueberry ash, *Livistona australis* Cabbage palm tree, or *Brachychiton acerifolius* Illawarra Flame Tree. A further list of suitable suggested species may be found in Wollongong Development Control Plan 2009 – Chapter E6: Landscaping.

45 **Engineering Plans and Specifications - Retaining Wall Structures Greater than One (1) Metre**

The submission of engineering plans and supporting documentation of all proposed retaining walls greater than 1m to the Principal Certifying Authority for approval prior to the issue of the Construction Certificate. The retaining walls shall be designed by a suitably qualified and experienced civil and/or structural engineer. The required engineering plans and supporting documentation shall include the following:

- a A plan of the wall showing location and proximity to property boundaries;
- b An elevation of the wall showing ground levels, maximum height of the wall, materials to be used and details of the footing design and longitudinal steps that may be required along the length of the wall;
- c Details of fencing or handrails to be erected on top of the wall;
- d Sections of the wall showing wall and footing design, property boundaries and backfill material. Sections shall be provided at sufficient intervals to determine the impact of the wall on existing ground levels. The developer shall note that the retaining wall and footing structure must be contained wholly within the subject property;
- e The proposed method of subsurface and surface drainage, including water disposal;
- f Reinforcing and joining details of any bend in the wall at the passing bay of the accessway;
- g The assumed loading used by the engineer for the wall design.
- h Flows from adjoining properties shall be accepted and catered for within the site. Finished ground and top of retaining wall levels on the boundary shall be no higher than the existing upslope adjacent ground levels.

- 46 Bicycle parking facilities must have adequate weather protection and provide the appropriate level of security as required by the current relevant Australian Standard AS2890.3 - Bicycle Parking Facilities. This requirement shall be reflected on the Construction Certificate plans.

47 **Property Addressing Policy Compliance**

Prior to the issue of any construction certificate, the developer must ensure that any site addressing complies with Council's **Property Addressing Policy** (as amended). Where appropriate, the developer must also lodge a written request to Council's **Infrastructure Systems & Support – Property Addressing** (propertyaddressing@wollongong.nsw.gov.au), for the site addressing prior to the issue of the construction certificate. Please allow up to 3-5 business days for a reply. Enquiries regarding property addressing may be made by calling 4227 8660.

48 **Footpath Paving**

The developer is responsible for the construction/making good of footpath paving for the entire frontage of the development. The type of paving for this development is a 1500mm wide, 100mm thick, reinforced, broom finished concrete to match existing adjoining development on Collins St. A nominal two percent (2%) minimum one percent (1%), maximum two and a half percent (2.5%) cross fall to be provided from property line to back of kerb. Any changes of level, ramps or stairs and associated tactile markers and handrails are to be contained within the property boundary.

The driveway entry threshold from the property boundary line to the face of kerb is to be broom finished concrete to match the footpath and be designed to withstand predicted traffic loadings.

The driveway threshold finish within property boundary line is to contrast with driveway entry.

The footpath and driveway entry on the council property must be installed to the satisfaction of WCC Manager of Works.

A Landscape Plan is to be submitted to Council for approval prior to the issue of the Construction Certificate showing proposed paving, footpath design levels, street tree details and location of all services.

49 **Street Trees**

The developer must address the street frontage by installing street tree planting. The number and species for this development are four (4 No.) *Tristanopsis laurina* 'Luscious' 200 litre container size, in accordance with AS 2303:2015 Tree stock for landscape use.

Street trees are to be installed in accordance with Wollongong Development Control Plan 2009 – Chapter E6: Landscaping. 'Dial Before You Dig' must be consulted prior to any excavation on site. Pot holing must be carried out to determine service location. Tree pits must be adequately mulched, plants installed and staking installed to the satisfaction of WCC Manager of Works. Staking is to consist of min. 3 x 2400 x 50 x 50mm hardwood stakes driven min 600mm into firm ground. Hessian webbing is to be utilised to secure plant stock to industry standard.

These requirements shall be reflected on the Construction Certificate plans and any supporting documentation.

50 **Stormwater Drainage Design**

A detailed drainage design for the development must be submitted to and approved by the Principal Certifying Authority prior to the release of the Construction Certificate. The detailed drainage design must satisfy the following requirements:

- a Be prepared by a suitably qualified civil engineer in accordance with Chapter E14 of Wollongong City Council's Development Control Plan 2009, Subdivision Policy, conditions listed under this consent, and generally in accordance with the concept plan/s lodged for development approval Being the following:
 - i The Stormwater Management Plan – Upper Ground, Job no. 181349-CM, Drawing no. DAC03.01, Revision 2, by Northrop, dated 1 November 2018.
 - ii The Stormwater Management Plan – Lower Ground, Job no. 181349-CM, Drawing no. DAC03.02, Revision 1, by Northrop, dated 1 November 2018.
- b Include details of the method of stormwater disposal. Stormwater from the development must be piped to Council's existing stormwater drainage system
- c Engineering plans and supporting calculations for the stormwater drainage system are to be prepared by a suitably qualified engineer and be designed to ensure that stormwater runoff from upstream properties is conveyed through the site without adverse impact on the development or adjoining properties. The plan must indicate the method of disposal of all stormwater and must include rainwater tanks, existing ground levels, finished surface levels on all paved areas, estimated flow rates, invert levels and sizes of all pipelines.
- d Overflow paths shall be provided to allow for flows of water in excess of the capacity of the pipe/drainage system draining the land, as well as from any detention storage on the land. Blocked pipe situations with 1 in 100 year ARI events shall be incorporated in the design. Overflow paths shall also be provided in low points and depressions. Each

overflow path shall be designed to ensure no entry of surface water flows into any building and no concentration of surface water flows onto any adjoining property. Details of each overflow path shall be shown on the detailed drainage design.

51 **Flood Level Requirements**

The following requirements shall be reflected on the Construction Certificate plans, prior to the release of the Construction Certificate:

- a Habitable floor levels must be constructed at a minimum of RL 26.5 metres AHD.
- b Any portion of the building or structure below RL 26.5 metres AHD should be built from flood compatible materials. Where materials are proposed and not listed in Appendix B of Chapter E13 of the Wollongong DCP2009, relevant documentation from the manufacturer shall be provided demonstrating that the materials satisfy the definition of 'flood compatible materials' as stated in Chapter E13 of the Wollongong DCP2009.
- c The proposed development shall be designed to withstand the forces of floodwater, debris and buoyancy up to and including the 1 in 100 year flood level plus freeboard being RL 26.5 metres AHD.

52 **On-Site Stormwater Detention (OSD) Design**

The developer must provide on-site stormwater detention (OSD) storage for stormwater runoff from the development. The design and details of the OSD system must be provided in conjunction with the detailed drainage design and approved by the Principal Certifying Authority prior to the release of the Construction Certificate. The OSD design and details must satisfy the following requirements:

- a Must be prepared by a suitably qualified engineer in accordance with Chapter E14 of the Wollongong DCP 2009.
- b The development must provide on-site detention storage for stormwater runoff from the development designed to ensure no increase in stormwater discharge from the site for the 5 and 100 year ARI. The Site Storage Requirement (SSR) and Permissible Site Discharge (PSD) values for the site must be determined by a suitably qualified civil engineer. Details of the detention facilities, SSR/PSD values and certification from a suitably qualified civil engineer must be submitted with the Construction Certificate application clearly demonstrating the above requirements.
- c The OSD facility must be designed to withstand the maximum loadings occurring from any combination of traffic (with consideration to residential and heavy vehicles), hydrostatic, earth, and buoyancy forces. Details must be provided demonstrating these requirements have been achieved.
- d The OSD facility shall incorporate a minimum 900mm x 900mm square lockable grate for access and maintenance purposes, provision for safety, debris control screen, and a suitably graded invert to the outlet to prevent ponding.
- e Must include discharge control calculations (i.e. orifice/weir calculations) generally in accordance with Section 12.2.6 and 12.5.4 of Chapter E14 of the Wollongong DCP2009.
- f Details of the orifice plate including diameter of orifice and method of fixing shall be provided.
- g Sumps and associated weep holes are not required in the OSD systems. The OSD system must be free draining to the outlet.
- h Must include details of a corrosion resistant identification plaque for location on or close to the OSD facilities. The plaque shall include the following information and shall be installed prior to the issue of the occupation certificate:
 - The structure is an OSD facility, being part of the stormwater drainage network, and is not to be tampered with.
 - Identification number DA-2018/1517.
 - Any specialist maintenance requirements.
- i Must include a maintenance schedule for the OSD system, generally in accordance with Chapter E14 of the Wollongong DCP2009.

53 **Retaining Wall on Common Boundary**

Retaining wall on common boundary must be located wholly within the property, including

footings and agricultural drainage lines. Construction of retaining walls or associated drainage work along common boundaries must not compromise the structural integrity of any existing structures.

The maximum height of a retaining wall located within 900mm of the adjoining boundary shall be 600mm unless approved within this Development Application.

54 **Council Footpath Reserve Works**

All redundant vehicular crossings and laybacks rendered unnecessary by this development must be reconstructed to normal kerb and gutter or existing edge of carriageway treatment to match the existing. The verge from the back of kerb to the boundary must be removed and the area appropriately graded and surfaced. The area forward of the front boundary must be kept smooth, even and free from any trip hazards. All alterations of public infrastructure where necessary are at the developer's expense.

All new driveway laybacks and driveway crossings must be designed in accordance with Wollongong City Council Standards. Details and locations are to be shown on the Construction Certificate Plans.

55 **Collins Street and Princes Highway – Detailed Civil Engineering Design – Council Land**

A detailed civil engineering design shall be provided for the proposed footpath and drainage works within the road reserve and/or Council Land. The details must be submitted to and approved by Councils Development Engineering Manager. The detailed civil engineering design shall be prepared by a suitably qualified practicing civil engineer in accordance with the relevant Council engineering standards.

- a. Levels and details of all existing and proposed infrastructure/services such as kerb and gutter, public utility, pits, poles, fencing, stormwater drainage, adjacent road carriageway crown, street signs (clearly identifying the type of sign) and footpath levels, and shall extend a minimum of 5 metres beyond the limit of works.
- b. Footpath longitudinal sections, and cross-sections at 10 metre intervals as well as including building entrance points and transitions to existing at the property boundary demonstrating compliance with the latest versions of AS 1428.1, AS/NZS 2890.1, the Disability Discrimination Act and the AUSTROAD road design standards.
- c. Where any adjustments to public utilities are proposed the applicant shall submit documentary evidence that they have the consent of the owner of the public utility authority.
- d. All construction must be in accordance with the requirements of Council's Subdivision Code. Evidence that this requirement has been met must be detailed on the engineering drawings.
- e. Details are to be provided regarding the type of materials used for construction. They should conform to the adjacent road reserves.

The detailed civil engineering design and supporting documentation shall be submitted to and approved by Wollongong City Council's Development Engineering Manager prior to the issue of a Construction Certificate.

56 **Development Contributions**

Pursuant to Section 4.17 of the Environmental Planning and Assessment Act 1979 and the Wollongong City-Wide Development Contributions Plan (2018), a monetary contribution of \$964.57 (subject to indexation) must be paid to Council towards the provision of public amenities and services, prior to the release of any associated Construction Certificate.

This amount has been calculated based on the estimated cost of development and the applicable percentage rate.

The contribution amount will be subject to indexation until the date of payment. The formula for indexing the contribution is:

$$\text{Contribution at time of payment} = \$C \times (CP2/CP1)$$

Where:

\$C is the original contribution as set out in the Consent

CP1 is the Consumer Price Index; All Groups CPI; Sydney at the time the consent was issued

CP2 is the Consumer Price Index; All Groups CPI; Sydney at the time of payment

Details of CP1 and CP2 can be found in the Australian Bureau of Statistics website – Catalogue No. 6401.0 - Consumer Price Index, Australia.

The following payment methods are available:

METHOD	HOW	PAYMENT TYPE
Online	http://www.wollongong.nsw.gov.au/applicationpayments Your Payment Reference: 1059859	• Credit Card
In Person	Wollongong City Council Administration Building - Customer Service Centre Ground Floor 41 Burelli Street, WOLLONGONG	• Cash • Credit Card • Bank Cheque
PLEASE MAKE BANK CHEQUE PAYABLE TO: Wollongong City Council (Personal or company cheques are not accepted)		

A copy of the Wollongong City-Wide Development Contributions Plan (2018) and accompanying Fact Sheet may be inspected or obtained from the Wollongong City Council Administration Building, 41 Burelli Street, Wollongong during business hours or on Council's web site at www.wollongong.nsw.gov.au

Prior to the Commencement of Works

57 Construction Environmental Management Plan

Prior to the commencement of any works at the site, a detailed Construction Environmental Management Plan (CEMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority and Council (in the event Council is not the Principal Certifying Authority for its records). The CEMP shall include (but not be limited to) the following details:

- a plan of proposed demolition materials and construction storage areas;
- b parking for construction workers during the demolition and construction phases;
- c the type of materials/plant/equipment to be transported to and stored at the site and how it is to be transported and stored;
- d timing of delivery of materials;
- e the proposed access points to the site during demolition and construction; and
- f address all environmental aspects of the development's demolition and construction phases including site dewatering and groundwater management, erosion and sediment control; dust suppression and noise and waste management.
- g The applicant is to submit an excavated soil material disposal plan to Principal Certifying Authority prior to the commencement of work. The plan shall address as a minimum the batching, sampling and analysis procedures as per the DECCW (2009) *Waste Classification Guidelines*. The plan shall be prepared by a suitably qualified and experienced consultant. A copy of the plan shall be forwarded to Council.
- h An unexpected finds protocol is to be developed to account for any contamination detected after work commences. Precautions should be included in the plan, including:
 - i workers trained to recognise potential contamination and danger signs eg odours or soil discolouration.
 - ii precautions if signs of unexpected contamination or hot spots are found, such as:
 - stop work.
 - report signs to the site supervisor immediately.
 - isolate the area with a physical barrier.

- assume the area is contaminated until an assessment proves otherwise.
- assess the area to identify contaminants in the soil or spoil.

58 **Sign – Supervisor Contact Details**

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

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

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

59 **Temporary Toilet/Closet Facilities**

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

Each toilet provided must be:

- a standard flushing toilet; and
- connected to either:
 - the Sydney Water Corporation Ltd sewerage system or
 - an accredited sewage management facility or
 - an approved chemical closet.

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

60 **Hoardings**

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

61 **Enclosure of the Site**

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

62 **Survey Report – Siting of Development within Property Boundaries**

A survey report prepared by a registered surveyor is required to be submitted to the Principal Certifying Authority to ensure that the proposed development is located on the correct allotment and at the approved distances from the boundary. This must be verified by pegging the site prior to commencement of works.

63 **Support for Neighbouring Buildings**

This consent requires the preservation and protection of neighbouring buildings from any damage and if necessary, requires the underpinning and support of any neighbouring building in an approved manner. The applicant or the contractor carrying out the work must at least seven days in advance of any excavation works below the level of the base of the footings of a building on an adjoining allotment, including a public road or place, give written notice of intention to carry out such works to the property owner of the affected adjoining building and furnish specific written details and supporting plans or other documentation of the proposed work.

The adjoining property owner of land is not liable for any part of the cost of work carried out for the purposes of this condition, whether carried out on the allotment of land being excavated or on the adjoining allotment of land.

64 **Erosion and Sediment Control Measures**

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

65 **Supervising Arborist – Tree Inspection and Installation of Tree Protection Measures**

Prior to the commencement of any demolition, excavation or construction works, the supervising arborist must certify in writing that tree protection measures have been inspected and installed in accordance with the arborist's recommendations and relevant conditions of this consent.

66 **Footpath Levels**

Where required to construct footpath paving for the entire frontage of the development or build up to the property boundary, footpath levels must be obtained from Council's Development Engineering Division prior to the issue of Construction Certificate. This can be achieved by filling out an Application for Footpath Levels form and payment of the relevant fee.

All such structures, finished floor levels and internal driveway slabs shall be constructed to these approved levels.

The longitudinal grade of the footpath must be parallel to the top of kerb level and all building entrance adjustments for level access to building floor levels must be developed within the private property of the building in accordance with the requirements of the latest versions of AS1428.1 (2009), the Building Code of Australia and the Disability Discrimination Act. No adjustments to the uniform and even longitudinal grade of the footpath at the boundary line will be permitted for access points to buildings.

A copy of the approved levels shall be submitted to the Principal Certifying Authority prior to works commencing.

67 **Notification to Council of any Damage to Council's Infrastructure**

Council must be notified in the event of any existing damage to any of Council's infrastructure including, but not limited to the road, kerb and gutter, road shoulder, footpath, drainage structures and street trees fronting the development prior to the commencement of work. Adequate protection must be provided to Council infrastructure prior to work commencing and during the construction period. Any damage to Council's assets shall be restored in a satisfactory manner prior to the issue of the Occupation Certificate.

68 **Road Occupancy Licence from the Roads and Maritime Services**

Prior to any works commencing, the applicant shall obtain a road occupancy licence from the NSW Roads and Maritime Services in conjunction with Council's permit under Section 138 of the Roads Act 1993.

The developer shall apply for a Road Occupancy Licence (ROL) from the RMS Traffic Operations Unit (TOU) prior to commencing work within the classified road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Direction to Restrict will also be required from the TOU. Please allow 2 weeks prior to commencement of work to process the Road Occupancy Licence.

Note: An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by the RMS Project Manager.

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

70 **Dilapidation Report**

The developer shall submit a Dilapidation Report recording the condition of the existing streetscape and adjoining properties prior to work commencing and include a detailed description of elements and photographic record.

71 **Works in Road Reserve – Major Works**

Any occupation, use, disturbance or work on the footpath or road reserve for construction purposes, which is likely to cause an interruption to existing pedestrian and/or vehicular traffic flows requires Council consent under Section 138 of the Roads Act 1993.

The application form for Works within the Road Reserve – Section 138 Roads Act can be found on Council's website. The form outlines the requirements to be submitted with the application, to give approval to commence works under the roads act. It is advised that all applications are submitted and fees paid, 5 days prior to the works within the road reserve are intended to commence. An application must be submitted must be obtained from Wollongong City Council's Development Engineering Team prior to any works commencing where it is proposed to carry out activities such as, but not limited to, the following:

- a Digging or disruption to footpath/road reserve surface;
- b Loading or unloading machinery/equipment/deliveries;
- c Installation of a fence or hoarding;
- d Stand mobile crane/plant/concrete pump/materials/waste storage containers;
- e Pumping stormwater from the site to Council's stormwater drains;
- f Installation of services, including water, sewer, gas, stormwater, telecommunications and power;
- g Construction of new vehicular crossings or footpaths;
- h Removal of street trees;
- i Carrying out demolition works.
- j Restoration must be in accordance with the following requirements:
 - i All restorations are at the cost of the Applicant and must be undertaken in accordance with Council's standard document, "Specification for work within Council's Road reserve".
 - ii Any existing damage within the immediate work area or caused as a result of the work/occupation, must also be restored with the final works.

During Demolition, Excavation or Construction

72 **Mechanical Plants and Exhaust Ventilation System**

a **Mechanical Exhaust**

Centralised mechanical exhaust ventilation must be provided to the building and all commercial kitchens such as cafes and restaurants cooking appliances installation as per AS4674-2004, AS1668.2-1991 and the grease filters to comply with AS1530.1.

b **Outdoor Air Conditioning or Refrigeration Units**

The outdoor units for refrigeration system including air conditioners shall have suitable acoustic enclosure to comply with the noise guidelines.

c **Duct System**

The ducting within the building must be mounted on vibration reducing pads to minimise vibration effect for residential and commercial spaces to comply with the vibration guidelines.

73 **Water Sensitive Urban Design**

The water cycling management treatment nodes shall be constructed as per the water cycle management study prepared by Northrop Consulting Engineers Pty Ltd dated 16 November 2018 to achieve the treatment goals stated in Chapter E15 of the Wollongong Development Control Plan 2009 for removal of pollutants and nutrients which shall be minimum: GP – 90%, TSS – 80%, TP – 55% and TN – 40%.

- 74 **Acoustic Glazing to Comply with the SEPP Infrastructure 2007**
Façade glazing and structural construction material as recommended in Section 4.4 of acoustic report prepared by Acoustic Logic dated 7 November 2018 ref 2018 1338.1/0711A/R3/JM 6.1 are to be incorporated into the design of the development to minimise the noise impact and to comply with the guidelines as stated below:
- a In any bedroom in the building : 35dB(A) at any time 10pm–7am.
 - b Anywhere else in the building (other than a garage, kitchen, bathroom or hallway): 40dB(A) at any time.
- 75 **Survey Report for Levels**
A Survey Report must be submitted to the Principal Certifying Authority verifying that each floor level and maximum height accords with the approved plans under this consent. The survey shall be undertaken after the formwork has been completed and prior to the pouring of concrete for each respective level of the building (if the building involves more than one level). All levels shall relate to Australian Height Datum.
- 76 **No Adverse Run-off Impacts on Adjoining Properties**
The design of the development shall ensure there are no adverse effects to adjoining properties as a result of flood or stormwater run-off. Attention must be paid to ensure adequate protection for buildings against the ingress of surface run-off.
- Allowance must be made for surface run-off from adjoining properties. Any redirection or treatment of that run-off must not adversely affect any other property.
- 77 **Copy of Consent to be in Possession of Person carrying out Tree Removal**
The applicant must ensure that any person carrying out tree removal is in possession of this development consent and the approved landscape plan, in respect to the vegetation which has been given approval to be removed in accordance with this consent.
- 78 **Restricted Hours of Construction Work**
The developer must not carry out any work, other than emergency procedures, to control dust or sediment laden runoff outside the normal working hours, namely, 7.00 am to 5.00 pm, Monday to Saturday, without the prior written consent of the Principal Certifying Authority and Council. No work is permitted on public holidays or Sundays.
- Any request to vary these hours shall be submitted to the **Council** in writing detailing:
- a the variation in hours required (length of duration);
 - b the reason for that variation (scope of works);
 - c the type of work and machinery to be used;
 - d method of neighbour notification;
 - e supervisor contact number;
 - f any proposed measures required to mitigate the impacts of the works.
- Note: The developer is advised that other legislation may control the activities for which Council has granted consent, including but not limited to, the Protection of the Environment Operations Act 1997.
- 79 The developer must carry out work at all times in a manner which will not cause a nuisance, by the generation of unreasonable noise, dust or other activity, to the owners and/or occupiers of adjoining and adjacent land.
- 80 Vehicle access is to be controlled so as to prevent tracking of sediment onto adjoining roadways, particularly during wet weather or when the site has been affected by wet weather.
- 81 Drains, gutters, access ways and roadways must be maintained free of sediment and any other material. Gutters and roadways must be swept/scraped regularly to maintain them in a clean state.
- 82 Building operations such as brick cutting, the washing of tools or paint brushes, or other equipment and the mixing of mortar must not be carried out on the roadway or public footpath

or any other locations which could lead to the discharge of materials into the stormwater drainage system or natural watercourse.

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

84 **Provision of Waste Receptacle**

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

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

86 **BASIX**

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

A relevant BASIX Certificate means:

- a. A BASIX Certificate that was applicable to the development when this development consent was granted (or, if the development consent is modified under section 4.55 of the Environmental Planning & Assessment Act 1979, a BASIX Certificate that is applicable to the development when this development consent is modified); or
- b. if a replacement BASIX Certificate accompanies any subsequent application for a construction certificate, the replacement BASIX Certificate; and
- c. BASIX Certificate has the meaning given to that term in the Environmental Planning & Assessment Regulation 2000.”

87 **Support for Excavations Geotechnical**

There is to be no unsupported excavations with all cuts to be immediately supported by retaining wall construction.

88 **Excess Excavated Material – Disposal**

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

89 **Provision of Taps/Irrigation System**

The provision of common taps and/or an irrigation system is required to guarantee that all landscape works are adequately watered. The location of common taps and/or irrigation system must be implemented in accordance with the approved Landscape Plan.

90 **Rooftop Planting**

All planting areas proposed on the roof or any other structure are to have a waterproofing membrane that can provide a minimum 10 year warranty on product. Protective boarding is to be installed to protect membrane from damage.

All planting areas to be provided with an adequate drainage system connected to the stormwater drainage system. Planter boxes are to be backfilled with free draining planter box soil mix.

If selected mulch is decorative pebbles/gravel, the maximum gravel pebble size is 10mm diameter

Prior to the Issue of the Occupation Certificate

91 **Lot Consolidation**

The two subject lots, Lot 1 Sec D 4167 and Lot 1 DP 908064, are to be consolidated prior to the issue of the Occupation Certificate.

92 **Restriction on the Use of Land (Section 88E of the Conveyancing Act 1919)**

Prior to the issue of any Occupation Certificate, an 88E Instrument creating a restriction on the use of the land under the Conveyancing Act 1919 is to be created requiring the following:

- a Units 001, 002, 010, 012, 013, 102, 103, 105, 106, 202, 203, 207 and 302 as shown on the stamped plans are to be used for the purposes of affordable housing for 10 years from the date of the issue of the Occupation Certificate; and
- b Those units will be managed by a registered community housing provider.

The name of the authority having the power to release, vary or modify the restriction referred to is to be Wollongong City Council.

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

93 **Registration**

The boarding house is required to be registered with Council. An application must be made by submitting the appropriate form prior to business operations commencing. The appropriate form can be found on Councils' web page by visiting:

<http://www.wollongong.nsw.gov.au/factsheets/Notification%20of%20Pools-Spas,%20Cooling%20Towers,%20Mortuary,%20Sex%20Industry%20Premises,%20Places%20of%20Shared%20Accommodation.pdf>

Alternatively, contact Council's Regulation and Enforcement Division on (02) 4227 7737 to obtain a registration form.

94 **Works-as-Executed Plans – Works within Council Land**

The submission of a Works-As-Executed (WAE) plan for works within Council land must be submitted to Councils Development Engineering Manager for assessment, prior to the release of the occupation Certificate. The Works-As-Executed plans shall be certified by a registered surveyor indicating that the survey is a true and accurate record of the works that have been constructed. The Works-As-Executed dimensions and levels must also be shown in red on a copy of the approved Construction Certificate plans. The Works-As-Executed (WAE) plans must include the final locations and levels for all works associated with the development within Council land.

The plan(s) must include but not be limited to the requirements stated in Chapter E14 of the Wollongong DCP 2009.

95 **Completion of Engineering Works**

The completion of all engineering works within Council's road reserve or other Council owned or controlled land in accordance with the conditions of this consent and any necessary work to make the construction effective must be to the satisfaction of Council's Manager Development Engineering. The total cost of all engineering works shall be fully borne by the applicant/developer and any damage to Council's assets shall be restored in a satisfactory manner, prior to the issue of the Occupation Certificate.

96 A Section 73 Certificate must be submitted to the Principal Certifying Authority prior to occupation of the development/release of the plan of subdivision.

97 **Fire Safety Certificate**

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

- a. Must cause a copy of the certificate (together with a copy of the current fire safety schedule) to be given to the Commissioner of New South Wales Fire Brigades, and
- b. Must cause a further copy of the certificate (together with a copy of the current fire safety schedule) to be prominently displayed in the building.

98

Drainage

The developer must obtain a certificate of Hydraulic Compliance (using Council's M19 form) from a suitably qualified civil engineer, to confirm that all stormwater drainage and on-site detention works have been constructed in accordance with the approved plans. In addition, full works-as-executed plans, prepared and signed by a Registered Surveyor must be submitted. These plans and certification must satisfy all the stormwater requirements stated in Chapter E14 of the Wollongong DCP2009. This information must be submitted to the Principal Certifying Authority prior to the issue of the final Occupation Certificate.

99

Restriction on Use – On-site Detention System

The applicant must create a restriction on use under the Conveyancing Act 1919 over the on-site detention system. The following terms must be included in an appropriate instrument created under the Conveyancing Act 1919 for approval of Council:

“The registered proprietor of the lot burdened must not make or permit or suffer the making of any alterations to any on-site stormwater detention system on the lot(s) burdened without the prior consent in writing of the authority benefited. The expression ‘on-site stormwater detention system’ shall include all ancillary gutters, pipes, drains, walls, kerbs, pits, grates, tanks, chambers, basins and surfaces designed to temporarily detain stormwater as well as all surfaces graded to direct stormwater to those structures.

Name of the authority having the power to release, vary or modify the restriction referred to is Wollongong City Council.”

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

100

Access Certification

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

101

Retaining Wall Certification

The submission of a certificate from a suitably qualified and experienced structural engineer or civil engineer to the Principal Certifying Authority is required, prior to the issue of the Occupation Certificate or commencement of the use. This certification is required to verify the structural adequacy of the retaining walls and that the retaining walls have been constructed in accordance with plans approved by the Principal Certifying Authority.

102

Positive Covenant – On-Site Detention Maintenance Schedule

A positive covenant shall be created under the Conveyancing Act 1919, requiring the property owner(s) to undertake maintenance in accordance with the Construction Certificate approved On-Site Stormwater Detention System and Maintenance Schedule (application number to be referenced).

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

103

On-Site Detention – Structural Certification

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

104

Completion of Landscape Works

The completion of the landscaping works as per the final approved Landscape Plan is required prior to the issue of Occupation Certificate.

105 **BASIX**

A final occupation certificate must not be issued unless accompanied by the BASIX Certificate applicable to the development. The Principal Certifying Authority must not issue the final occupation certificate unless satisfied that selected commitments have been complied with as specified in the relevant BASIX Certificate. NOTE: Clause 154B of the Environmental Planning and Assessment Regulation 2000 provides for independent verification of compliance in relation to certain BASIX commitments.

106 **Structural Soundness Certification**

The submission of a report from a suitably qualified and experienced structural engineer to the Principal Certifying Authority is required, prior to the issue of the final Occupation Certificate and commencement of use. This report is required to verify that the development can withstand the forces of floodwater, debris and buoyancy up to and including the 1 in 100 year flood level plus freeboard being RL 26.5 metres AHD.

107 **Arborist Verification – Street Tree Installation**

Prior to the issue of Occupation Certificate, the developer must supply certification in the form of a report, including photographic evidence, from an AQF Level 5 Arborist to the Principle Certifying Authority and Wollongong City Council to verify:

- a The tree stock complies with AS 2203:2018 Tree Stock for Landscape Use.
- b The tree pits have been constructed and the trees installed in accordance with the requirements of the Wollongong City Council City Centre Public Domain Technical Manual and arboricultural best practice.

Operational Phases of the Development/Use of the Site

108 **First Use of Premise**

A separate DA/s must be lodged with the Council for the first use of the retail space within the building.

109 **Acoustic Compliance Report**

Within six months of the operation of the building at maximum capacity, an operational noise compliance report prepared by an acoustic consultant who is a member of the Australian Acoustic Society (AAS) or the Association of Australian Acoustic Consultants (AAAC) in relation to noise requirements as stated in Conditions 71 and 73. A copy of the acoustic compliance report must be submitted to council Environment Section.

110 **Waste Collection**

Residential waste collection from the site is to be via Council kerbside collection. The residents of the units are to arrange for the bins to be moved from the storage room to the kerbside and back, on collection day.

The retail space will be required to organise waste collection either privately or with Council, separately to the residential collection.

111 **Security**

The following security measures are to be implemented and maintained at all times:

- a An intercom/FOB system is to be installed at the entrance door to the residential lobby off Collins Street;
- b CCTV is to be provided to all building entrances/exits; and
- c The gate to landscaped areas off the Princes Highway frontage is to be lockable and self-closing.

112 **Boarding House Plan of Management**

The Boarding House is to operate in accordance with the Operational Plan of Management (Revision 3) (including Annexure A: Boarding House Management Rules) prepared by Anglicare dated 13 May 2019. A copy of the Plan of Management is to be provided to all residents of the boarding house, and to be available in the common area of the boarding house at all times. All security measures described in the Plan of Management are to be implemented and shall be operational at all times.

113 **Boarding House Management Plan**

The developer must amend the approved Operational Plan of Management to incorporate conditions 113-120 (inclusive) of this development consent and the amended Plan must be submitted to Council prior to issue of the Occupation Certificate.

114 **Boarding House Management**

The manager will be responsible for the operation, administration and cleanliness of the premises. The manager will be responsible for enforcing the management plan and the expected behaviour policy.

Contact details for the manager are to be displayed at the entry to the premises.

115 **Maximum Number of Boarders and Lodgers**

Boarding rooms may only be occupied by a maximum of one (1) person only.

116 **Manager Duties and Responsibilities**

The manager will:

- a. Be a point of contact for surrounding neighbours should concerns arise;
- b. Be a point of contact for authorities;
- c. Ensure residents minimise noise;
- d. Ensure that the stormwater filtration system and landscaped areas are maintained;
- e. Keep a complaints register of all complaints received from neighbours and authorities to be referred to by managing agency.

117 **Complaints Contact Number**

A contact phone number for complaints is to be displayed near the front entrance and be clearly visible to the public.

118 **Registration under Boarding Houses Act 2012**

At all times when operating, the Boarding House must hold current registration with the Department of Fair Trading as a registerable boarding house under the Boarding Houses Act 2012.

119 **Standards for Places of Shared Accommodation**

The boarding house must be operated in accordance with Local Government (General) Regulation 2005 Schedule 2, Part 1 – *Standards for places of shared accommodation*.

120 **Registration**

The owner of the boarding house must register with Department of Fair Trading within 28 days of commencing operations.

121 **Kitchen Facilities**

Any common kitchen facilities and utensils for the storage or preparation of food must be kept in a clean and healthy condition, in good repair, free from foul odours and, as far as practicable, free from dust, flies, insects and vermin.

122 **Awning Maintenance**

The applicant shall be responsible for the awning structure and all regular and required maintenance repairs and/or replacement.

123 **Fire Safety Measures**

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

124 **Noise Restrictions**

The noise ($L_{Aeq}(15min)$) emanating from industrial developments must not exceed 5 dB(A) above the background noise level ($L_{A90}(15min)$) of the area at any boundary of the land.

125 **Clothes Drying on Balconies/Terrace Areas Prohibited**

The use of the balconies/terrace areas for the external drying of clothes is strictly prohibited.

126 **Loading/Unloading Operations/Activities**

All loading/unloading operations are to take place at all times wholly within the confines of the site or within the road reserve under an approved traffic control plan.

Attachment 1:



Transport
Roads & Maritime
Services

Our ref: STH06/01164/2
Contact: Chris Millet (4221 2570)
Your ref: DA-2018/1517

17 December 2018

Jessica Saunders
Wollongong City Council

BY EMAIL: records@wollongong.nsw.gov.au

**DA-2018/1517 – 145-149 PRINCES HIGHWAY, CORRIMAL, CONSTRUCTION OF A FIXE STOREY
BUILDING INCLUDING RETAIL TENANCIES & AFFORDABLE HOUSING**

Dear Madam,

Roads and Maritime Services (RMS) refers to your correspondence dated 6 December 2018 regarding the above development application (DA).

RMS has completed an assessment of the DA, based on the information provided and focussing on the impact to the state road network. RMS notes for this DA:

- The key state road is Memorial Drive. The Princes Highway is a local road under the care and control of Council;
- RMS is responsible for the operation and maintenance of the traffic signals; and
- The access to the site is located as far as practical from the traffic signals.

Having regard for the above, RMS will not object to the DA subject to the conditions outlined in Attachment 1 being included in the conditions of development consent.

Upon determination of this matter, it would be appreciated if Council could send a copy of the Notice of Determination to development.southern@rms.nsw.gov.au.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Chris Millet'.

Chris Millet
Manager, Land Use
Southern Region

Prior to commencing works within the road reserve, the developer must:

- Apply for, and obtain a Road Occupancy Licence (ROL) from the RMS Traffic Operations Unit (TOU) prior to commencing works or roadworks that impact the operation of traffic signals at the intersection of the Princes Highway and Collins Street.

Notes:

- The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU.
- The developer must submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependent upon RMS receiving an accurate and compliant TMP.