

Wollongong Local Planning Panel Assessment Report | 30 November 2021

WLPP No.	Item No. 2
DA No.	DA-2021/890
Proposal	Demolition of existing structures and construction of mixed use development
Property	7-13 and 15 Gladstone Avenue, WOLLONGONG
Applicant	Kingdom Developments 5 Pty Ltd C/- The Planning Hub
Responsible Team	Development Assessment and Certification - City Centre Team (RW)

ASSESSMENT REPORT AND RECOMMENDATION

Executive Summary

Reason for consideration by Local Planning Panel – Determination

The proposal has been referred to Local Planning Panel for determination pursuant to clause 2.19(1)(a) of the Environmental Planning and Assessment Act 1979. Under Schedule 2 (4)(b) of the Local Planning Panels Direction of 30 June 2020, the proposal is development to which State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development applies.

Proposal

The proposal is for the demolition of existing structures and construction of mixed use development comprising 94 units (including 27 affordable rental units), ground floor commercial and retail tenancies and 3 levels of basement parking.

Permissibility

The site is zoned B4 Mixed Use pursuant to Wollongong Local Environmental Plan 2009. The proposal is categorised as a mixed use development comprising shop top housing and commercial and retail premises and is permissible in the zone with development consent.

Consultation

The proposal was notified in accordance with Council's Notification Policy and received three (3) submissions and one (1) letter of support. The concerns raised are discussed at section 1.3 of the report.

Main Issues

The main issues are:

- Design excellence
- Development departures to building separation and floor space ratio
- SEPP 65 and Apartment Design Guide issues
- Interaction with overhanging structure connecting to existing building
- Flooding and stormwater concerns

RECOMMENDATION

It is recommended that the application be refused for the reasons outlined in Attachment 7.

1 APPLICATION OVERVIEW

1.1 PLANNING CONTROLS

The following planning controls apply to the development:

State Environmental Planning Policies

- SEPP 55 – Remediation of Land
- SEPP 65 Design Quality of Residential development
- SEPP (Infrastructure) 2007
- SEPP (Building Sustainability Index: BASIX) 2004
- SEPP (Affordable Rental Housing) 2009

1.2 DETAILED DESCRIPTION OF PROPOSAL

The proposal comprises a nine (9) storey mixed use development comprising 94 units (27 affordable rental units), with ground floor commercial and retail tenancies and three (3) levels of basement parking and ground level communal open space and landscaping. The unit mix proposed is:

- 8 x studios
- 30 x 1 bedroom units
- 52 x 2 bedroom units
- 4 x 3 bedroom units

27 affordable rental units are proposed on levels 1,2 and 3 as shown below:



Figure 1: Ten (10) affordable rental units on both levels 1 and 2 indicated by pink dot - Twenty (20) total (NB marked up by assessing officer)



Figure 2: Seven (7) affordable rental units on level 3 indicated by pink dot (NB marked up by assessing officer)

Site preparation

- Demolition of structures on the site (wall on eastern boundary to be partially retained)
- The existing trees are proposed to be retained.
- Earthworks for the three basement levels
- Realignment of an existing piped watercourse
- Should the application be approved the subject lots would be required to be consolidated

Works / Construction / building details

Level	Use
Basement 3	Lower basement level providing 47 car spaces, 5 motorbike spaces and 11 bicycle spaces, storage for units
Basement 2	Middle basement level providing 46 car spaces, 3 motorbike spaces and 13 bicycle spaces, storage for units
Basement 1	Upper basement level providing 38 car spaces and 18 bicycle spaces, residential waste room, plant rooms, storage for units
Ground floor	One (1) food and drink premises (135sqm) with outdoor seating Commercial office space (strata meeting and start up offices) At-grade waste/loading dock, and commercial/retail waste storage area Vehicle entry Communal open space area to the south of the building Plant and servicing including an elevated substation, water meter, gas regulator, pump room
Levels 1-5	12 units per floor including two (2) adaptable units and two (2) NDIS units The affordable rental housing units are within levels 1, 2 and 3 -as shown in Figures 1 and 2 above

<i>Levels 6-7</i>	12 units
<i>Level 8</i>	10 units
<i>Roof level</i>	No roof detail shown

1.1 BACKGROUND

Development history

Application Number	Description	Decision	Decision Date
DA-2012/9	Residential - demolition	Approved	27-Feb-2012
PL-2019/149	Mixed Use Development	None	11-Nov-2019
DE-2019/123	Mixed Use Development	None	28-Nov-2019
DE-2020/8	Demolition of existing structures and construction of a mixed use building consisting of one (1) ground level commercial , twelve (12) levels residential (95 units) over two (21) levels of basement parking and hotel consisting of one (1) ground level hotel facilities, nine (9) levels hotel rooms (80 rooms) over two (2) levels of basement parking	None	09-Mar-2020
PL-2020/45	Mixed Use Development - MS Teams meeting	None	03-Jun-2020
DA-2021/534	Demolition of existing structure and construction of mixed use development	None	01-Jul-2021
DA-2021/890	Demolition of existing structures and construction of mixed use development		

No pre-lodgement meeting was held for the current design; however a number of pre-lodgement meetings and Design Review Panels have been held for previous schemes. Among other differences, previous designs retained the existing building façade which was an earlier recommendation of the DRP. Issues including non-compliant floor space ratio and the amenity of the communal open space were raised in the pre-lodgement, as was the need to consult with Council's Property Division regarding the status of the adjoining laneway.

DA-2021/534 was lodged for the current design however the application was withdrawn prior to any assessment being undertaken.

Current application - DA-2021/890

The current application was lodged on 10 August 2021. An assessment of the proposal under the relevant planning controls and consideration by the Design Review Panel has identified numerous concerns with the proposal. To resolve these issues would require a substantial redesign. On this basis the applicant was sent a letter on 2 November 2021 inviting withdrawal of the current application, which also outlined the issues that would need to be resolved as part of a new application. The applicant elected not to withdraw the current application and proceed to determination.

Design Review Panel (DRP)

The proposed development was considered by the DRP on 16 September 2021.

The DRP has raised issues with the minimal site analysis, noting that the opportunities and constraints of the site have not been adequately explored. The Panel has identified numerous concerns relating to the built form (ground floor plane, building depth, density) as well as the design of the communal open space area. Residential amenity concerns have been identified including that the design does not achieve the minimum requirements for solar access and natural ventilation under the Apartment Design Guide.

The Panel identifies the following key issues, further comments and recommendations:

The applicant is encouraged to liaise with the neighbour and Council to confirm the status of the laneway bridge (and the easement that currently permits the bridge to

remain in place), with a view to utilising the laneway as vehicular access to the site. This will allow the ground plane of the building to be reconfigured to provide a direct connection to the communal open space and a well-proportioned colonnade (maximum 4-5m depth) to address the street.

The building footprint appears to have been determined by establishing what space is left over after accommodating the over land flow to the south and providing minimum permissible setbacks to all other boundaries. This has resulted in a 35m deep square building form that struggles to provide a basic level of amenity to its occupants.

Further development of the tower should seek to respond to the constraints and opportunities of the site to provide a more responsive / amenable building form. The exploration of the vehicle access issue together with residential amenity issues raised have major implications for the capacity, planning and design of development on this site. Significant development is required to address issues raised by the Panel and meet the design excellence standard required by WLEP 2009.

The DRP's full commentary forms Attachment 4.

Customer service actions

There are no outstanding customer service requests of relevance to the development.

1.2 SITE DESCRIPTION

The site is located at 7-13 and 15 Gladstone Avenue, WOLLONGONG and comprises 5 separate lots with the title references Lots 80 and 81 DP 1347 and Lots 43, 44 and 45 DP 10704.

The site is regular in shape with a 67m frontage to Gladstone Avenue. The site has a fall of approximately 1m from the north-west to the south-east.

The site is occupied by an industrial/commercial building in the northern portion of the site. The southern part of the site is vacant with three (3) mature trees. A piped watercourse traverses the site.

The site adjoins a laneway to the north, with a structure that overhangs the laneway connected to both the existing building and the neighbouring building (Lighthouse Church on the corner of Gladstone Avenue and Railway Station Square). A photo of this structure is shown below (subject site is to the right):

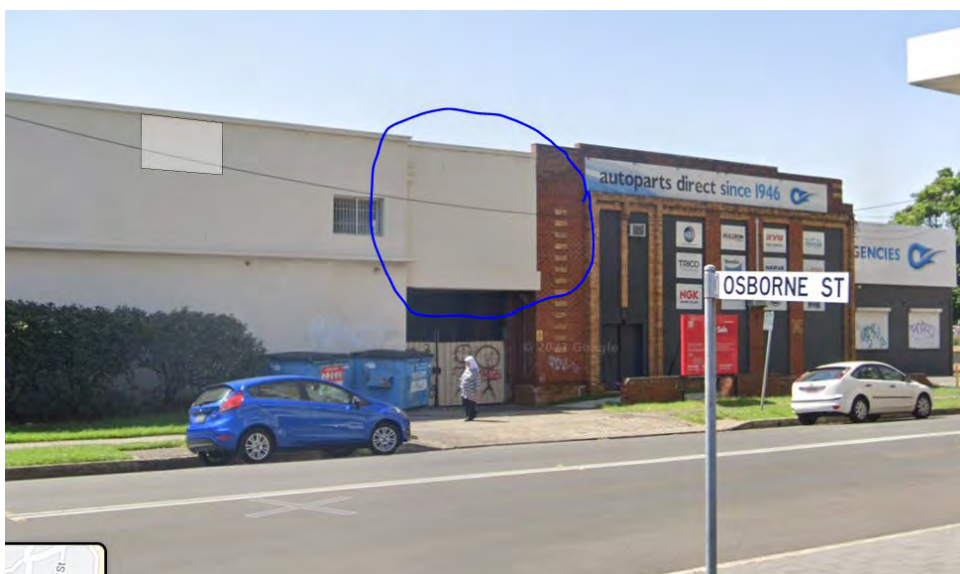


Figure 3: Site photo of connecting structure overhanging the adjacent laneway

Aside from the survey plan, the submitted documentation does not identify the attached structure on the plans or outline what the intentions are with regard to interface with structure or maintaining its structural adequacy. The structure is attached to the building to the north (Lighthouse Church); however no further information has been provided as to the status of this structure. Council records indicate the structure is identified on the title of the adjoining site (Lot 1 DP 1197161 known as 1 Railway Station Square) which benefits from an easement for support. Landowner's consent from the neighbouring property for any works to, or demolition of, the overhanging structure has not been provided. Further investigations by the applicant will be required to address this issue.

Adjoining development is as follows:

- North: laneway (identified as a public road) and Lighthouse church to the north of the lane
- East: Railway land (car park) and Wollongong railway station to the north-east
- South: single storey brick dwelling
- West: Gladstone Avenue, with shop top housing opposite the site (Vantage Apartments)

The locality is characterised by a mix of commercial uses, shop top housing and residential flat buildings, with a multi-storey commuter carpark to the north.

An aerial photo and zoning map of the site forms Attachment 1.

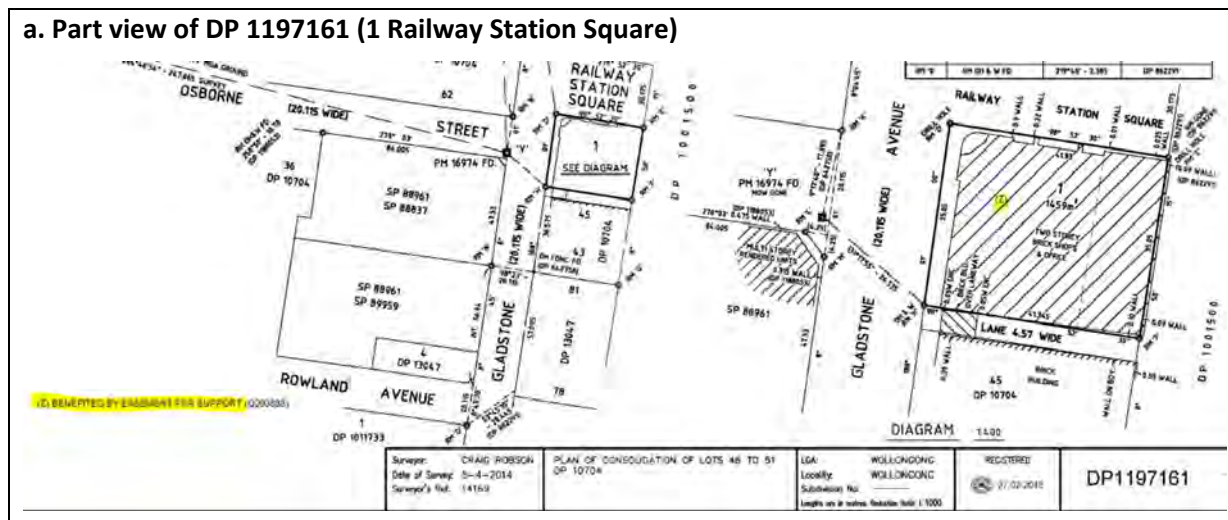
Property constraints

Council records identify the land as being impacted by the following constraints:

- Flooding: The site is identified as being located within a high flood risk precinct and is also within a floodway area. Council's Stormwater Officer has reviewed the application in this regard and has requested further information.

There are no restrictions on the title, noting that the structure overhanging the laneway appears on the title for the lot to the north of the lane (Lot 1 DP 1197161 known as 1 Railway Station Square). A restriction 'Z' on DP 1197161 notes Lot 1 is benefitted from an easement for support however there is no reference to this structure on the DP for the subject site:

a. Part view of DP 1197161 (1 Railway Station Square)



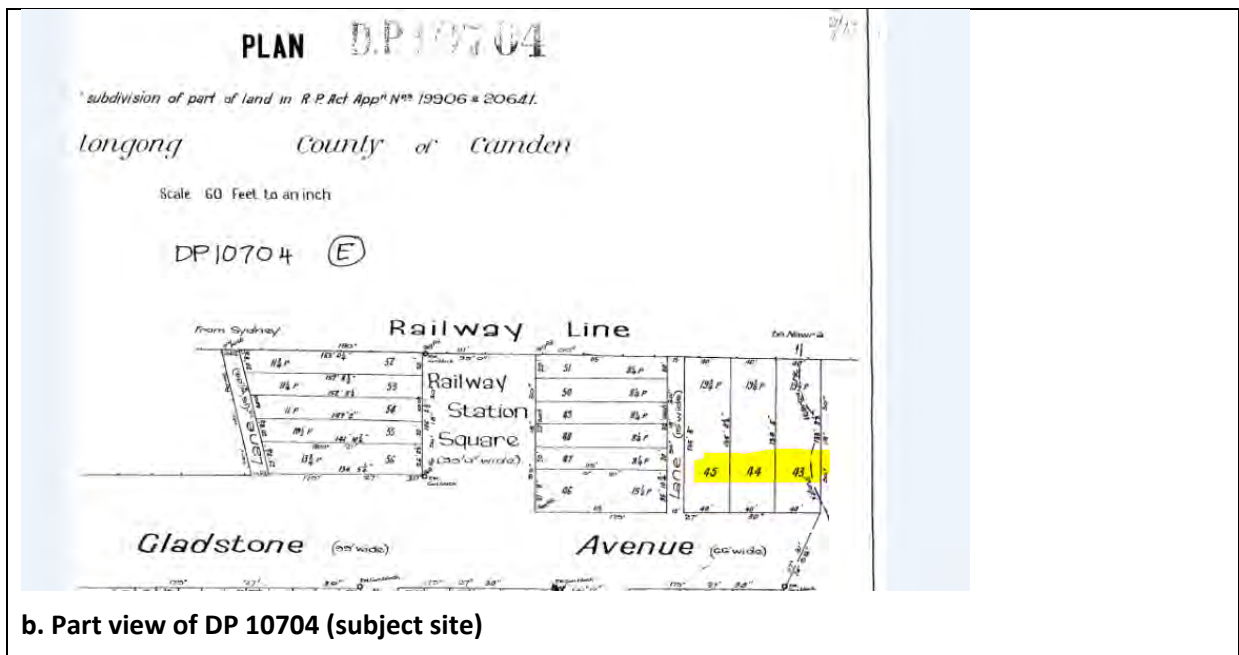


Figure 4: a. part DP for neighbouring site to the north and b. part DP for subject site

1.3 SUBMISSIONS

The application was notified in accordance with Council's Community Participation Plan 2019. Three (3) submissions were received including a letter of support and the issues identified are discussed below.



Figure 1: Notification map

Table 1: Submissions

Concern	Comment
Safety issue of railway station being so close to this development.	The nature of the safety concerns raised are unclear. Any development adjacent to a rail corridor requires concurrence from Sydney Trains which has been

Concern	Comment
	obtained.
Concerns about bedroom sizes and density of the development .	<p>The dimensions of the room needs to be clarified to establish if they meet the minimum requirements.</p> <p>The density of the development is measured by floor space ratio which exceeds the maximum allowable as discussed in this report.</p>
Students and short term rental creates issues for parking and traffic safety.	The proposal provides an oversupply of parking. No concerns regarding traffic impacts have been raised by Council's traffic engineer or TfNSW
Rather see the site used for railway or public office building.	Shop top housing is a permitted form of development in the B4 Mixed Use zone and is considered appropriate given its proximity to public transport and services.
Concerns regarding the lack of sunlight we will be able to obtain once the building has been built.	The submitted shadow diagrams indicate that the proposed building will lead to some overshadowing of the southern tower of the Vantage Apartments on the opposite/western side of Gladstone Avenue between 9am and 10am on 21 June (i.e. when shadow impacts are greatest). See Drawing DA-20-P8 in Attachment 2
Concerns about the level of privacy we will lose as if you notice Vantage Apartments does not have any shade covers installed on the eastern side of the building so it will seriously limit our privacy.	The Gladstone Avenue road reserve provides more than the required separation (>20m) between the proposed building and the Vantage Apartments under the applicable planning controls (Wollongong LEP and the Apartment Design Guide). No unreasonable privacy impacts are anticipated on this basis.
Loss of ocean views	The proposed building does not exceed the maximum permitted building height but does exceed the maximum building depths. Any revised design would require a more slender tower form which may improve view sharing. Given that the southern part of the subject site is flood affected and cannot accommodate a building, views through this part of the site will be maintained. No view analysis has been submitted with the application.
The communal area to the side of the building with a grassed area and current trees to be maintained has merit	Noted
Surrounding heritage locations close to the development site need to be taken into account with the proposed development.	The site is in the vicinity of a number of heritage items. Comments from Council's heritage division have identified some design changes that are likely to better respond to the TAFE building. Comments from Heritage NSW regarding the Wollongong Railway Station (state heritage item) have been sought but have not yet been received.
It also outlined not to allow any building to be done on the properties of 17 & 19	The current application relates to 7-15 Gladstone Avenue only. Any development on other lots will be

Concern	Comment
Gladstone Avenue where houses and local businesses sit and therefore that side of the road leading up to the hill should be maintained as is	subject to a separate application process.

1.4 CONSULTATION

1.4.1 INTERNAL CONSULTATION

It is noted the information requested from the following referral bodies was not formally requested of the applicant, due to the proposal not being supported generally, but rather was outlined in the letter requesting the withdrawal of the application.

Stormwater Engineer

Council's Stormwater Officer has reviewed the application and has requested additional information and revised plans. Concerns have been raised regarding the proposed realignment of the stormwater pipe and flood related issues, including the minimum floor levels not being met and issues with the submitted flood study. With regard to the realignment of the piped watercourse, the proposed 90 degree bends in the pipe (as shown on the concept stormwater plan in Attachment 2) is of concern as this design may increase the risks of blockage, impact on hydraulic function and potentially increase the flood risk.

Landscape Architect

Council's Landscape Officer has reviewed the application and has requested additional information for an updated arborist report to assess the current health of the existing trees intended to be retained.

Traffic Engineer

Council's Traffic Engineer has reviewed the application and has requested additional information relating to swept paths. Concerns were also raised over the 'grasscrete' service vehicle manoeuvring area, lack of secure bicycle enclosures and the surplus of car parking given the site's proximity to Wollongong railway station.

Heritage Officer

Council's Heritage Officer has reviewed the application and requested revised plans and additional information that show:

1. Removal of the architectural element from top storey
2. Step down of southern elevation to better respond to the heritage listed TAFE building to the south-west.
3. Photomontage of updated proposed from key view lines identified in Heritage Impact Statement and from Railway Square.

It is noted that comments from Heritage NSW have not been received at the time of writing this report.

Environment Officer

Council's Environment Officer has reviewed the application and requested additional information on site contamination (a NSW EPA accredited site auditor's Interim Advice Letter, revised Detailed Site Investigation) as well as a revised acoustic report, a Water Sensitive Urban Design concept report and an assessment of how the proposal upholds the objectives of ecologically sustainable development (ESD).

Geotechnical Officer

Council's Geotechnical Officer has reviewed the application and given a satisfactory referral subject to conditions of consent.

Property Division

Although no formal referral was sent, the application was discussed having regard to the status of the laneway to the north of the subject site. Council's Property officer confirmed that the laneway is a public road owned by Council.

1.4.2 EXTERNAL CONSULTATION

Design Review Panel (DRP)

The application was reviewed by the Design Review Panel on 16 September 2021 under the requirements of the SEPP 65 and Clause 7.18 of Wollongong LEP 2009. The Panel is not satisfied the current design exhibits design excellence. The DRP commentary forms Attachment 4.

Transport for NSW (TfNSW)

A referral to TfNSW was sent under Clauses 101 and 104 of the SEPP (Infrastructure) 2007. Advice was received on 21 September 2021 raising no objections to the proposed development.

Sydney Trains

Concurrence from Sydney Trains is required under Clause 86 of the SEPP (Infrastructure) 2007, relating to development adjacent to the rail corridor. Council received Sydney Trains concurrence on 12 October 2021, subject to their recommended operational conditions.

Endeavour Energy

A referral was sent to Endeavour Energy under Clause 45 of the Infrastructure SEPP. Comments from Endeavour Energy were received on 28 August 2021.

Heritage NSW

The proposal was referred to Heritage NSW due to the site's proximity to Wollongong Railway Station which is a state listed heritage item. At the time of writing this report, comments from Heritage NSW have not been received.

It is noted that heritage related concerns were raised by Council's Heritage Officer and were noted in the letter inviting withdrawal of the application. As refusal is recommended, Council is not obligated to await a response from Heritage NSW prior to determining the application.

2 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

1.7 Application of Part 7 of Biodiversity Conservation Act 2016 and Part 7A of Fisheries Management Act 1994

This Act has effect subject to the provisions of Part 7 of the Biodiversity Conservation Act 2016 and Part 7A of the Fisheries Management Act 1994 that relate to the operation of this Act in connection with the terrestrial and aquatic environment.

NSW BIODIVERSITY CONSERVATION ACT 2016

Section 1.7 of the Environmental Planning and Assessment Act 1979 (EP&A Act) provides that Act has effect subject to the provisions of Part 7 of the Biodiversity Conservation Act 2016 (BC Act).

Part 7 of the BC Act relates to Biodiversity assessment and approvals under the EP&A Act where it contains additional requirements with respect to assessments, consents and approvals under this Act.

Clause 7.2 of the Biodiversity Conservation Regulation 2017 provides the minimum lot size and area threshold criteria for when the clearing of native vegetation triggers entry of a proposed development into the NSW Biodiversity offsets scheme. For the subject site, entry into the offset scheme would be triggered by clearing of an area greater than 0.25 hectares based upon the minimum lot size of the WLEP 2009 R2 zoned land (i.e. less than 1 hectare minimum lot size).

No native vegetation is proposed to be cleared for the development. The site is not identified as being of high biodiversity value on the Biodiversity Values Map.

The development would therefore not be considered to result in adverse impacts on biodiversity and is consistent with the provisions of the Biodiversity Conservation Act 2016.

2.1 SECTION 4.15(1)(A)(1) ANY ENVIRONMENTAL PLANNING INSTRUMENT

2.1.1 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Under Schedule 7, general development over with a capital investment value (CIV) of more than \$30 million is identified as regionally significant development. The CIV values the proposed development at \$27,867,000 excluding GST which does not require determination by the Southern Regional Planning Panel (as per clause 3 of the EP&A Regulations).

2.1.2 STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND

7 Contamination and remediation to be considered in determining development application

A Preliminary Site Investigation (PSI) was submitted with the application dated 20 November 2020 and a Detailed Site Investigation (DSI) dated 6 April 2021 prepared by EI Australia Consulting. Council's environmental officer has identified that the DSI has not captured the nature and extent of contamination.

Since 1940 the proposed development had industrial activities such as a brick factory, workshops and clothing manufacturing. The submitted DSI had a limited sampling analysis which does not comply with the NSW EPA Guidelines for consultants for contaminated site assessment. No investigation has been done within the existing building and the proposed development requires 10m excavation of soil for the underground car park whereas the sampling was limited to a depth of only 1.5 metres. The limited boreholes soil sampling analysis has not indicated a higher risk of metals or other contaminants.

A NSW EPA accredited site auditor's Interim Advice Letter is required stating that a site auditor will review the site assessment, remediation, containment of groundwater contamination, ongoing monitoring and validation if required.

A clear statement that the consent authority may be satisfied that the required considerations of Clause 7 of SEPP55 are satisfied (and stating the reasons) has not been provided. This statement must be concurred by appointed site auditor as part of peer review of site contamination assessment and validation reports.

2.1.3 STATE ENVIRONMENTAL PLANNING POLICY NO 65—DESIGN QUALITY OF RESIDENTIAL APARTMENT DEVELOPMENT

SEPP 65 aims to deliver a better living environment for the residents within residential apartment developments and enhance the streetscapes and neighbourhoods in which these buildings are located. The proposal in its current form does not meet all of these principles.

28 Determination of development applications

(2) In determining a development application for consent to carry out development to which this Policy applies, a consent authority is to take into consideration (in addition to any other matters that are required to be, or may be, taken into consideration)—

(a) the advice (if any) obtained from the design review panel, and

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

(c) the Apartment Design Guide.

With regard to Clause 28(2)(a), the advice from the DRP has been considered as outlined in Part 1.2 of this report. The DRP has raised numerous issues with the current design.

With regard to Clause 28(2)(b), the design quality of the development has been considered in accordance with the design quality principles is outlined below. The design does not achieve all design quality principles.

With regard to Clause 28(2)(c), the Apartment Design Guide has been considered below and in Attachment 5.

Principle 1: Context and neighbourhood character

In its current form the design does not respond to the desired future character of the area as identified through the development standards and controls applicable to the land. The floor space ratio is exceeded and further contextual analysis is required to better inform the design response.

Principle 2: Built form and scale

The bulk and scale of the development is not consistent with the applicable planning controls for the area. The design of the development does not positively contribute to the public domain and does not provide high level of amenity for the occupants.

Principle 3: Density

The development seeks to utilise the floor space bonuses available under the ARHSEPP, however still exceeds the maximum FSR permitted for the land. Although the site is well located with regard to access to public transport and services, the site is significantly constrained by flooding, therefore the maximum density may not be able to be realised while satisfying the relevant planning controls.

Principle 4: Sustainability

The reliance on large, complex floor plates compromises the required number of units receiving the minimum solar access and natural ventilation requirements. This approach compromises sustainability outcomes. The development does not incorporate sustainability measures including solar panels and water capture/re-use.

Principle 5: Landscape

The proposal provides the required numerical landscaped areas and communal open space as it utilises the portion of the site that is identified as a floodway. This space is difficult to access and contains multiple plant equipment and services that compromise the amenity and utility of this space as well as the public domain. Improved visual connection and direct access to the landscaped areas for the residents and potentially users of commercial/retail spaces is required.

Principle 6: Amenity

The proposal does not meet the minimum requirements for solar access, cross ventilation, communal open space, visual and acoustic privacy, communal circulation as detailed elsewhere in this report.

Principle 7: Safety

The proposal is unsatisfactory with regard to safety and security noting the deep recessed colonnade and the pedestrian/vehicle conflicts between the building and the communal open space areas.

Principle 8: Housing diversity and social interaction

Inclusion of affordable housing is supported in this location. The proposal provides a mix of unit sizes and layouts appropriate to the locality, including additional NDIS units and adaptable units. Social

interaction is compromised by the design of the common areas including the hallways and lack of direct access to the communal open space area.

Principle 9: Aesthetics

The proposal is considered appropriate with regard to the materials and finishes. In its current form, the building maximises the floor plate at all levels in order to realise (and exceed) the floor space ratio. This contributes to the overall bulk of the building that compromises the visual appearance and internal amenity.

30 Standards that cannot be used as grounds to refuse development consent or modification of development consent

(2) Development consent must not be granted if, in the opinion of the consent authority, the development or modification does not demonstrate that adequate regard has been given to—

(a) the design quality principles, and

(b) the objectives specified in the Apartment Design Guide for the relevant design criteria.

The proposed development does not give adequate regard to the objectives under the Apartment Design Guide (ADG), as summarised below and further detailed in Attachment 5.

- Part 3D Communal open space (COS)

Access for residents is disconnected and requires residents crossing the driveway. Direct access should be provided from common areas to the COS.

The COS is dominated by services, including an elevated substation which compromises the amenity of this space.

- Part 3F Visual privacy

The overly complex and bulky floor layout compromises privacy between units including windows and balconies directly facing each other (eg between units 2 and 3 and between 5 and 6), and views from corridors into kitchens.

- Part 3H Vehicle Access

The vehicle access has not been designed to minimise conflicts between pedestrians and vehicles noting that the driveway inhibits direct pedestrian access to the communal open space area.

- Part 3J Bicycle and car parking

Surplus car parking is considered excessive given the proximity to Wollongong railway station and other public transport options.

- Part 4A Solar and daylight access

Eastern facing units do not achieve any solar access at 11am, precluding them from receiving a full two hours (Units 8- 11 Levels 1-7, and Units 7,8 and 9 on Level 8). Additionally, south facing units (Unit 12 on Levels 1-7 and Unit 10 on Level 8) receive no solar access. Therefore, solar access for 2 hours is only achieved for 59% of units. The number of units receiving solar access will decrease following any redevelopment of the site at 1 Railway Square to the north.

- Part 4B Natural ventilation

Numerous single aspect apartments are identified in the application as being cross ventilated which is incorrect, they do not achieve cross ventilation. The proposal achieves natural ventilation for 32 units, equating to 34% which does not meet the minimum 60% requirement. This also compromises achieving the objectives for energy efficiency under Part 4U.

- Part 4D Apartment size and layout

Apartment layouts meet the minimum size however the layout proposes bathrooms opening onto living areas, front doors opening into kitchens and study rooms deeply recessed limiting light and natural ventilation.

Apartment depths exceed requirements (e.g. Units 7 and 9 and Units 2 and 3 when the non-compliant kitchen is removed – see previous comments under 3F Visual Privacy)

- Part 4F Common circulation and spaces

The ADG recommends a maximum of 8 units off each circulation core, where 10-12 units are proposed and there are 94 units sharing 2 lifts. The hallways do not provide a direct line of sight and limited daylight and no natural ventilation is available to the lobbies. The current proposal does not achieve the objectives of this part.

- Part 4G Storage

Further information demonstrating that 50% of the storage is provided within the apartments is required, noting that Units 4 and 8 of Levels 1-7 appear not to comply. The storage areas of some apartments appear likely to be used as study or office spaces without the necessary light and ventilation.

- Part 4N Roof Design

There appears to be opportunities for utilising the roof for open space and/or sustainability features such as water collection and/or solar panels.

A full assessment of the application against the ADG forms Attachment 5.

2.1.4 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

Clause 45 Determination of development applications—other development

The application was referred to Endeavour Energy. Advice was received dated 29 August 2021 raising no objection to the proposal subject to certain recommendations and supporting information being forwarded the applicant

Clause 85 Development adjacent to rail corridors

The application was referred to Sydney Trains under the requirements of this clause given the site adjoins the rail corridor to the west. Concurrence has been granted on 12 October 2021 subject to operational conditions.

Clause 86 Excavation in, above, below or adjacent to rail corridors

Under subclause (1) the application was referred to Sydney Trains given the site adjoins the rail corridor to the east and excavation for the basement construction is proposed. Concurrence was granted on 12 October 2021 subject to operational conditions.

Clause 87 Impact of rail noise or vibration on non-rail development

The railway corridor adjoins the eastern boundary of the site. Approval is sought for residential accommodation therefore this clause applies. An acoustic report has been provided dated 11 December 2020 prepared by White Noise Acoustic in support of the application that addresses the Department of Planning's document titled 'Development near Rail Corridors and Busy Roads – Interim Guidelines' ('the guidelines'). The acoustic report concludes that the development can comply with the noise and vibration requirements required by Clause 87 if the development is carried out in accordance with the recommendations and specifications outlined in the report.

The acoustic report has been considered by Council's Environment officer and further detail is required detailing the glazing and other structural attenuation measures for each floor facing west, north and east and identifying the proposed ventilation systems.

Clause 101 Development with frontage to a classified road

The site has direct frontage to Gladstone Ave, identified as a regional road.

Vehicle access is proposed off Gladstone Avenue. TfNSW has not raised any objection to the proposal, noting in their referral that their focus is on key state roads, being Crown Street and that Gladstone Avenue is a local road managed by Council. There appear opportunities to utilise the adjacent laneway for vehicular access to the site (which would require some part of the subject site to be used for access to facilitate two way traffic).

Clause 104 Traffic-generating development

Clause 104 'Traffic Generating development' refers to certain development of a certain size or capacity that requires referral to the Transport for NSW (TfNSW). The site does not have frontage to a classified road (with the nearest classified road being Crown Street to the north) and the development is not of a size that would necessitate formal referral to the TfNSW. The proposal was nonetheless referred to the TfNSW for comment who advised they have no objection or concerns with the proposal.

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

The proposal is BASIX affected development to which this policy applies. In accordance with Schedule 1, Part 1, 2A of the Environmental Planning and Assessment Regulation 2000, a BASIX Certificate has been submitted in support of the application demonstrating that the proposed scheme achieves the BASIX targets.

2.1.6 STATE ENVIRONMENTAL PLANNING POLICY (AFFORDABLE RENTAL HOUSING) 2009

27 of the proposed 94 units are identified as affordable housing (29%)

4 Interpretation—general

(1) In this Policy—

accessible area means land that is within—

- (a) 800 metres walking distance of a public entrance to a railway station or a wharf from which a Sydney Ferries ferry service operates, or*
- (b) 400 metres walking distance of a public entrance to a light rail station or, in the case of a light rail station with no entrance, 400 metres walking distance of a platform of the light rail station, or*
- (c) 400 metres walking distance of a 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 (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.*

Division 1 Infill Affordable Housing

10 Development to which Division applies

(1) This Division applies to residential development if—

- (a) the development is permitted with consent under another environmental planning instrument, and*
- (b) the development is on land that does not contain a heritage item that is identified in an environmental planning instrument, an interim heritage order or on the State Heritage Register under the [Heritage Act 1977](#), and*

(c) the percentage of the gross floor area of the development that is to be used for the purposes of affordable housing is at least 20%, and

(d) for development on land in the Greater Sydney region, Newcastle region or Wollongong region—all or part of the development is within an accessible area, and

(e) for development on other land—all or part of the development is within 400 metres walking distance of land within Zone B1 Neighbourhood Centre, Zone B2 Local Centre or Zone B4 Mixed Use, or within a land use zone that is equivalent to those zones.

(2) In this clause—

Newcastle region means land within the following local government areas—

(a) Cessnock,

(b) Lake Macquarie,

(c) Maitland,

(d) Newcastle,

(e) Port Stephens.

residential development means development for the following purposes—

(a) attached dwellings,

(b) dual occupancies,

(c) dwelling houses,

(d) manor houses,

(e) multi dwelling housing,

(f) multi dwelling housing (terraces),

(g) residential flat buildings,

(h) semi-detached dwellings.

Wollongong region means land within the following local government areas—

(a) Kiama,

(b) Shellharbour,

(c) Wollongong.

Under subclause 1(a), shop top housing is permitted with consent in the B4 mixed use zone.

Under subclause 1(b) the site is not an identified heritage item

Under subclause 1(c), the percentage of GFA that is proposed as affordable housing is 22.8% (1732sqm).

Under subclause 1(d), the site is within an accessible area, being within 800m walking distance of a public entrance to Wollongong railway station, being 150m.

13 Floor space ratios

(1) (Repealed)

(2) The maximum floor space ratio for development to which this Division applies is the existing maximum floor space ratio for any form of residential accommodation permitted on the land on which the development is to occur, plus—

(a) if the existing maximum floor space ratio is 2.5:1 or less—

(i) 0.5:1—if the percentage of the gross floor area of the development that is used for affordable housing is 50 per cent or higher, or

(ii) Y:1—if the percentage of the gross floor area of the development that is used for affordable housing is less than 50 per cent, where—

AH is the percentage of the gross floor area of the development that is used for affordable housing.

$$Y = AH \div 100$$

or

(b) if the existing maximum floor space ratio is greater than 2.5:1—

(i) 20 per cent of the existing maximum floor space ratio—if the percentage of the gross floor area of the development that is used for affordable housing is 50 per cent or higher, or

(ii) Z per cent of the existing maximum floor space ratio—if the percentage of the gross floor area of the development that is used for affordable housing is less than 50 per cent, where—

AH is the percentage of the gross floor area of the development that is used for affordable housing.

$$Z = AH \div 2.5$$

(3) In this clause, gross floor area does not include any car parking (including any area used for car parking).

Note—

Other areas are also excluded from the gross floor area, see the definition of gross floor area contained in the standard instrument under the Standard Instrument (Local Environmental Plans) Order 2006.

Under Clause 13(b)(ii)

$$AH = 22.8\%$$

$$Z = AH/2.5$$

$$= 22.8/5$$

$$= 9.12$$

Therefore

Maximum FSR under WLEP is 2.548:1

$$= 2.548 \times 9.1\%$$

$$= 0.232 \text{ (Bonus FSR for affordable rental housing)}$$

Therefore maximum total FSR is 2.78:1 (equates to 7,600.5sqm)

Table 2 - Affordable Rental Housing Standards

		Primary Control	Proposed	Compliance
1B	Site area	The site area on which the proposed development is to be carried out is at least 450m ²	The site has an area of 2734m ² .	Complies

1C	Landscaping	In the case of a development application made by a social housing provider—at least 35 square metres of landscaped area per dwelling is provided or, <u>in any other case—at least 30% of the site area is to be landscaped.</u>	The development application is not made by a social housing provider therefore 30% of the site is to be landscaped (i.e. 30% of 2734m ² = 820.2m ²). A total of 1100m ² landscaped area is provided, which equates to 40% of the site area.	Complies
1D	Deep Soil Zones	A minimum of 15% of the site is to be deep soil zone of a sufficient depth to support the growth of trees and shrubs. Each area forming part of the deep soil zone has a minimum dimension of 3m. If practicable, at least two-thirds of the deep soil zone is located at the rear of the site area	730m ² deep soil zone is proposed (NB playground area shown on landscape plans excluded) = 27%	Complies
1E	Solar Access	Living rooms and private open spaces for a minimum of 70 per cent of the dwellings of the development receive a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter.	<p>(e) solar access</p> <p>70% of the dwellings do not receive 3 hours direct sunlight. Applicant states that 78 apartments (83%) receive a minimum of 2 hours direct sunlight which aligns with the ADG</p> <p>The solar access has been assessed as not achieving the 70% minimum requirement under the ADG as outlined in Attachment 5</p>	<p>Variation has been sought based on compliance with the ADG requirements, however assessment indicates the minimum ADG requirements have not been met.</p> <p>Where a variation to this requirement is sought, the development must achieve the minimum requirements under the ADG.</p>

2A	Parking	<p>In the case of a development application not made by a social housing provider parking is to be provided as follows:</p> <p>1 bedroom - 0.5 spaces 2 bedroom - 1.0 space 3 + bedrooms - 1.5 spaces</p>	<p>The application has not been made by a social housing provider.</p> <p>27 affordable units are proposed as follows: Studios – 3 1B - 10 2B - 14 3B – 0</p> <p>So the parking rates are: $13 \times 0.5 = 6.5$ $14 \times 1 = 14$ Total = 21 spaces for the affordable rental units (rounded up from 20.5).</p> <p>The Traffic report states that 85 car spaces are required for residents however the ARHSEPP compliance table identifies that 77 car spaces are required (+19 visitor spaces)</p>	<p>The development provides the required parking.</p> <p>Further clarification is required on how the parking rates have been calculated and what result this has on the number of surplus car spaces</p>
2B	Dwelling Size	<p>Dwelling sizes are to meet the following criteria: Bedsitter or studio min 35m² 1 bedroom min 50m² 2 bedroom 70m² 3 + bedrooms 95m²</p>	<p>Studio: Min 36m² 1 bedroom: Min 51m² 2 bedroom: Min 75m² 3 bedroom: Min 95m²</p>	Complies

Design Requirements and Application of SEPP 65

Clause 15 stipulates that a consent authority must not consent to development to which Division 1 of this SEPP applies, unless it has considered the provisions of the Seniors Living Policy: Urban Design Guidelines for Infill Development. However, it is noted that this clause does not apply to development to which Clause 4 of the State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development applies. In this regard, it is noted that Clause 4 of SEPP 65 does apply to the development as the development comprises the erection of a new building, that is more than 3 storeys in height and contains more than 4 dwellings.

Clause 16 of the Affordable Rental Housing SEPP 2009 confirms that nothing in this policy affects the application of SEPP 65.

Character of Local Area

Clause 16A stipulates that a consent authority must not consent to development to which this Division applies unless it has taken into consideration whether the design of the development is compatible with the character of the local area. The proposed development would need to be redesigned to be more compatible with the character of the locality. Although the form of the

building is perceived as shop top housing, and is within the allowable building height it exceeds the floor space ratio and building depth. Further contextual analysis and investigations are required as to the potential to utilise the adjoining laneway to access the development which is likely to better respond to the character of the local area.

Must be Affordable Housing for 10 years

Clause 17 states that:

(1) A consent authority must not consent to development to which this Division applies unless conditions are imposed by the consent authority to the effect that:

(a) for 10 years from the date of the issue of the occupation certificate:

(i) the dwellings proposed to be used for the purposes of affordable housing will be used for the purposes of affordable housing, and

(ii) all accommodation that is used for affordable housing will be managed by a registered community housing provider, and

(b) a restriction will be registered, before the date of the issue of the occupation certificate, against the title of the property on which development is to be carried out, in accordance with section 88E of the Conveyancing Act 1919, that will ensure that the requirements of paragraph (a) are met.

(2) Subclause (1) does not apply to development on land owned by the Land and Housing Corporation or to a development application made by, or on behalf of, a public authority.

The application notes that the affordable residential housing units will be managed by a registered community housing provider and will be used for the purpose of affordable rental housing for a minimum period of 10 years. This could be conditioned where consent is granted.

2.1.7 WOLLONGONG LOCAL ENVIRONMENTAL PLAN 2009

Clause 1.4 Definitions

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

Mixed use development means a building or place comprising 2 or more different land uses.

commercial premises means any of the following—

- (a) business premises,
- (b) office premises,
- (c) retail premises.

food and drink premises means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following—

- (a) a restaurant or cafe,
- (b) take away food and drink premises,
- (c) a pub,
- (d) a small bar.

Note—

Food and drink premises are a type of retail premises—see the definition of that term in this Dictionary.

shop top housing means one or more dwellings located above ground floor retail premises or business premises.

Note. Shop top housing is a type of **residential accommodation**—see the definition of that term in this Dictionary.

residential accommodation means a building or place used predominantly as a place of residence, and includes any of the following—

- (a) attached dwellings,
- (b) boarding houses,
- (c) dual occupancies,
- (d) dwelling houses,
- (e) group homes,
- (f) hostels,
- (g) multi dwelling housing,
- (h) residential flat buildings,
- (i) rural workers' dwellings,
- (j) secondary dwellings,
- (k) semi-detached dwellings,
- (l) seniors housing,
- (m) shop top housing,

but does not include tourist and visitor accommodation or caravan parks.

Part 2 Permitted or prohibited development

Clause 2.2 – zoning of land to which Plan applies

The zoning map identifies the land as being zoned B4 Mixed Use.

Clause 2.3 – Zone objectives and land use table

The objectives of the zone are as follows:

1 Objectives of zone

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To support nearby or adjacent commercial centres without adversely impacting on the viability of those centres.*

The proposal is satisfactory with regard to the above objectives.

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

2 Permitted without consent

Building identification signs; Business identification signs; Home occupations

3 Permitted with consent

*Advertising structures; Amusement centres; Boarding houses; Car parks; Centre-based child care facilities; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Environmental facilities; Exhibition homes; Function centres; Home businesses; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Multi dwelling housing; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Self-storage units; Seniors housing; Service stations; **Shop top housing**; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Wholesale supplies*

4 Prohibited

Pond-based aquaculture; Any other development not specified in item 2 or 3

The proposal is categorised as a mixed use development comprising **commercial premises** and **shop top housing** as defined above and is permissible in the zone with development consent.

Clause 2.7 Demolition requires development consent

Demolition is sought under the current application and suitable conditions would be imposed on any consent.

Part 4 Principal development standards

Clause 4.3 Height of buildings

The proposed building height of 31.5m (RL 47.6) does not exceed the maximum of 32m permitted for the site.

Clause 4.4A – Floor space ratio in Wollongong City Centre

(1) This clause applies to land within the Wollongong city centre.

(2) Despite clause 4.4, the maximum floor space ratio for a building on land within a zone specified in Column 1 of the Table to this subclause, on land with a site area and street frontage specified opposite that zone in Column 2 of the Table, is—

(a) the amount specified opposite that zone in Column 3 of the Table, if the building is used only for residential purposes, or

(b) the amount specified opposite that zone in Column 4 of the Table, if the building is used only for purposes other than residential purposes.

Table

Column 1	Column 2	Column 3	Column 4
Zone B4 Mixed Use	Site area of any size and no street frontage equal to or greater than 20 metres	1.5:1	
	Site area of any size and a street frontage equal to or greater than 20 metres		3.5:1

(4) The maximum floor space ratio for a building on land within a business zone under this Plan, that is to be used for a mixture of residential purposes and other purposes, is—

$$(NRFSR \times NR/100) + (RFSR \times R/100):1$$

where—

NR is the percentage of the floor space of the building used for purposes other than residential purposes.

NRFSR is the maximum floor space ratio determined in accordance with this clause if the building was to be used only for purposes other than residential purposes.

R is the percentage of the floor space of the building used for residential purposes.

RFSR is the maximum floor space ratio determined in accordance with this clause if the building was to be used only for residential purposes.

NR = 4.79% (364sqm)

NRFSR = 3.5:1

R = 95.21% (7243sqm)

RFSR = 2.5:1

$(3.5 \times 4.79/100) + (2.5 \times 95.21/100):1$

$0.168 + 2.38 = \mathbf{2.548:1 \text{ maximum FSR permitted}}$

The site has an area of 2734sqm therefore the maximum floor space permitted at 2.548:1 is 6966.2sqm.

The development proposes 7607sqm which equates to an FSR of **2.78:1**, thereby exceeding the maximum FSR under this clause. However, the development seeks to rely on the bonus FSR available under the Affordable Rental Housing SEPP (ARHSEPP), as detailed above.

The maximum FSR permitted under Clause 4.4A of the LEP is 2.548:1, therefore clause 13(2)(b) of the ARHSEPP applies (i.e. where the FSR is greater than 2.5:1).

Under Clause 13(b)(ii)

AH = 22.8%

$Z = AH/2.5$

$= 22.8/5$

$= 9.12$

Therefore,

Maximum FSR under WLEP is 2.548:1

$= 2.548 \times 9.1\%$

$= 0.232$ (Bonus FSR for affordable rental housing)

Therefore maximum total FSR is $2.548 + 0.232 = 2.78:1$ (equates to 7,600.5sqm)

The submitted documentation identifies a compliant FSR, with a total GFA of 7,607sqm. However, the gross floor area (GFA) calculations appear to exclude the ground floor garbage room (35sqm) and also do not include the surplus car parking as GFA (26 spaces = over 330sqm). Including these areas would result in an FSR of 2.92:1. The non-compliant FSR would need to be addressed as part of any revised design, noting that there do not appear to be any exceptional circumstances that warrant a departure to the floor space ratio.

Clause 4.5 Calculation of floor space ratio and site area

The FSR and site area has been calculated in accordance with this clause.

Clause 4.6 Exceptions to development standards

Floor space ratio

The proposal has been assessed as non-compliant with the maximum floor space ratio (see Clause 4.4A). As the applicant has calculated the FSR as compliant (taking account of the bonus FSR available under the ARHSEPP), no Clause 4.6 statement has been provided in relation to this departure. Any future design should reduce the FSR to comply rather than pursue a Clause 4.6 variation for the FSR, particularly noting the constrained site that limits the positioning of a building on the site.

Building separation

An exception to the building separation requirements under Clause 8.6 is sought. The applicant's Clause 4.6 Statement forms Attachment 3.

WLEP 2009 clause 4.6 proposed development departure assessment	
Development departure	Clause 8.6 Building Separation.
Is the planning control in question a development standard	Yes
4.6 (3) Written request submitted by applicant contains a justification:	
that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and	<p>Yes, the applicant's request contains this justification.</p> <p>In summary, the applicant's request is based on the fact that satisfactory building separation has been provided to meet the requirements of the Apartment Design Guide and there are no unreasonable impacts arising from this non-compliance, and also the development is consistent with the objectives of the standard and the B4 zone objectives despite the non-compliance.</p>
that there are sufficient environmental planning grounds to justify contravening the development standard.	Yes, the applicant's request contains this justification.
4.6 (4) (a) Consent authority is satisfied that:	
the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and	<p>The applicant's written request has adequately addressed the matters required to be addressed by subclause (3). The applicant's request is based on the following rationale:</p> <ul style="list-style-type: none"> • Objectives of Clause 8.6 are satisfied. • The objectives of the B4 Mixed use zone are satisfied. • There are sufficient planning grounds to vary the building separation in this instance given the design of the building allows for the additional separation of future buildings given the laneway directly adjoining the site to the north (by adopting the separation distance to the centre of the laneway). • That compliance with the building separation standard is unnecessary in the circumstances of the case as the objectives of the standard and zone objectives are met. • Similar developments involving a Clause 8.6 variation have been approved within the city centre
the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and	<p>The objective of clause 8.6 is <i>to ensure sufficient separation of buildings for reasons of visual appearance, privacy and solar access.</i></p> <p>Visual appearance is not compromised by the reduced building separation, noting that it exceeds the 6m setbacks for habitable rooms under the Apartment Design Guide.</p> <p>The proposal is not considered to compromise privacy to a future building. The reduced building separation to the neighbouring site</p>

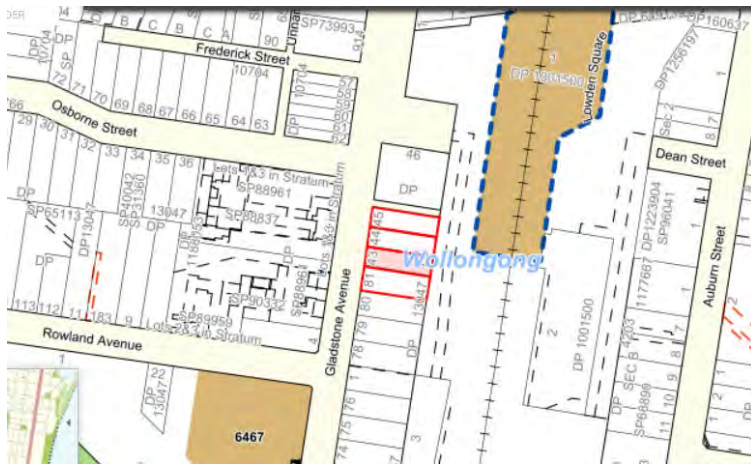
	<p>to the north applies to Level 1 only. An increased separation distance may assist with providing compliant solar access given the two storey height of the neighbouring building, however typically the lower levels of a building are harder to achieve solar access in a city centre environment. A revised design that achieves the minimum solar access requirements may still involve the lower levels having limited solar access, particularly in the event that the site to the north is redeveloped in a similar way to the subject site.</p> <p>The building depth results in a boxy built form and the building separation is likely to be increased to resolve the building depth and residential amenity issues.</p> <p>The neighbouring building to the north only reaches a height of two storeys and as such from level 2 of the proposed building and above, the provisions of clause 8.6 no longer apply.</p> <p>The objectives for development within the B4 mixed use zone are:</p> <ul style="list-style-type: none"> • <i>To provide a mixture of compatible land uses.</i> • <i>To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.</i> • <i>To support nearby or adjacent commercial centres without adversely impacting on the viability of those centres.</i> <p>The proposed building is for commercial, retail and residential use which is consistent with the above objectives.</p> <p>Given the proposal is consistent with the zone objectives and the objectives of Clause 8.6 despite the development departure, the development is not contrary to the public interest.</p>
the concurrence of the Secretary has been obtained.	Yes, the WLPP can exercise its assumed concurrence in this instance.

Part 5 Miscellaneous provisions

Clause 5.10 Heritage conservation

The site is not heritage listed nor is it located within a heritage conservation area. There are a number of listed items of environmental heritage within the vicinity of the site identified in Figure 1 below. These are: -

- Wollongong TAFE – Item 6467 (Local)
- Wollongong Railway Station Group – 6382 (State listed item)



The application was referred to Heritage NSW given the site's proximity to the state listed heritage item however comments have not yet been received. Further information is required to satisfy the provisions of this clause as outlined in Part 1.4 of this report.

Clause 5.21 Flood Planning

The site is identified as being flood affected and the provisions of this clause apply. Flooding matters have been considered by Council's Stormwater Engineer and further information will be required to satisfy the provisions and objectives of this clause.

Part 7 Local provisions – general

Clause 7.1 Public utility infrastructure

The site is already serviced by electricity, water and sewerage services. It is expected that the existing utility services can be augmented to support the proposed development.

Clause 7.6 Earthworks

The proposal involves excavation to facilitate the provision of three (3) basement levels. The earthworks have been considered in relation to the matters for consideration outlined in Clause 7.6 and are not expected to have a detrimental impact on environmental functions and processes, neighbouring uses or heritage items and features of surrounding land. Council's Geotechnical Engineer has considered the application and has provided a satisfactory referral subject to conditions.

Clause 7.13 Certain land within business zones

The objective of Clause 7.13 is to ensure active uses are provided at the street level to encourage the presence and movement of people. The clause prevents development consent from being granted unless the consent authority is satisfied that the ground floor of the building:

- (a) *will not be used for the purpose of residential accommodation, and*
- (b) *will have at least one entrance and at least one other door or window on the front of the building facing the street other than a service lane.*

The proposal provides active uses at ground floor level which address Gladstone Avenue. The requirements of this clause are therefore satisfied. An active frontage to the laneway is not required under this clause.

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

The site is located within the Wollongong city centre and is subject to this clause, the objective of which is to deliver the high standards of architecture and urban design.

Under this clause, the proposed development has been considered by the Design Review Panel (DRP). Numerous concerns have been identified with the proposal. Given the breadth of changes needed to address all the issues, submission of amended plans under the current application were not invited.

The proposal is not considered to be consistent with the provisions of Clause 7.18 as follows:

- The site is not suitable for the development as proposed. Although the site is considered suitable for shop top housing in some form, and the incorporation of affordable housing, the constraints of the site and the flood related limitations on where a building can be positioned on the site mean that the maximum density permitted under both the LEP and ARHSEPP may not be able to be realised.
- The location of the tower has not demonstrated it will have an acceptable relationship with a potential building on the neighbouring site to the north.
- The bulk and massing of the building is too large to achieve acceptable internal amenity.
- Exploring opportunities for utilising the adjacent laneway to service the development is likely to result in a development that is more compatible with the existing and likely future uses in the locality
- Design changes to better respond to surrounding heritage buildings are likely to be required, as outlined in the heritage discussions.
- The proposal does not adequately respond to sustainable design, including not achieving the required solar access, natural ventilation nor does it incorporate sustainable design measures into the design.
- The proposal is unsatisfactory with regard to access, servicing and parking
- The form of the building will not improve the quality and amenity of the public domain.

Part 8 Local provisions—Wollongong city centre

Clause 8.1 Objectives for development in Wollongong city centre

The proposal includes the provision of affordable housing which responds to objective (f) of this clause to promote housing choice and housing affordability. However, the current design is inconsistent with the objective to facilitate the development of building design excellence.

Clause 8.4 Minimum building street frontage

The Gladstone Avenue frontage exceeds the 20m street frontage requirement under this clause, having a site width of 67m.

Clause 8.6 Building Separation within Zone B3 Commercial Core or Zone B4 Mixed Use

The objective of this clause is to ensure sufficient separation of buildings for reasons of visual appearance, privacy and solar access.

Subclause 2 allows the building to be built to the boundary up to the street frontage height, and above that requires a 12m building separation from the street frontage height to 45m, and a 28m building separation distance above 45m in height.

Further, Subclause 3 states that *“if a building contains a dwelling, all habitable parts of the dwelling including any balcony must not be less than—*

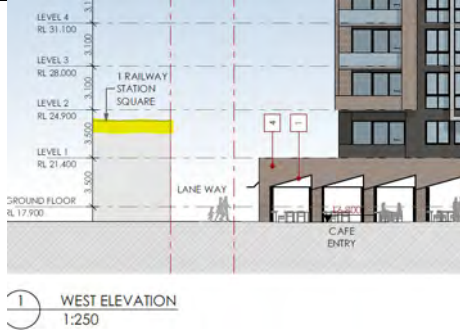
- (a) 20 metres from any habitable part of a dwelling contained in any other building, and*
- (b) 16 metres from any other part of any other building.*

Levels 1-8 within the proposed development contain residential apartments.

The building separation requirements aim to share the minimum distances equitably between adjoining sites, so that half the separation distances equal the required setback to the boundaries.

The proposed building setbacks in relation to the requirements of Clause 8.6 are:

Site boundary	Required separation	Proposed separation	Compliance
Northern	2(a) no separation between neighbouring buildings up to the street frontage height or up to 24m, whichever the lesser	<p><i>Ground level</i></p> <p>No street frontage height is required for the B4 zone.</p> <p>Up to 24m, the building has a 1m setback to the northern boundary at ground level (scaled off plans).</p> <p>The northern boundary adjoins a laneway therefore achieving no separation between neighbouring buildings under subclause 2(a) is not achievable. The ground floor comprises retail and commercial space which will be have a separation distance of approximately 5.6m from the neighbouring building.</p> <p>Although it is unclear why the building is setback 1m, given a public laneway adjoins the site, a departure from this requirement is considered reasonable in the circumstances.</p>	No – development departure sought under Clause 4.6 however does not address sub-clause 2(a)
	Under 3(a) 20m from any habitable part of a dwelling contained in any other building; and	<p><i>Levels 1-7</i></p> <p>9m to centre line of existing laneway</p> <p>3(a) The proposal has habitable rooms and balconies that face the northern boundary however there are no dwellings that currently occupy the site to the north (Lighthouse Church) at L1 or above, therefore 3(b) applies.</p>	N/A
	Under 3(b) 16m from any other part of any other building	<p>The building to the north is two storeys in height with the uppermost point having an of RL 24.1.</p> <p>Level 1 of the proposed building corresponds with this height, as shown below:</p>	No for Level 1

		 <p>A 11.3m separation distance is proposed (6.7m setback + 4.57m lane width). As the existing building to the north is a blank wall, no privacy impacts are likely. It is noted that the 6m separation distance for habitable rooms to boundaries under the ADG is achieved.</p> <p><i>Level 8</i></p> <p>N/A – There is no other existing building at L8 to the north. A 12m setback to centre of laneway (9.72m to boundary) is proposed which equitably shares the separation distance should the adjoining northern site be redeveloped in a similar way.</p>	
Southern	3(a) 20m from any habitable part of a dwelling contained in any other building; and 3(b) 16m from any other part of any other building	23m	Yes
Eastern (rail land)	As above	6m to rear boundary, no existing adjoining buildings	Yes
Western (Gladstone Avenue)	As above	There are residential units on the western side of Gladstone Avenue. Given the road reserve is 20m wide, the minimum 20m separation distances from any habitable part of a dwelling contained in any other building is achieved.	Yes

Clause 8.7 Shops in Zone B4 Mixed use

(1) The objective of this clause is to limit the size of shops in Zone B4 Mixed Use to ensure that land within Zone B3 Commercial Core remains the principal retail area.

(2) Development consent must not be granted for development for the purpose of a shop on land in Zone B4 Mixed Use if the gross floor area of the shop is to be more than 400 square metres.

Although no shops are proposed, the proposed food and drink premises is a type of retail premises which has a floor area of 135sqm, thereby meeting the objective and provisions of this clause in the event it was later converted to a shop .

2.2 SECTION 4.15(1)(A)(II) ANY PROPOSED INSTRUMENT

Draft Remediation of Land SEPP

The Explanation of Intended Effect for the Remediation of Land SEPP and the Managing Land Contamination guidelines were exhibited between 25 January 2018 and 13 April 2018.

The proposed SEPP: provides a state-wide planning framework for the remediation of land requires consent authorities to consider the potential for land to be contaminated when determining development applications clearly lists the remediation works that require development consent introduces certification and operational requirements for remediation works that can be undertaken without development consent.

Engagement is now closed and feedback is being considered by the Department.

Draft Design and Place SEPP

Public exhibition of the Design and Place SEPP Explanation of Intended Effect closed in April 2021. The Draft SEPP has not yet been publicly exhibited.

The Design and Place SEPP will establish principles for the design and assessment of places in urban and regional NSW: PRINCIPLE 1. Design places with beauty and character that people feel proud to belong to PRINCIPLE 2. Design inviting public spaces to support engaged communities PRINCIPLE 3. Design productive and connected places to enable thriving communities PRINCIPLE 4. Design sustainable and greener places for the wellbeing of people and the environment PRINCIPLE 5. Design resilient and diverse places for enduring communities

The draft Design and Place SEPP will go on public exhibition later in 2021 to provide more opportunities for feedback. Supporting guidance and tools, drafts of which will also go on exhibition with the draft SEPP. These guides include revisions to the Apartment Design Guide and improvements to the Building Sustainability Index (BASIX), as well as the proposed Urban Design Guide, and Design Review Guide.

Draft Housing SEPP

Public exhibition of the Housing SEPP Explanation of Intended Effect was exhibited between 29 July and 9 September 2020. The NSW Housing Strategy: Housing 2041 is the NSW Government's plan to meet the State's housing needs over the next 20 years. The Housing SEPP will support delivery on this strategy by driving the development of affordable and diverse housing

The new Housing SEPP will:

- consolidate five existing housing-related SEPPs:
 - State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP);
 - State Environmental Planning Policy (Housing for Seniors and People with a Disability) 2004 (Seniors SEPP);
 - State Environmental Planning Policy No 70 – Affordable Housing (Revised Schemes) (SEPP 70);
 - State Environmental Planning Policy No 21—Caravan Parks; and
 - State Environmental Planning Policy No 36—Manufactured Home Estates.

- include the recently made provisions for short term rental accommodation and build-to-rent housing;
- include the recently updated social housing provisions;
- introduce provisions for co-living housing, a form of housing that provides small private rooms (which may or may not include private kitchen and bathroom facilities), offset by access to managed communal spaces;
- incorporate amendments to boarding house and seniors housing provisions
- amend some local environmental plans in relation to secondary dwellings in rural zones, and the permissibility of boarding houses in R2 zones.

The Housing SEPP is intended to be finalised in October 2021.

No specific concerns are raised having regard to the draft SEPP.

2.3 SECTION 4.15(1)(A)(III) ANY DEVELOPMENT CONTROL PLAN

2.3.1 WOLLONGONG DEVELOPMENT CONTROL PLAN 2009

A full assessment of the proposal under the DCP forms Attachment 6. Variations are discussed below.

CHAPTER A1 – INTRODUCTION

8 Variations to development controls in the DCP

Chapter D13 – Wollongong City Centre

Part 2.4 Building depth and bulk

(a) The control being varied;

A maximum 900sqm floor plate and maximum 18m building depth is required under this part.

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

The proposed building depth is 34m. The applicant has provided the following justification for exceeding the building depth:

The proposed development has a maximum residential floor plate of 904m² and a depth of over 18m. The proposed development has been designed to comply with the requirements of SEPP 65 and the Apartment Design Guide (ADG) and is reflective of recent approvals in the Wollongong City Centre. The units are provided with a high level of residential amenity and therefore the minor variation to the building depth and floor plate size is considered to be reasonable in this instance.

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

The objectives of Part 2.4 are:

- To promote the design and development of sustainable buildings.*
- To achieve the development of living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting.*
- To provide viable and useable commercial floor space.*

- d) To achieve usable and pleasant streets and public domain at ground level by controlling the size of upper level floor plates of buildings.
- e) To achieve a city skyline sympathetic to the topography and context.
- f) To allow for view sharing and view corridors.
- g) To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form and articulation of facades.

The objectives of this part are not achieved by having a building depth that significantly exceeds the 18m. The depth compromises internal amenity for occupants in terms of solar access and natural ventilation as discussed in detail under the ADG assessment. The built form that results from this non-compliance is overly bulky or box-like.

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

It is acknowledged that the ADG provides guidance for internal amenity, also recommending a maximum depth of 18m under Part 2E. Where the ADG objectives are met, a variation to the building depth controls under this part may be supportable with regard to designing for good residential amenity. However the non-compliance with building depths for the proposed development compromises amenity (solar access and cross ventilation) and results in a large box-like building. A variation to this control is not supported given the extent of the variation and the consequences for poor residential amenity.

Part 3.5 Awnings

(a) The control being varied;

Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 3.6. Figure 3.6 identifies that awnings are required along Gladstone Avenue:

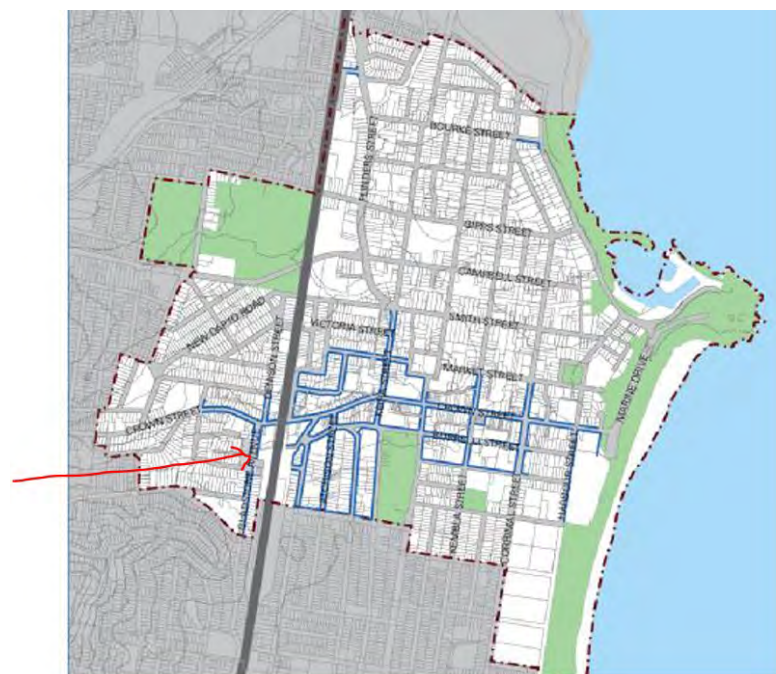
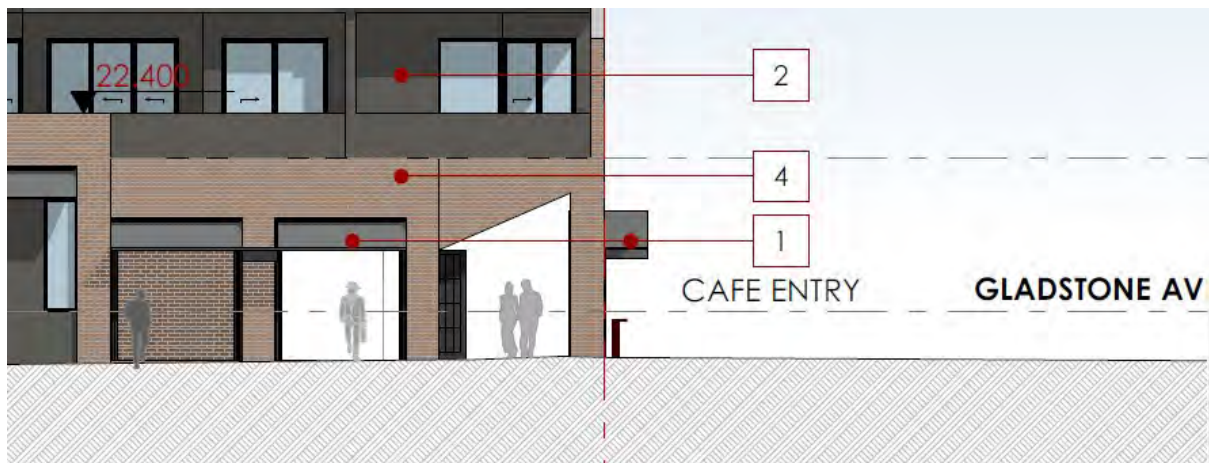


Figure 3.6: Awnings

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

A narrow Colorbond awning is proposed in conjunction with a colonnade, as shown below:



No variation has been sought by the applicant, presumably on the basis that a colonnade is proposed.

The design of the awning does not meet the minimum depth of 2.4m. However, the DRP have raised concerns that the narrow awning proposed further reduces light to the already deep colonnade. Complying with the 2.4m awning depth would further exacerbate this issue.

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

The objectives of Part 3.5 are:

a) To provide shelter for public streets where most pedestrian activity occurs.

b) To address the streetscape by providing a consistent street frontage in the city centre.

The colonnade may provide shelter for pedestrian activity in lieu of an awning, however further detail on how pedestrian access through the colonnade would be maintained needs further clarification (eg – this may require an easement for pedestrian access; however how does this impact on the operation of the café given the proposed outdoor seating?).

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

Where it can be demonstrated that pedestrians can access and use the colonnade in the same way as they would an awning over the public footpath, a variation to the requirements of this part may be considered. It is noted that the lack of an awning will not compromise a continuous awning being provided given the southern part of the site is constrained by flooding and cannot be built upon.

Part 6.2 Housing choice and mix

(a) The control being varied;

Studio/one bedroom units and 3 bedroom units must not be less than 10% of the total unit mix

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

The proposal meets the 10% requirement for studio/1 bedroom units (8 studios + 30 x 1beds = 40%) but proposes 4 x 3 bedroom units (4%).

The applicant states that an appropriate mix of units are proposed.

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

The objectives of Part 6.2 are:

a) Ensure that residential development provides a mix of dwelling types and sizes to cater for a range of household types.

- b) Ensure that dwelling layout is sufficiently flexible for residents' changing needs over time.*
- c) Ensure a sufficient proportion of dwellings include accessible layouts and universally designed features to accommodate changing requirements of residents.*
- d) Ensure the provision of housing that will, in its adaptable features, meet the access and mobility needs of any occupant.*

Provision of more 3 bedroom units, including as affordable rental units would cater for a greater range of household types.

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

The proposed development provides a high number of adaptable units (16 units = 17%) and incorporates 27 affordable rental housing units. The provision of smaller units, adaptable units, NDIS units and affordable rental housing is suitable for the site location however consideration should be given to incorporating some larger affordable rental units to further cater for a range of household types. Subject to resolving the direct connection between the building and the communal open space, increasing the 3 bedroom units may also better reflect the intended users of the communal open space area and playground spaces as shown on the landscape plan.

2.3.2 WOLLONGONG CITY WIDE DEVELOPMENT CONTRIBUTIONS PLAN 2021

Where consent is granted, a levy of 1% is applicable under this plan as the threshold value is \$200,000.

2.4 SECTION 4.15(1)(A)(IIIA) ANY PLANNING AGREEMENT THAT HAS BEEN ENTERED INTO UNDER SECTION 7.4, OR ANY DRAFT PLANNING AGREEMENT THAT A DEVELOPER HAS OFFERED TO ENTER INTO UNDER SECTION 7.4

There are no planning agreements entered into or any draft agreement offered to enter into under S7.4 which affect the development.

2.5 SECTION 4.15(A)(IV) THE REGULATIONS (TO THE EXTENT THAT THEY PRESCRIBE MATTERS FOR THE PURPOSES OF THIS PARAGRAPH)

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

Conditions of consent relating to demolition could be imposed in the event that the development was approved.

93 Fire safety and other considerations

Not applicable

94 Consent authority may require buildings to be upgraded

Not applicable

2.6 SECTION 4.15(1)(B) THE LIKELY IMPACTS OF DEVELOPMENT

In its current form, there are expected to be adverse environmental impacts on the natural and built environments and adverse social or economic impacts in the locality.

This is demonstrated through the following:

- The proposal is unsatisfactory with regard to the applicable planning controls as detailed in the body of this report. These non-compliances have direct impacts on resident amenity and built form outcomes.
- Internal referrals are unsatisfactory as detailed in this report.

- Substantial design changes are required to achieve design excellence.

2.7 SECTION 4.15(1)(C) THE SUITABILITY OF THE SITE FOR THE DEVELOPMENT

Does the proposal fit in the locality?

Some form of shop top housing proposal is considered appropriate with regard to the zoning of the site. The site's proximity to public transport makes it also suitable for incorporation of affordable housing. However, the design of the development does not adequately respond to the site context or site constraints which compromises internal amenity, built form and the public domain.

Are the site attributes conducive to development?

The site is significantly constrained by flooding, with the southern part of the site being identified as a floodway therefore limiting the footprint of a future building to the northern portion of the site. This constraint is likely to drive a reduced floor area and building depth to provide a more appropriate built form. A more robust site analysis is likely to result in a building that provides acceptable amenity and responds to the opportunities of the site (eg laneway and access to a quality landscaped area of open space).

2.8 SECTION 4.15(1)(D) ANY SUBMISSIONS MADE IN ACCORDANCE WITH THIS ACT OR THE REGULATIONS

Refer Part 1.3

2.9 SECTION 4.15(1)(E) THE PUBLIC INTEREST

The application involves departures to floor space ratio, building depth, building separation and internal amenity requirements under the Apartment Design Guide. In its current form it is likely to result in unreasonable impacts on the environment or the amenity of the locality. Given these issues the development in its current form is not considered to be in the public interest.

3 CONCLUSION

This application has been assessed as unsatisfactory having regard to the Heads of Consideration under Section 54.15(1) of the Environmental Planning and Assessment Act 1979, the provisions of Wollongong Local Environmental Plan 2009 and all relevant Council DCPs, Codes and Policies.

The current design does not adequately investigate or respond to the site's constraints and opportunities. The result is a large bulky building in the only portion of the site that can accommodate built form due to flooding. Although the incorporation of affordable rental housing is desirable for this location, the floor space bonuses available under the ARHSEPP further contribute to the bulk of the building which detrimentally impacts on residential amenity and result in built form issues. The resultant design does not respond to the design principles under SEPP 65, nor adequately respond to the objectives under the Apartment Design Guide. The proposed development does not achieve design excellence as required under Wollongong LEP 2009.

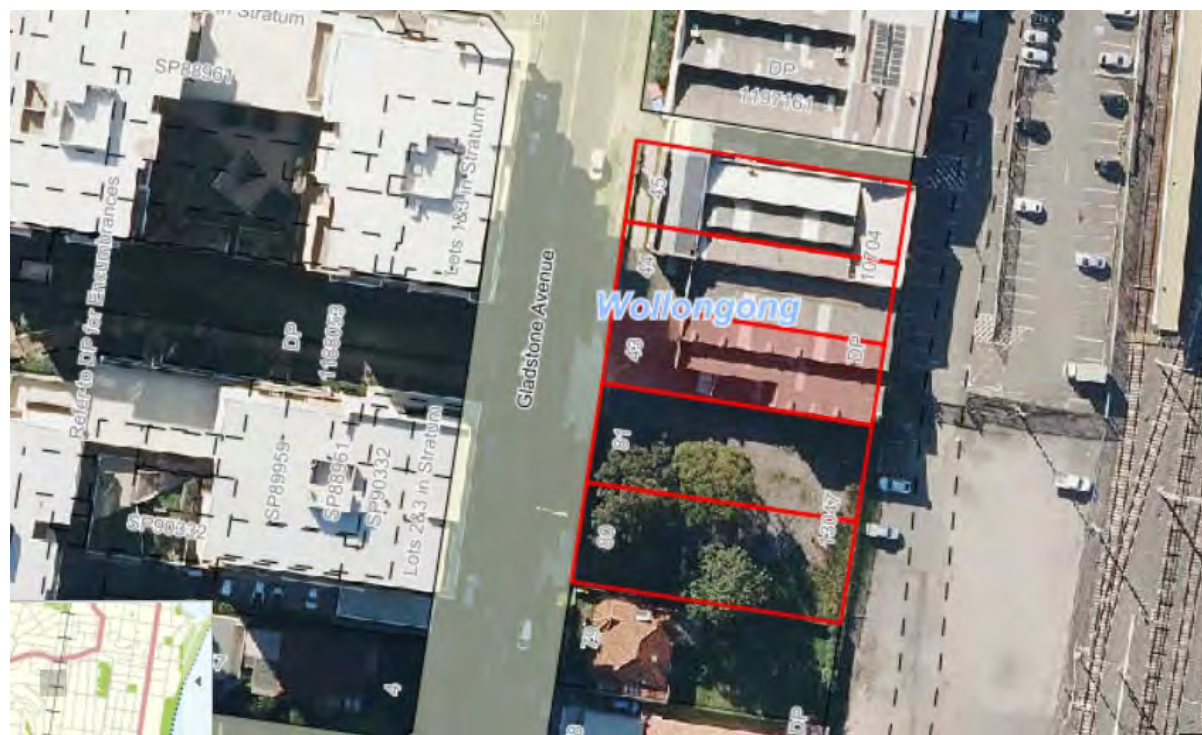
4 RECOMMENDATION

It is recommended that the development application be refused for the reasons outlined in Attachment 7:

5 ATTACHMENTS

- 1 Aerial photograph and WLEP zoning map
- 2 Plans
- 3 Applicants 4.6 Statement
- 4 Design Review Panel commentary
- 5 ADG Assessment
- 6 WDCP 2009 Assessment
- 7 Reasons for refusal

The map shows the proposed Wollongong Light Rail alignment, indicated by a dashed line. The alignment runs through the city center, passing through the city center and towards the south. The map includes street names, lot numbers, and property boundaries. The alignment starts near the city center and runs towards the south, passing through the city center and towards the south.

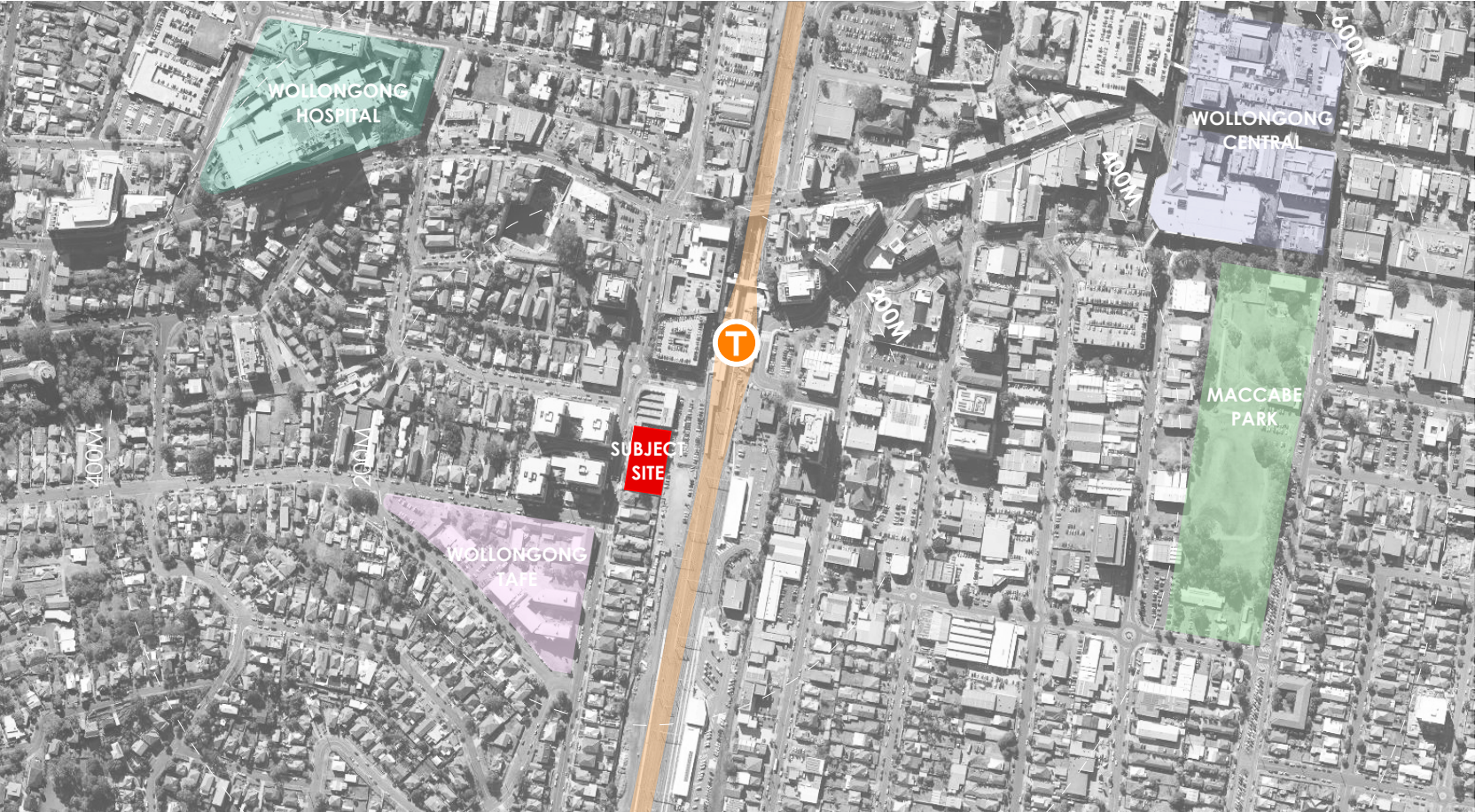


DRAWING LIST

00	COVER SHEET
01	SITE LOCATION PLAN
02	LOCATION PLAN
03	SITE ANALYSIS
04	BASEMENT 3
05	BASEMENT 2
06	BASEMENT 1
07	GROUND FLOOR PLAN
08	LEVEL 1-5 FLOOR PLAN
09	LEVEL 6-7 FLOOR PLAN
10	LEVEL 8 FLOOR PLAN
11	ROOF PLAN
12	SECTIONS
13	SECTIONS
14	SECTIONS
15	WEST ELEVATION
16	NORTH ELEVATION
17	EAST ELEVATION
18	SOUTH ELEVATION
19	STREETSCAPE ELEVATION
20	SHADOW DIAGRAMS 1
21	SHADOW DIAGRAMS 2
22	SHADOW DIAGRAMS - 17 GALDESTONE AVE
23	VIEW FROM THE SUN 1
24	VIEW FROM THE SUN 2
25	1 RAILWAY STATION SQUARE_VIEW FROM THE SUN 1
26	1 RAILWAY STATION SQUARE_VIEW FROM THE SUN 2
27	SOLAR ACCESS & CROSS VENTILATION
28	DEVELOPMENT CALCULATIONS
29	GFA & FSR SCHEDULE
30	ADG COMPLIANCE SCHEDULE
31	ADG COMPLIANCE SCHEDULE
32	POST ADAPTABLE UNITS
33	WINDOW SCHEDULE
34	WINDOW SCHEDULE
35	MATERIAL SCHEDULE
36	DEMOLITION PLAN
37	NOTIFICATION PLAN
38	3D VIEWS



RESIDENTIAL MIXED-USE DEVELOPMENT
7-15 GLADSTONE AVENUE, WOLLONGONG



1 LOCATION PLAN
1:5000



VIEW FROM GLADSTONE AVE SOUTH



VIEW FROM GLADSTONE AVE SOUTH (OPPOSITE ROAD)



VIEW FROM GLADSTONE AVE NORTH (OPPOSITE ROAD)



1 LOCATION PLAN
1:2500

REV	DESCRIPTION	BY	DATE
P1	PRE-DA REVIEW	LL	26.08.20
P2	PRE-DA REVIEW	LL	09.09.20
P3	CONSULTANT ISSUE	LL	17.09.20
P4	CLIENT ISSUE	LL	06.11.20
P5	CONSULTANT ISSUE	LL	10.11.20
P6	CONSULTANT ISSUE	LL	20.11.20
P7	CONSULTANT ISSUE	LL	24.03.21
P7	CONSULTANT ISSUE	LL	14.05.21

CLIENT:
**KINGDOM
TOWERS**

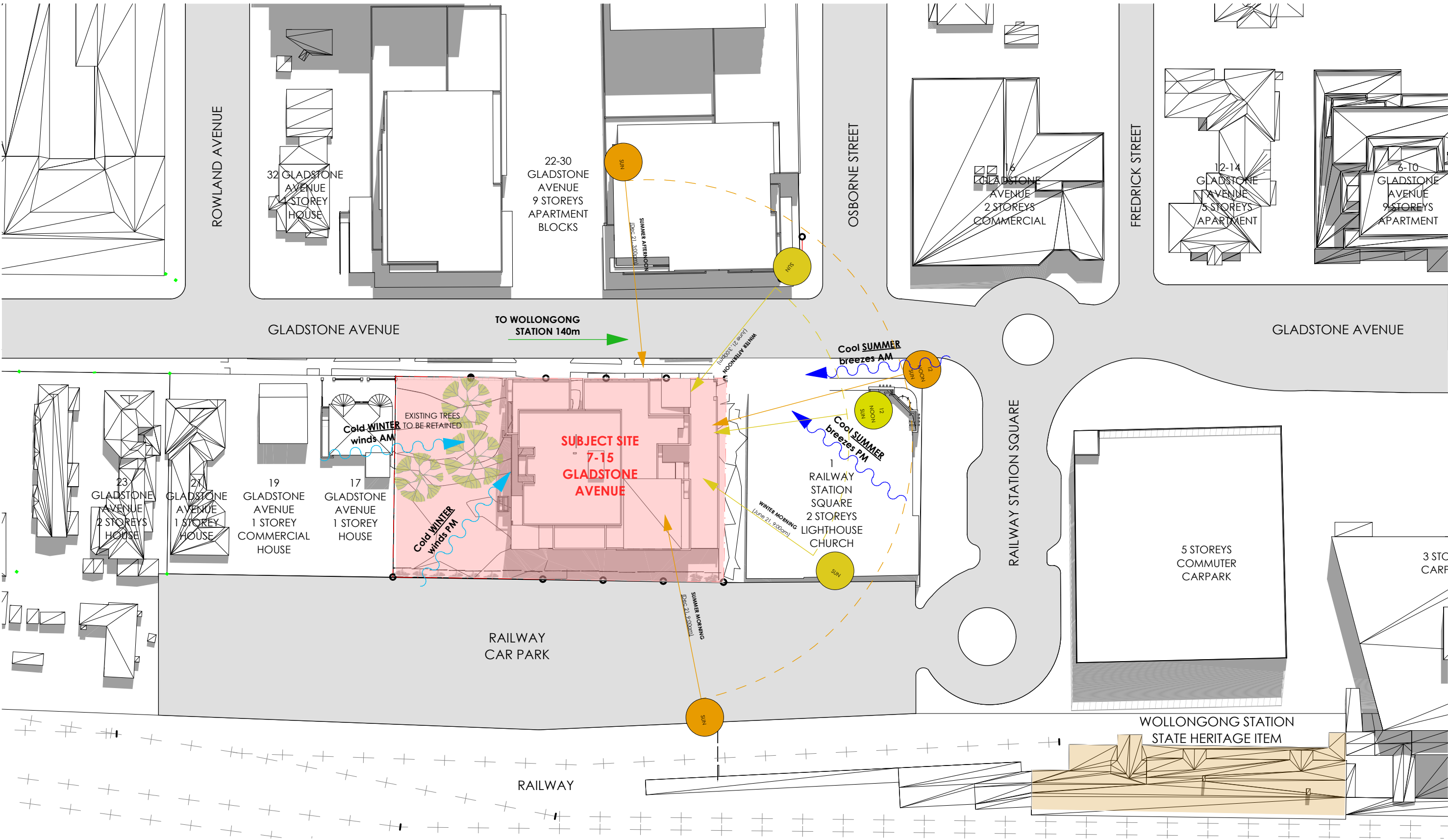
PROJECT TITLE:
**7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION**

DRAWING TITLE:
LOCATION PLAN

NORTH POINT:

DRAWN BY: LZ
CHECKED BY: PI
SCALE: 1:2500 AT A3
PROJECT No: P583

DA 02 P8
stage. dwg no. revision



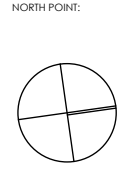
1 SITE ANALYSIS
1:750

REV	DESCRIPTION	BY	DATE
P1	PRE-DA REVIEW	LL	26.08.20
P2	PRE-DA REVIEW	LL	09.09.20
P3	CONSULTANT ISSUE	LL	17.09.20
P4	CLIENT ISSUE	LL	06.11.20
P5	CONSULTANT ISSUE	LL	10.11.20
P6	CONSULTANT ISSUE	LL	20.11.20
P7	CONSULTANT ISSUE	LL	24.03.21
P7	CONSULTANT ISSUE	LL	14.05.21

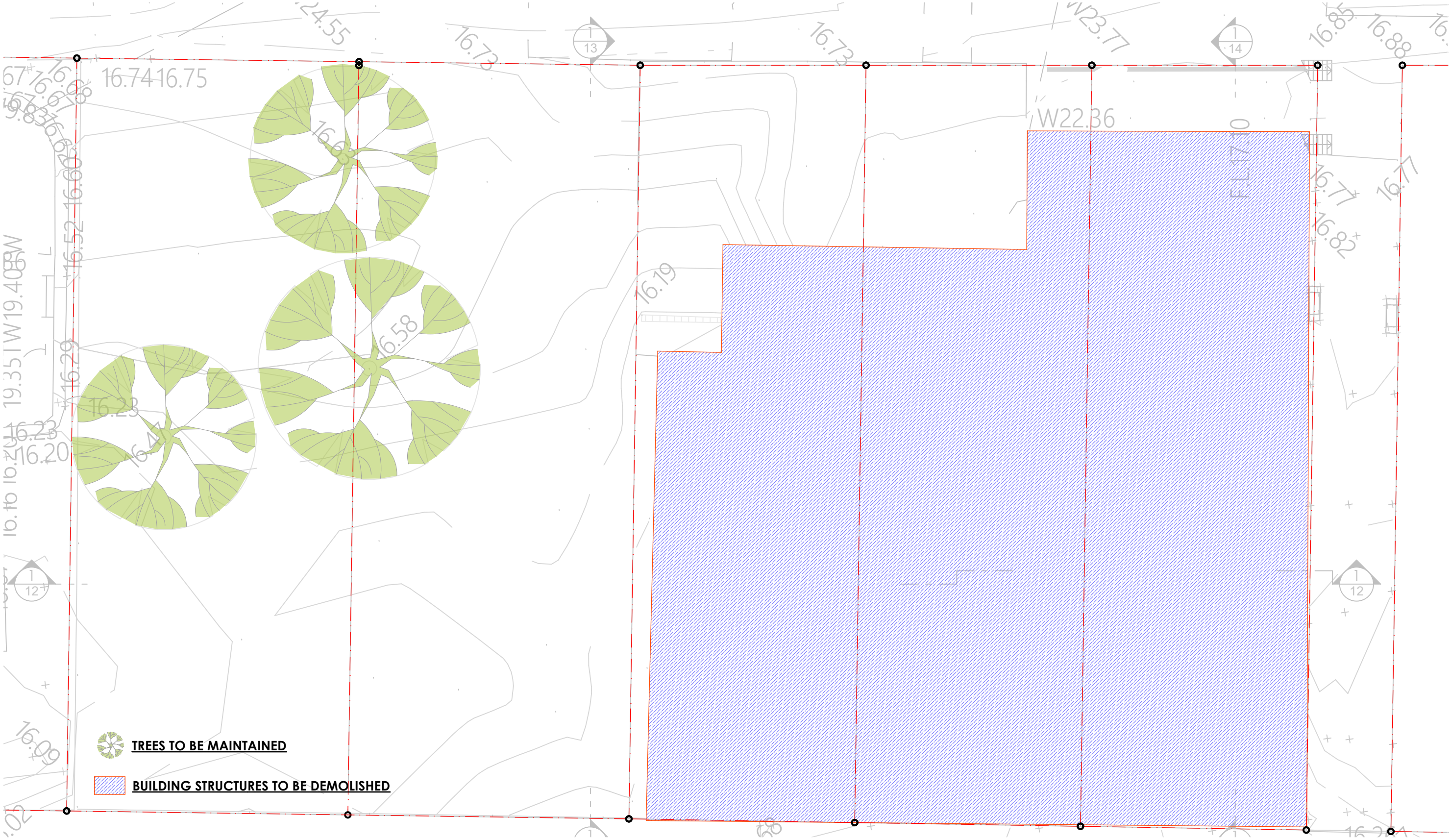
CLIENT:
**KINGDOM
TOWERS**

PROJECT TITLE:
**7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION**

DRAWING TITLE:
SITE ANALYSIS



DRAWN BY:	LZ	
CHECKED BY:	PI	
SCALE:	1:750 AT A3	
PROJECT No:	P583	
DA	03	P8
stage.	dwg no.	revision



1 DEMOLITION PLAN
1:200

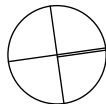
REV	DESCRIPTION	BY	DATE
P1	PRE-DA REVIEW	LL	26.08.20
P2	PRE-DA REVIEW	LL	09.09.20
P3	CONSULTANT ISSUE	LL	17.09.20
P4	CLIENT ISSUE	LL	06.11.20
P5	CONSULTANT ISSUE	LL	10.11.20
P6	CONSULTANT ISSUE	LL	20.11.20
P7	CONSULTANT ISSUE	LL	24.03.21
P7	CONSULTANT ISSUE	LL	14.05.21

CLIENT:
**KINGDOM
TOWERS**

PROJECT TITLE:
**7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION**

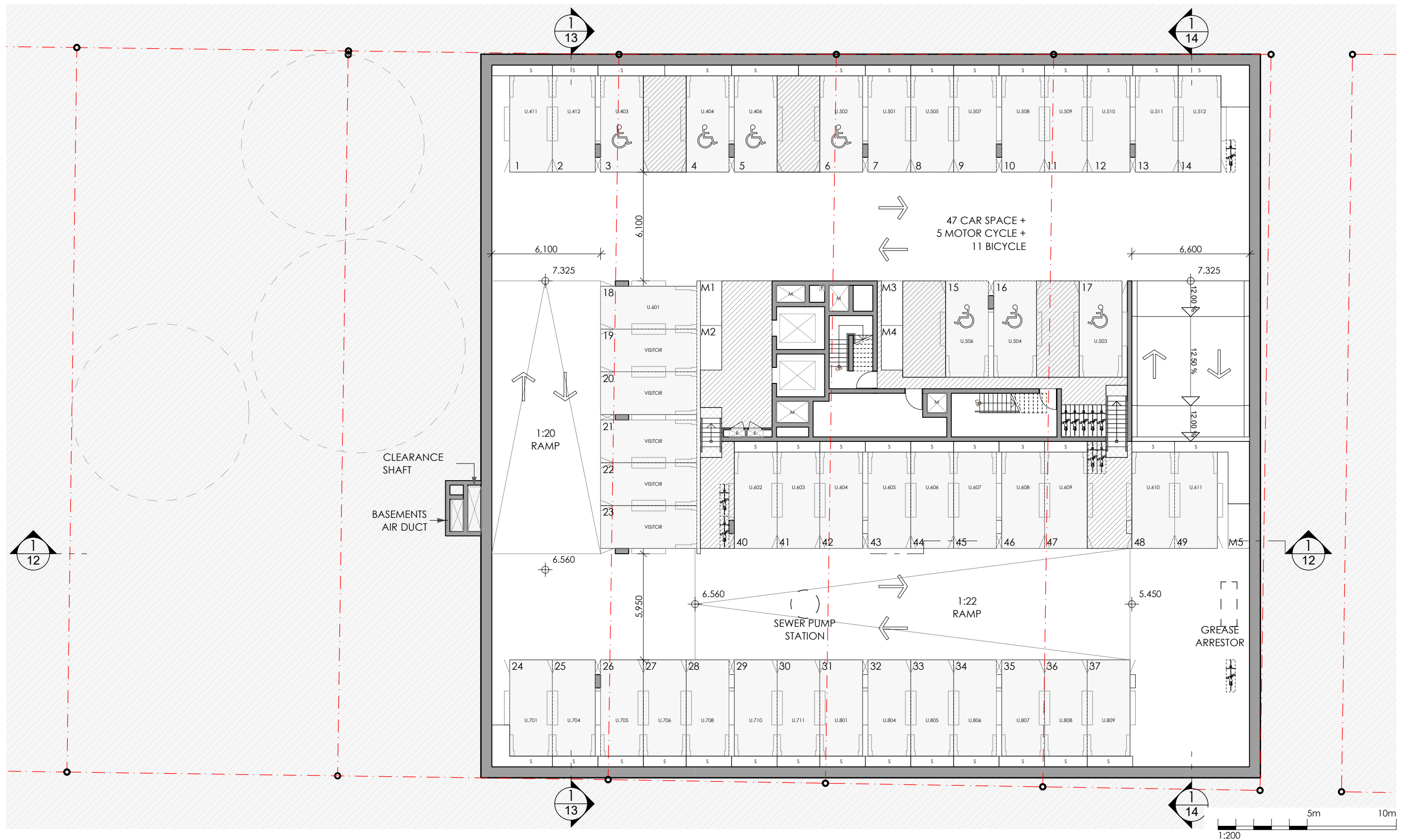
DRAWING TITLE:
DEMOLITION PLAN

NORTH POINT:

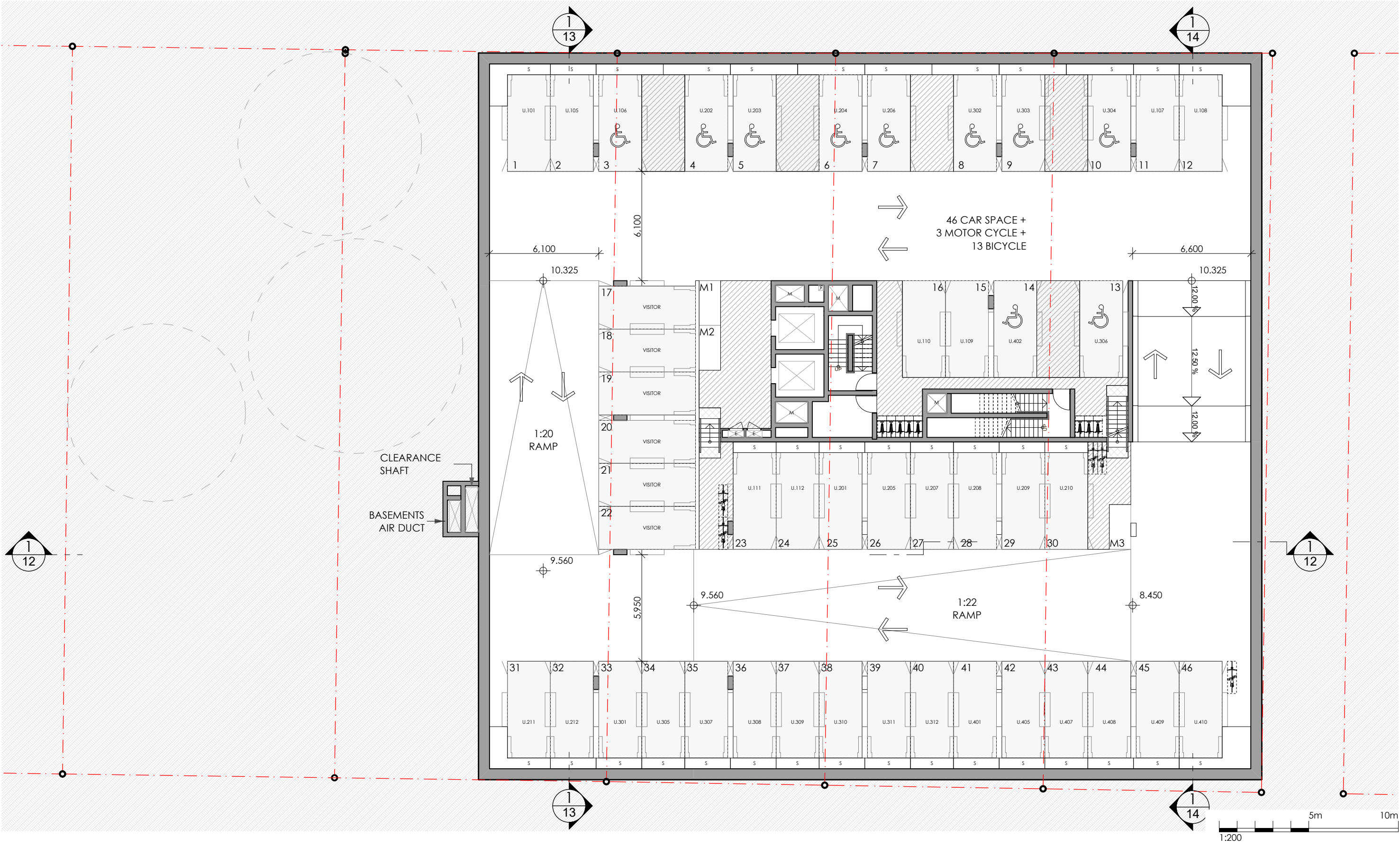


DRAWN BY: LZ
CHECKED BY: PI
SCALE: 1:200 AT A3
PROJECT No: P583

DA 36 P8
stage. dwg no. revision



1 BASEMENT 3
1:200



1 BASEMENT 2
1:200



Main Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010
Parramatta Office: Suite 4103, 11 Hassall Street, Parramatta NSW 2150
+ 61 2 9283 0860 | www.ptiarchitecture.com.au
Nominated Registered Architect: Peter Israel (reg no 5064)
ABN 90 050 071 022

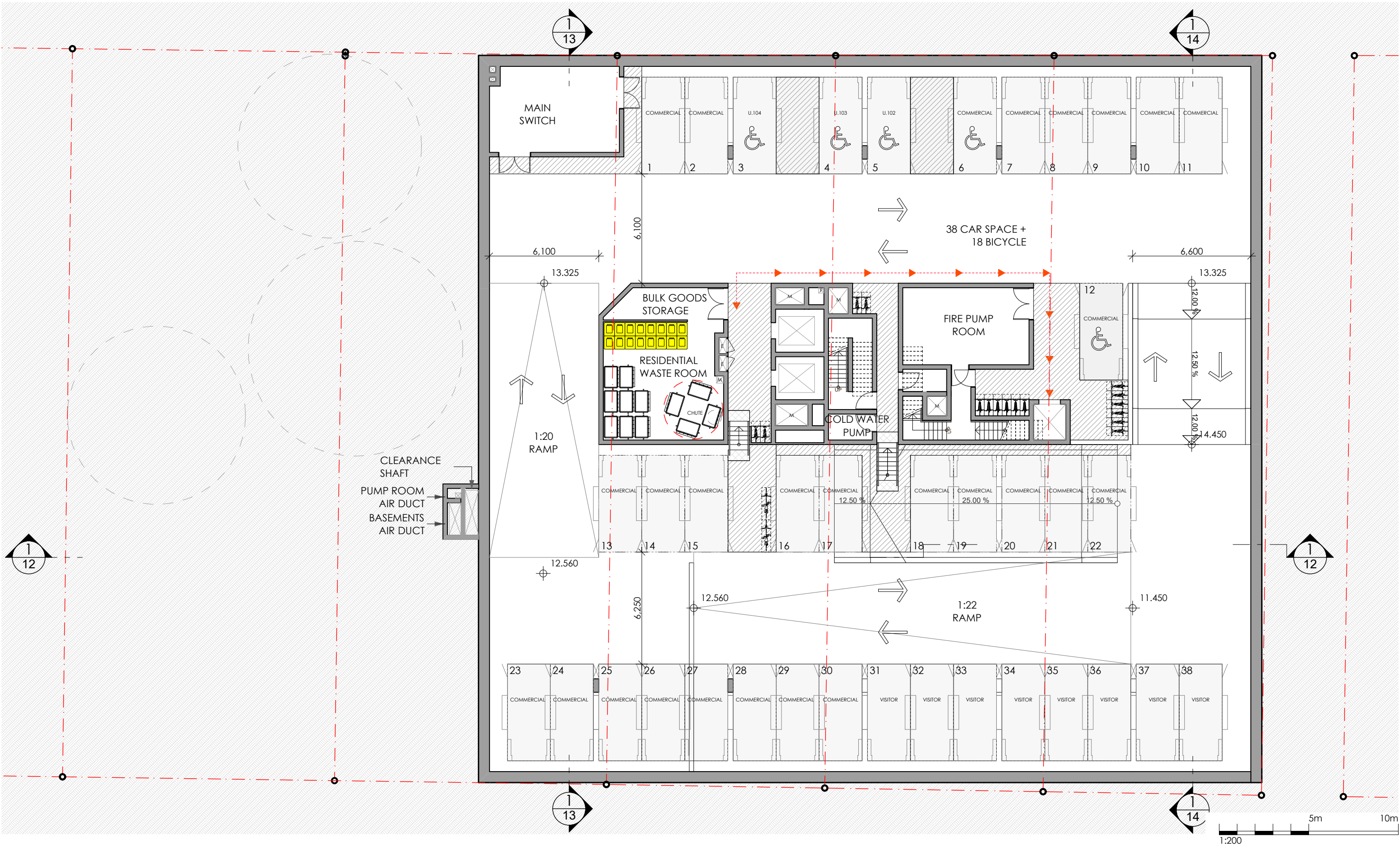
REV	DESCRIPTION	BY	DATE
P1	PRE-DA REVIEW	LL	26.08.20
P2	PRE-DA REVIEW	LL	09.09.20
P3	CONSULTANT ISSUE	LL	17.09.20
P4	CLIENT ISSUE	LL	06.11.20
P5	CONSULTANT ISSUE	LL	10.11.20
P6	CONSULTANT ISSUE	LL	20.11.20
P7	CONSULTANT ISSUE	LL	24.03.21
P7	CONSULTANT ISSUE	LL	14.05.21

CLIENT:
KINGDOM
TOWERS

PROJECT TITLE:
7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION
DRAWING TITLE:
BASEMENT 2



DRAWN BY:	LZ	
CHECKED BY:	PI	
SCALE:	1:200 AT A3	
PROJECT No:	P583	
DA	05	P8
stage.	dwg no.	revision



1 BASEMENT 1
1:200

REV	DESCRIPTION
P1	PRE-DA REVIEW
P2	PRE-DA REVIEW
P3	CONSULTANT ISSUE
P4	CLIENT ISSUE
P5	CONSULTANT ISSUE
P6	CONSULTANT ISSUE
P7	CONSULTANT ISSUE

BY	DATE
LL	26.08.20
LL	09.09.20
LL	17.09.20
LL	06.11.20
LL	10.11.20
LL	20.11.20
LL	24.03.21
LL	14.05.21

CLIENT:
**KINGDOM
TOWERS**

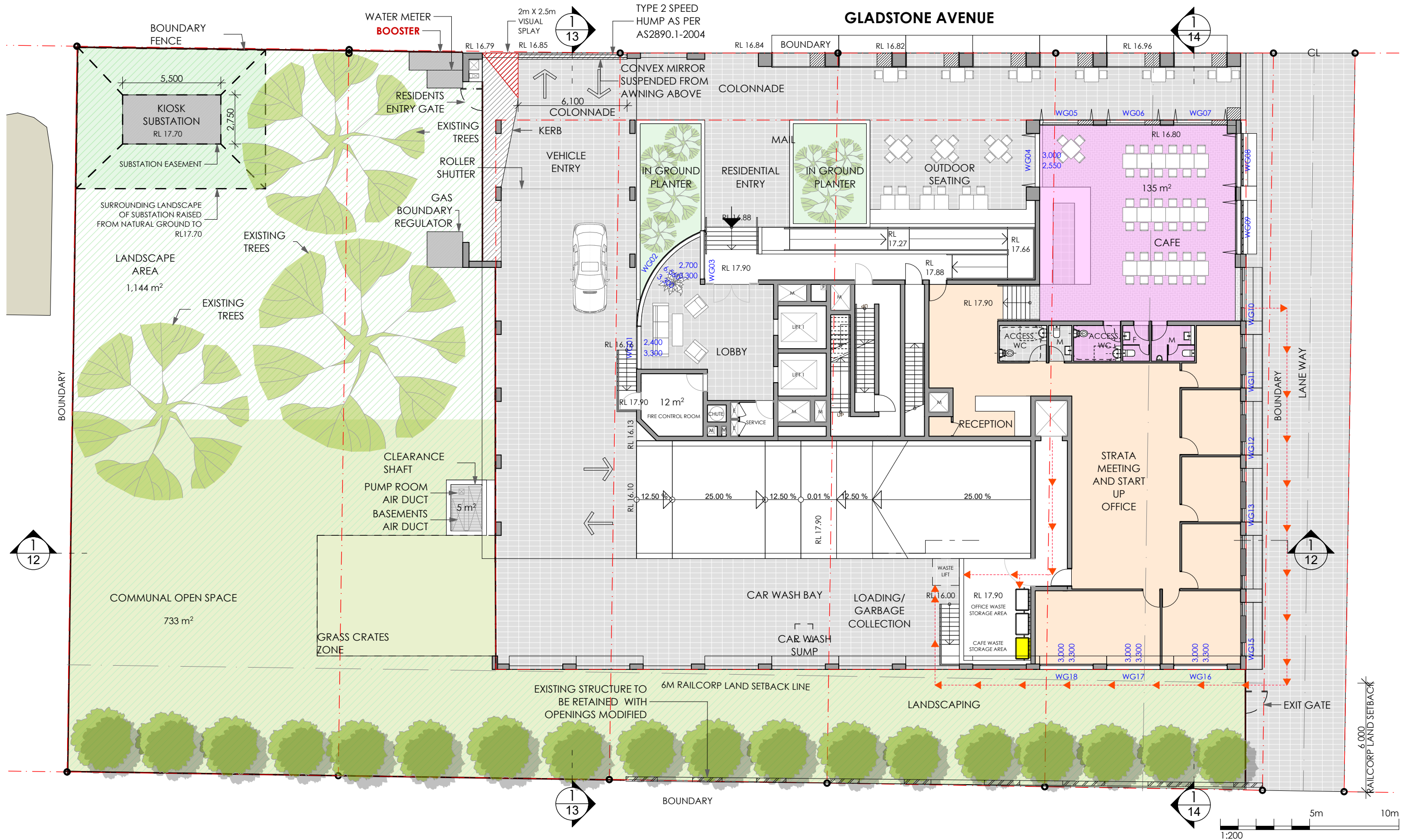
PROJECT TITLE:
**7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION**

DRAWING TITLE:
BASEMENT 1

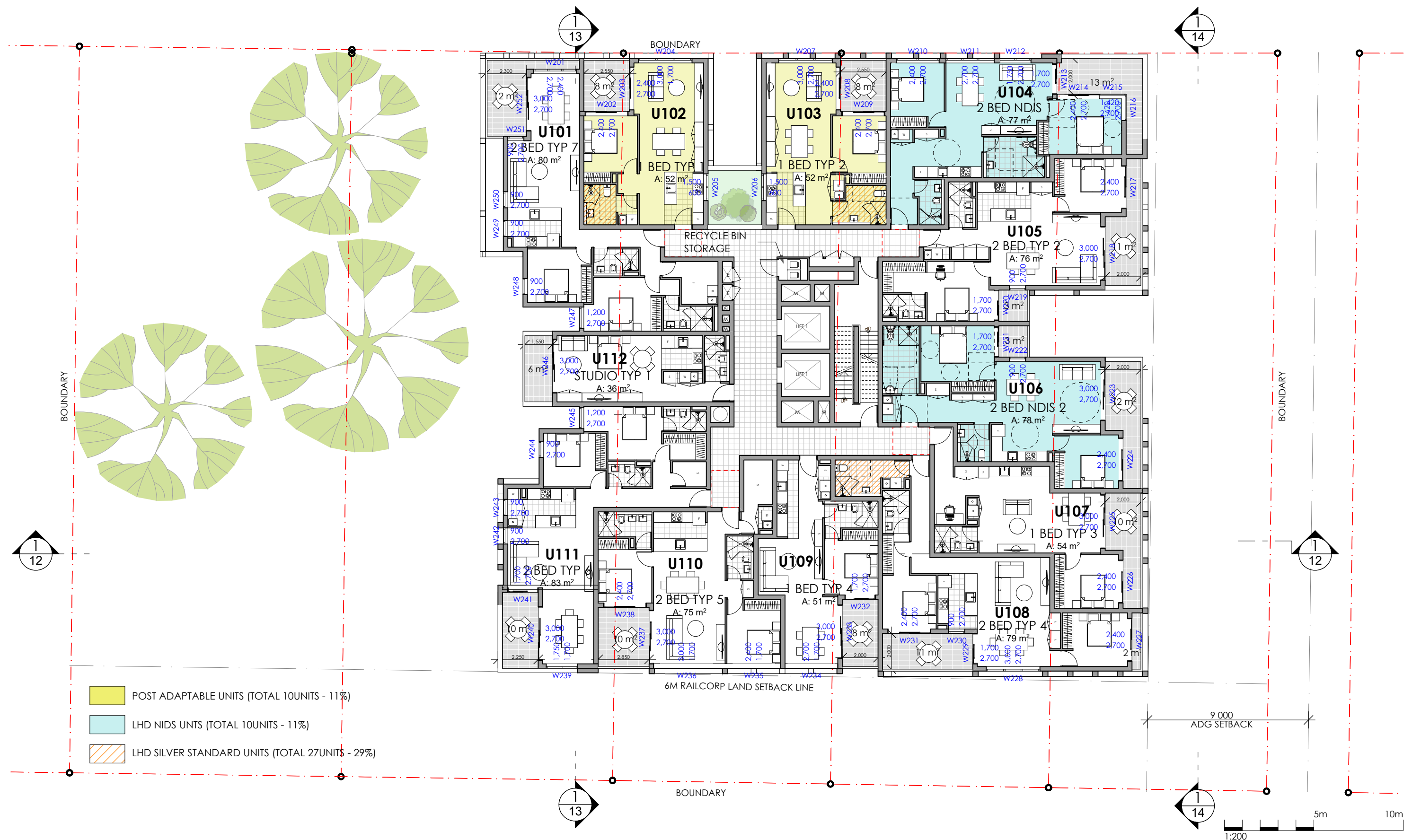


DRAWN BY: LZ
CHECKED BY: PI
SCALE: 1:200 AT A3
PROJECT No: P583

DA 06 P8
stage. dwg no. revision



1 GROUND FLOOR
1:200




1 LEVEL 1-5
1:200

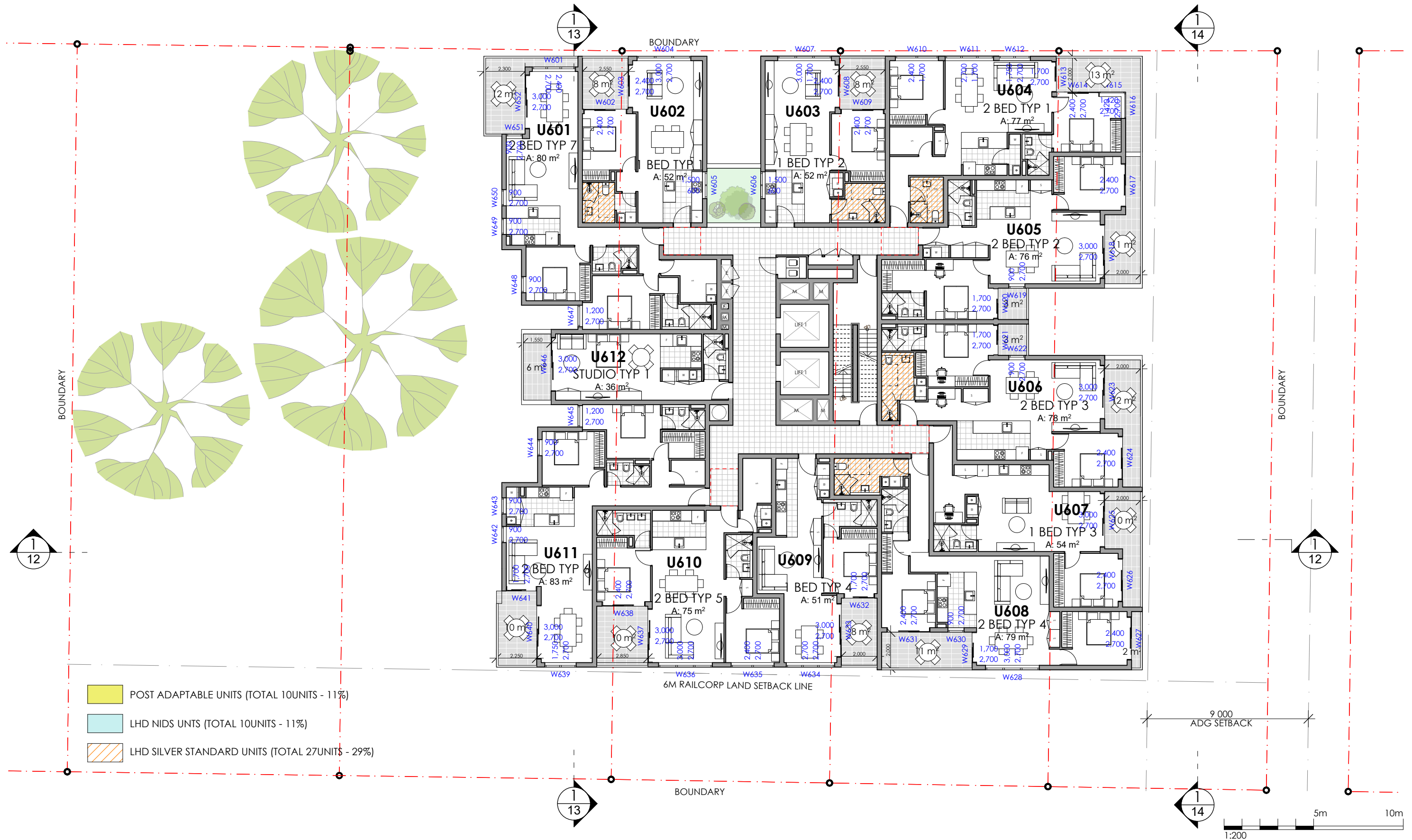
REV	DESCRIPTION	BY	DATE
P1	PRE-DA REVIEW	LL	26.08.20
P2	PRE-DA REVIEW	LL	09.09.20
P3	CONSULTANT ISSUE	LL	17.09.20
P4	CLIENT ISSUE	LL	06.11.20
P5	CONSULTANT ISSUE	LL	10.11.20
P6	CONSULTANT ISSUE	LL	20.11.20
P7	CONSULTANT ISSUE	LL	24.03.21
P7	CONSULTANT ISSUE	LL	14.05.21

CLIENT:
**KINGDOM
TOWERS**

PROJECT TITLE:
**7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION**

DRAWING TITLE:
LEVEL 1-5 FLOOR PLAN

NORTH POINT:	DRAWN BY:	LZ
	CHECKED BY:	PI
	SCALE:	1:200 AT A3
	PROJECT No:	P583
	DA	08
stage.	dwg no.	revision



1 LEVEL 6-7
1:200

REV	DESCRIPTION
P1	PRE-DA REVIEW
P2	PRE-DA REVIEW
P3	CONSULTANT ISSUE
P4	CLIENT ISSUE
P5	CONSULTANT ISSUE
P6	CONSULTANT ISSUE
P7	CONSULTANT ISSUE

BY	DATE
LL	26.08.20
LL	09.09.20
LL	17.09.20
LL	06.11.20
LL	10.11.20
LL	20.11.20
LL	24.03.21
LL	14.05.21

CLIENT:
**KINGDOM
TOWERS**

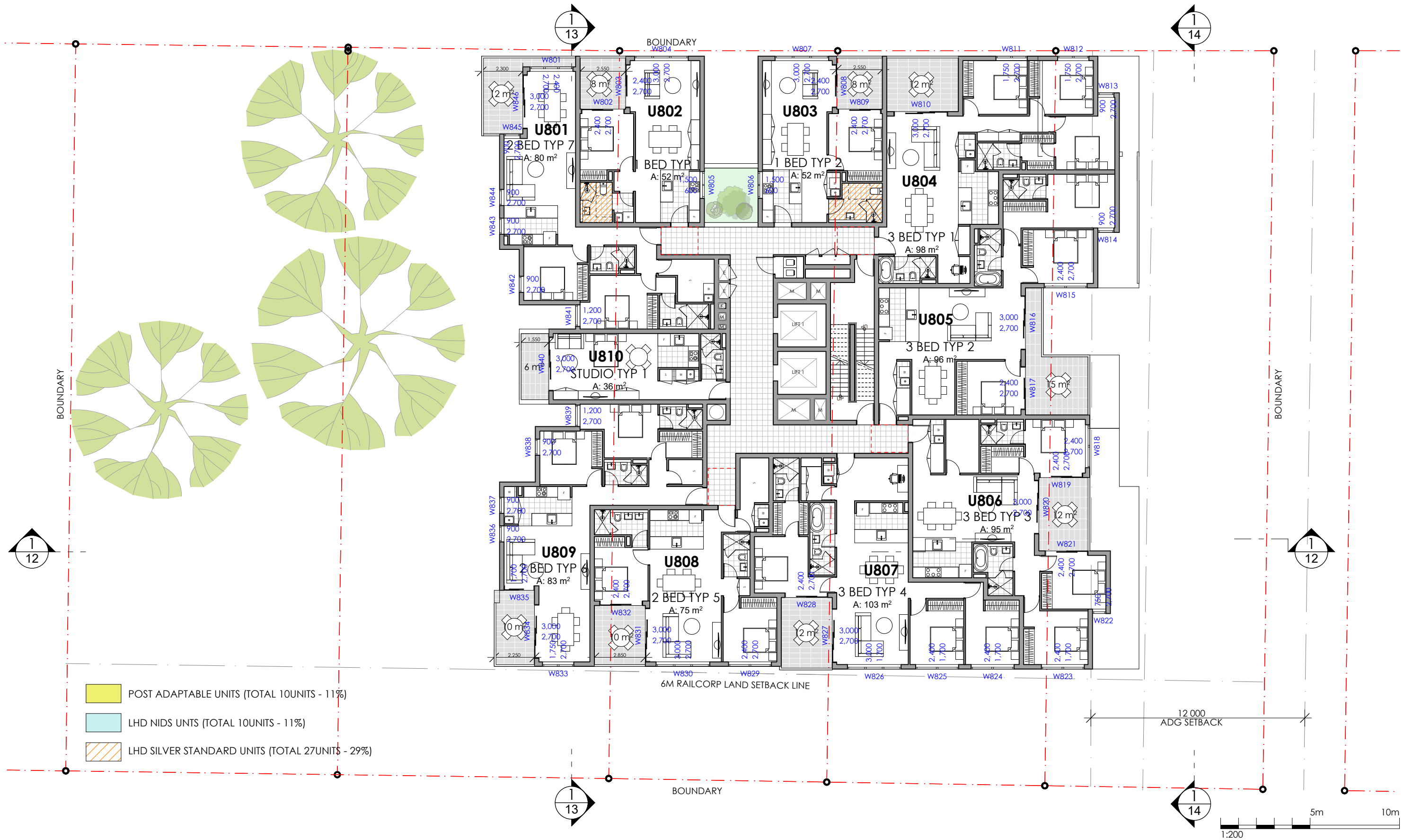
PROJECT TITLE:
**7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION**

DRAWING TITLE:
LEVEL 6-7 FLOOR PLAN



DRAWN BY: LZ
CHECKED BY: PI
SCALE: 1:200 AT A3
PROJECT No: P583

DA **09** **P8**
stage. dwg no. revision



1 LEVEL 8
1:200



Main Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010
Parramatta Office: Suite 4103, 11 Hassall Street, Parramatta NSW 2150
+ 61 2 9283 0860 | www.ptiarchitecture.com.au
Nominated Registered Architect: Peter Israel (reg no 5064)
ABN 90 050 071 022

REV	DESCRIPTION	BY	DATE
P1	PRE-DA REVIEW	LL	26.08.20
P2	PRE-DA REVIEW	LL	09.09.20
P3	CONSULTANT ISSUE	LL	17.09.20
P4	CLIENT ISSUE	LL	06.11.20
P5	CONSULTANT ISSUE	LL	10.11.20
P6	CONSULTANT ISSUE	LL	20.11.20
P7	CONSULTANT ISSUE	LL	24.03.21
P7	CONSULTANT ISSUE	LL	14.05.21

CLIENT:

KINGDOM
TOWERS

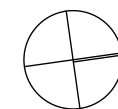
PROJECT TITLE:

7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION

DRAWING TITLE:

LEVEL 8 FLOOR PLAN

NORTH POINT:



DRAWN BY: 17

CHECKED BY: PI

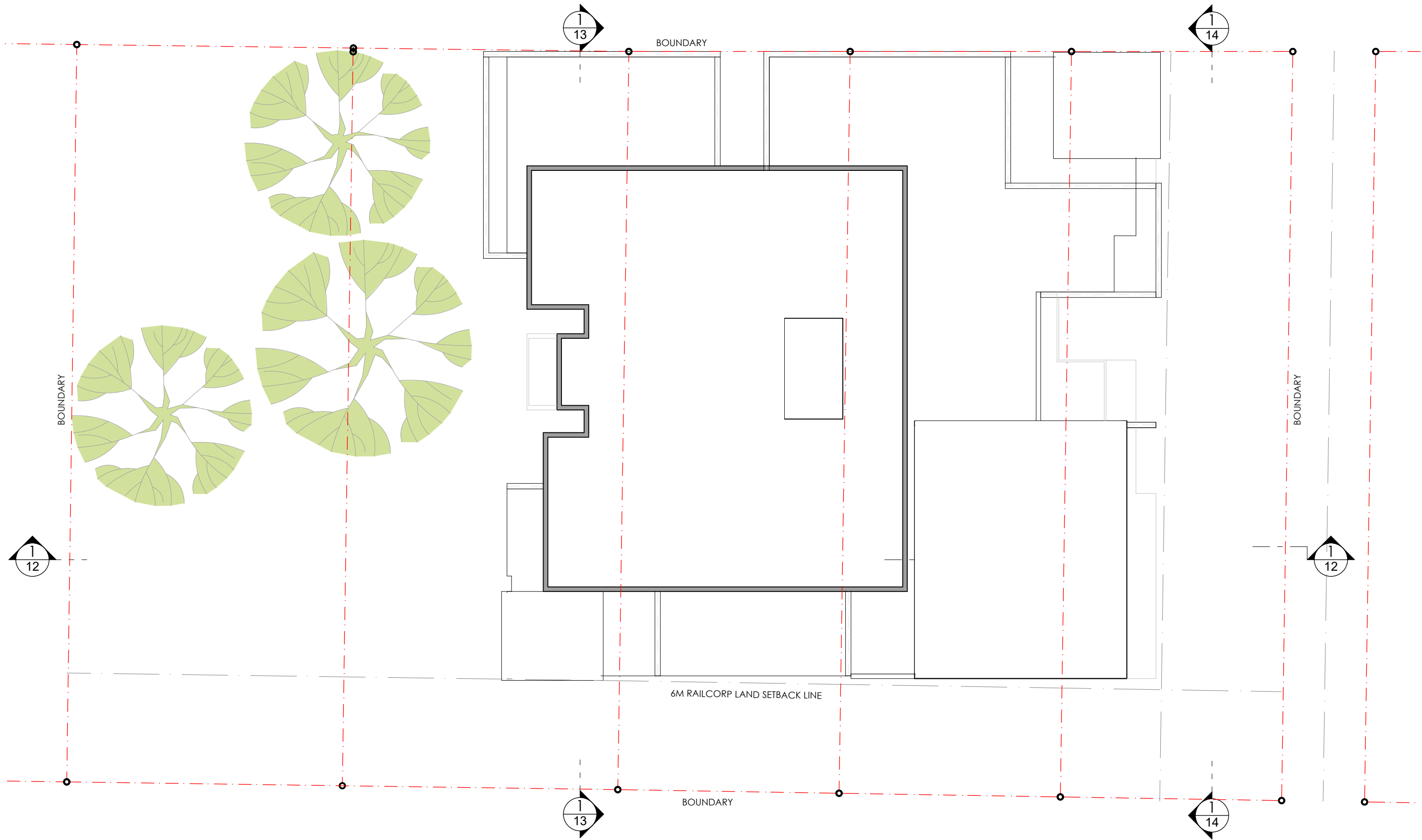
SCALE: 1:200 AT A3

PROJECT No: P583

DA
stage.

10
dwg no.

8



3 ROOF
1:200



Main Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010
Parramatta Office: Suite 4103, 11 Hassall Street, Parramatta NSW 2150
+ 61 2 9283 0860 | www.ptiarchitecture.com.au
Nominated Registered Architect: Peter Israel (reg no 5064)
ABN 90 050 071 022

REV	DESCRIPTION
P1	PRE-DA REVIEW
P2	PRE-DA REVIEW
P3	CONSULTANT ISSUE
P4	CLIENT ISSUE
P5	CONSULTANT ISSUE
P6	CONSULTANT ISSUE
P7	CONSULTANT ISSUE
P7	CONSULTANT ISSUE

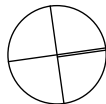
BY	DATE
LL	26.08.20
LL	09.09.20
LL	17.09.20
LL	06.11.20
LL	10.11.20
LL	20.11.20
LL	24.03.21
LL	14.05.21

CLIENT:
KINGDOM
TOWERS

PROJECT TITLE:
7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION

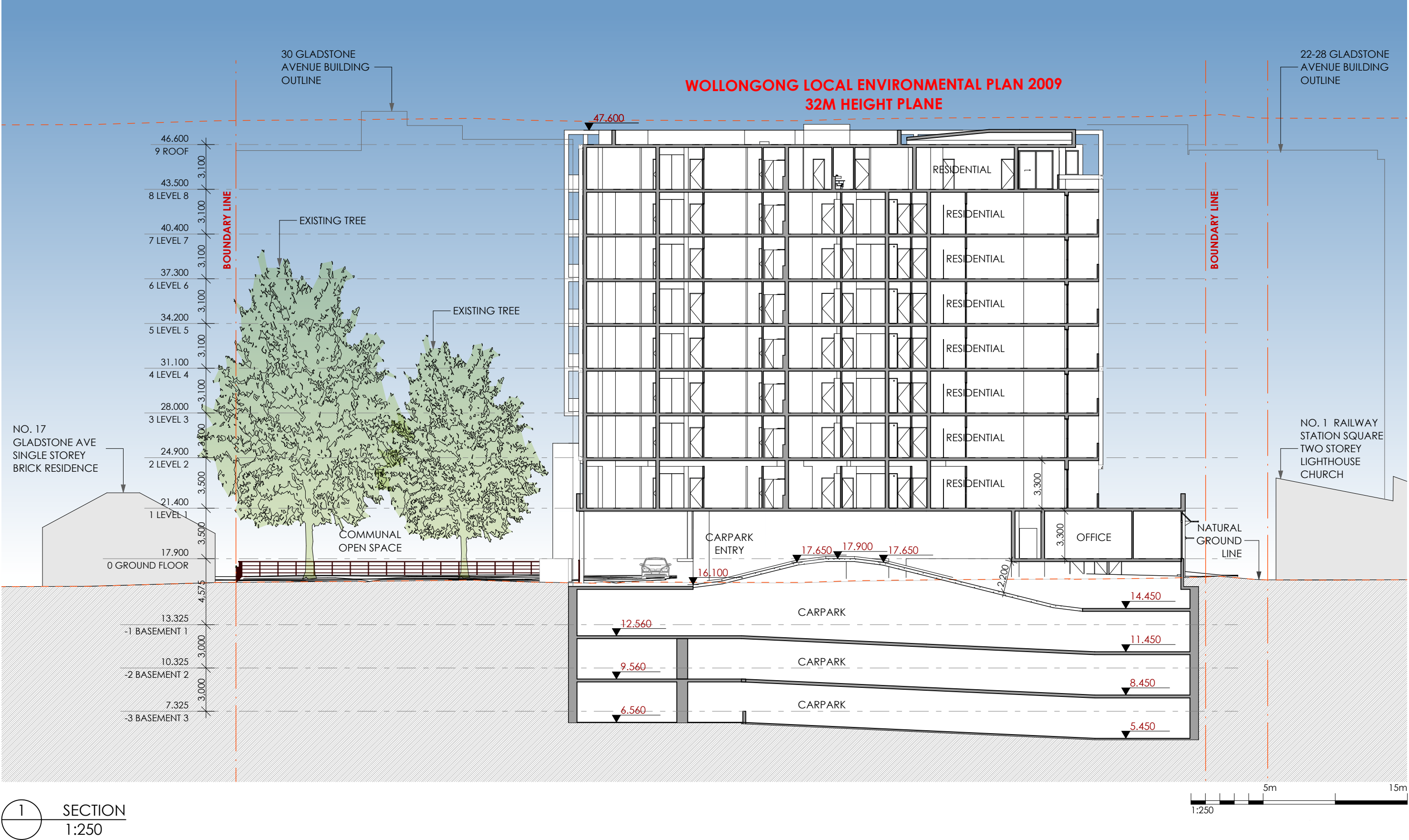
DRAWING TITLE:
ROOF PLAN

NORTH POINT:

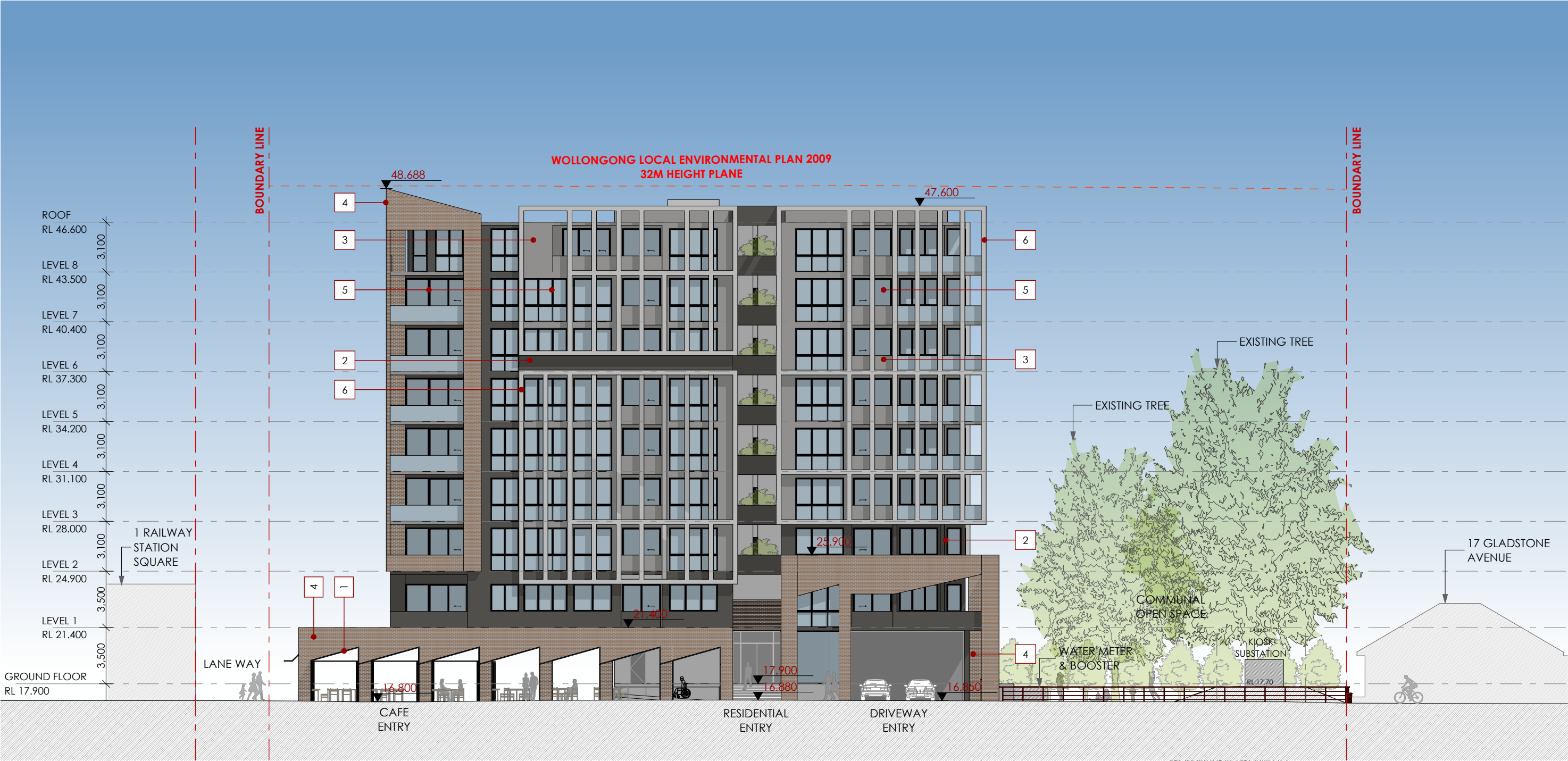


DRAWN BY: LZ
CHECKED BY: PI
SCALE: 1:200 AT A3
PROJECT No: P583

DA 11 P8
stage. dwg no. revision

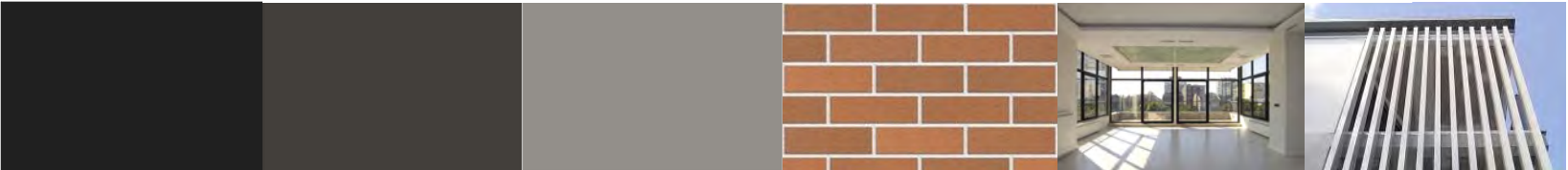


1 SECTION
1:250

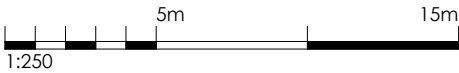


1 WEST ELEVATION
1:250

EXTERNAL MATERIALS & FINISHES



1. COLORBOND STEEL AWNING- MONUMENT 2. DARK GREY FACADE RENDER- DULUX COLOUR- NAMADJI. 3. LIGHT GREY FACADE RENDER- DULUX COLOUR- MOLE GREY. 4. PODIUM BRICK CLADDING- PGH BRICK & PAVERS CORIUM 5. BLACK POWDERCOATED ALUMINIUM FRAMED WINDOWS 6. FACADE SCREENS- WHITE ALUMINUM FRAME



REV	DESCRIPTION	BY	DATE
P1	PRE-DA REVIEW	LL	26.08.20
P2	PRE-DA REVIEW	LL	09.09.20
P3	CONSULTANT ISSUE	LL	17.09.20
P4	CLIENT ISSUE	LL	06.11.20
P5	CONSULTANT ISSUE	LL	10.11.20
P6	CONSULTANT ISSUE	LL	20.11.20
P7	CONSULTANT ISSUE	LL	24.03.21
P7	CONSULTANT ISSUE	LL	14.05.21

CLIENT:
**KINGDOM
TOWERS**

PROJECT TITLE:
**7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION**

DRAWING TITLE:
WEST ELEVATION

NORTH POINT:

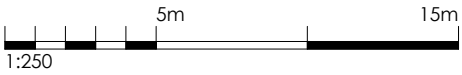
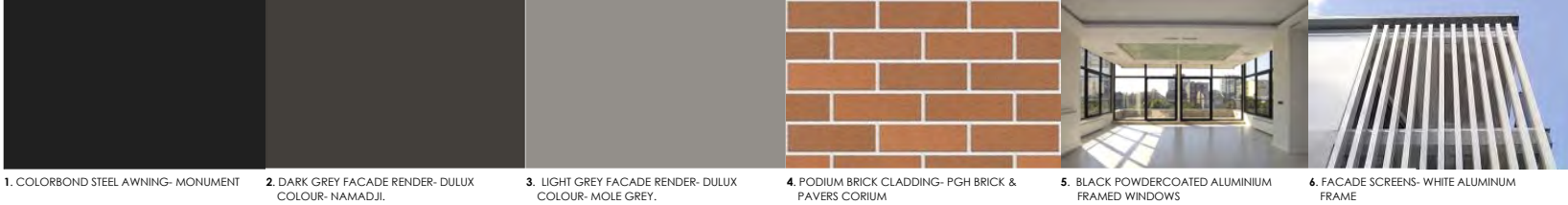
DRAWN BY: LZ
CHECKED BY: PI
SCALE: 1:250 AT A3
PROJECT No: P583

DA 15 P8
stage. dwg no. revision



1 NORTH ELEVATION
1:250

EXTERNAL MATERIALS & FINISHES



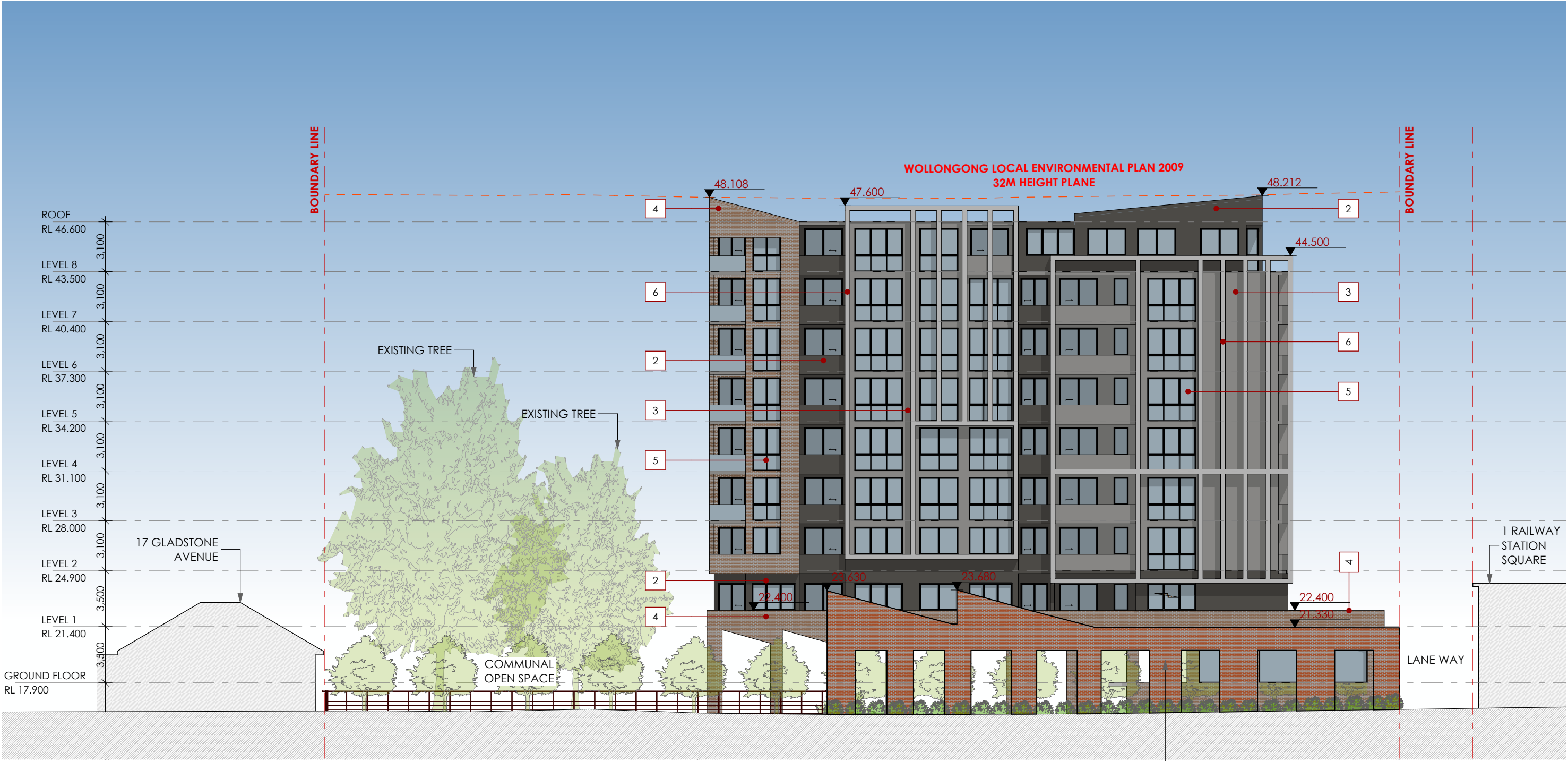
REV	DESCRIPTION	BY	DATE
P1	PRE-DA REVIEW	LL	26.08.20
P2	PRE-DA REVIEW	LL	09.09.20
P3	CONSULTANT ISSUE	LL	17.09.20
P4	CLIENT ISSUE	LL	06.11.20
P5	CONSULTANT ISSUE	LL	10.11.20
P6	CONSULTANT ISSUE	LL	20.11.20
P7	CONSULTANT ISSUE	LL	24.03.21
P7	CONSULTANT ISSUE	LL	14.05.21

CLIENT:
**KINGDOM
TOWERS**

PROJECT TITLE:
**7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION**

DRAWING TITLE:
NORTH ELEVATION

NORTH POINT:	DRAWN BY: LZ
	CHECKED BY: PI
	SCALE: 1:250 AT A3
	PROJECT No: P583
DA stage.	16 dwg no.
	P8 revision

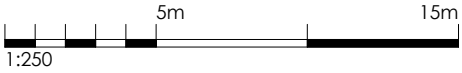


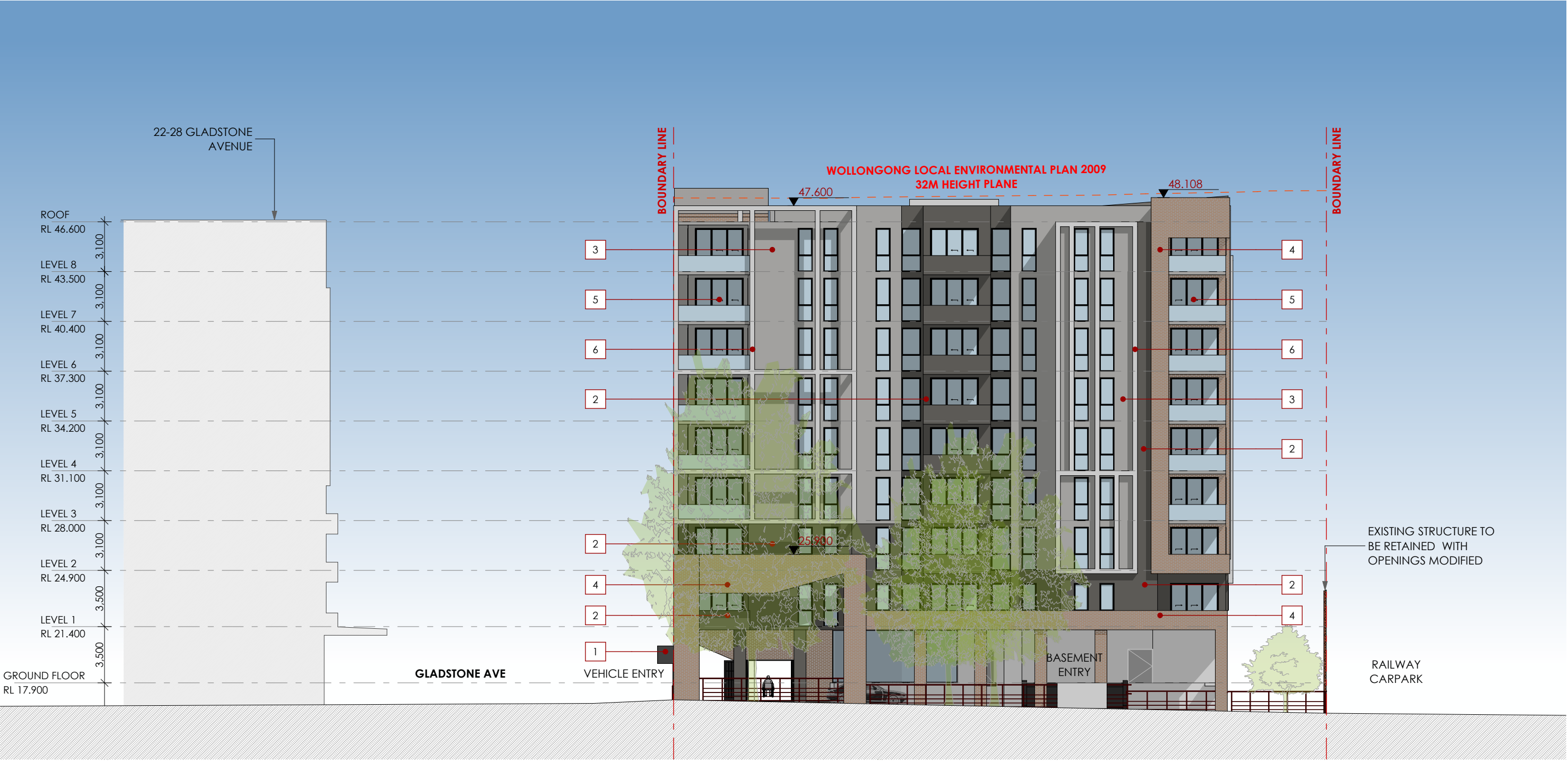
1 EAST ELEVATION
1:250

EXTERNAL MATERIALS & FINISHES



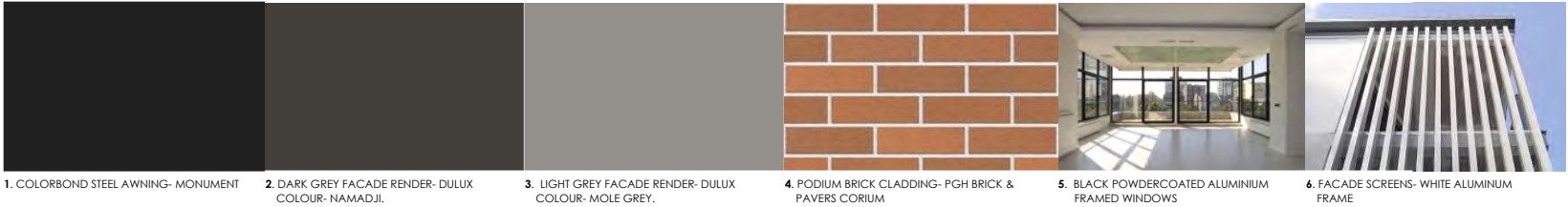
1. COLORBOND STEEL AWNING- MONUMENT
2. DARK GREY FACADE RENDER- DULUX COLOUR- NAMADJI.
3. LIGHT GREY FACADE RENDER- DULUX COLOUR- MOLE GREY.
4. PODIUM BRICK CLADDING- PGH BRICK & PAVERS CORIUM
5. BLACK POWDERCOATED ALUMINIUM FRAMED WINDOWS
6. FACADE SCREENS- WHITE ALUMINUM FRAME



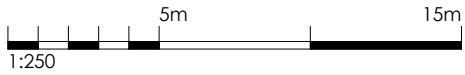


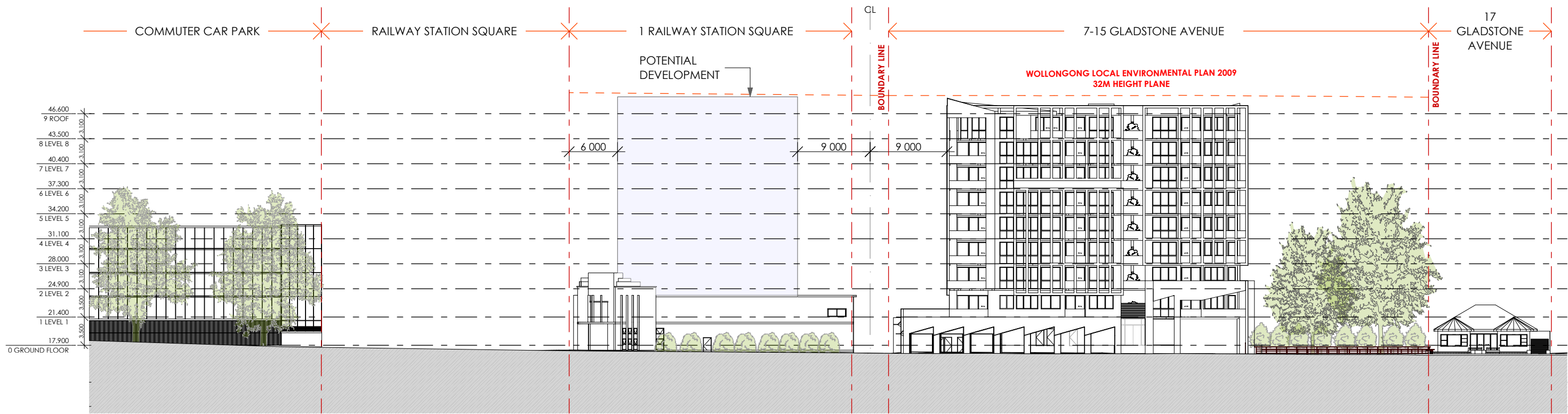
1 SOUTH ELEVATION
1:250

EXTERNAL MATERIALS & FINISHES

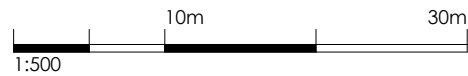


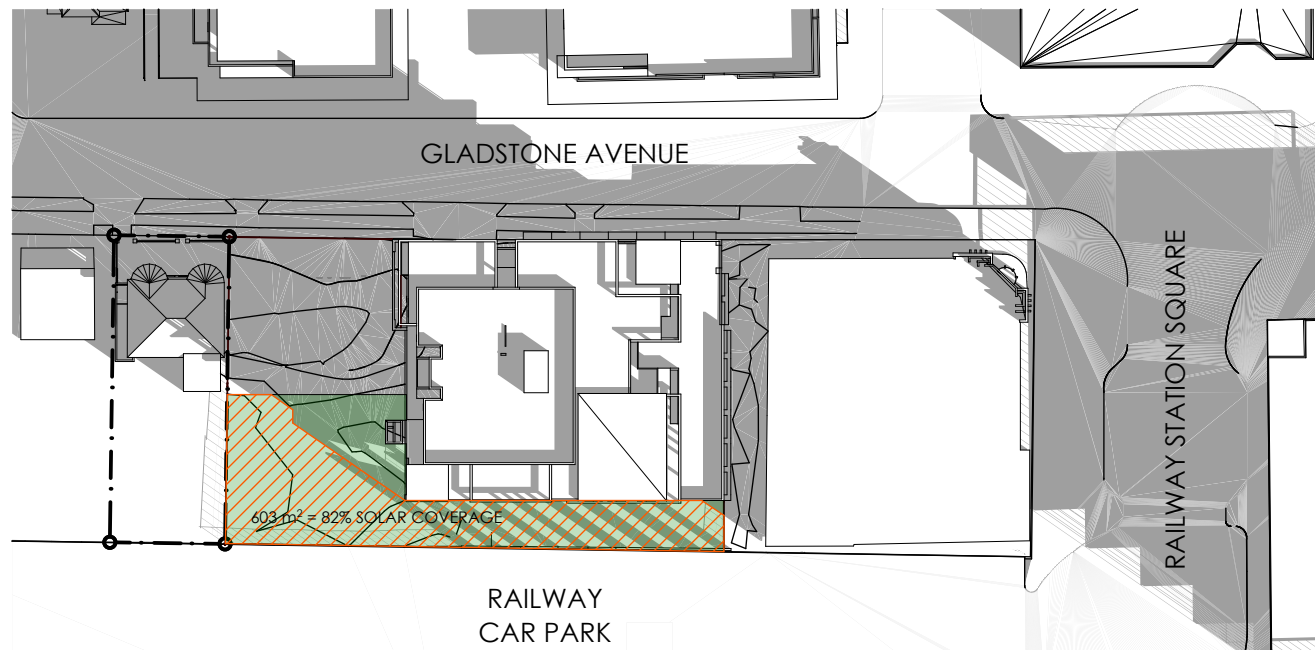
1. COLORBOND STEEL AWNING- MONUMENT 2. DARK GREY FACADE RENDER- DULUX COLOUR- NAMADJI. 3. LIGHT GREY FACADE RENDER- DULUX COLOUR- MOLE GREY. 4. PODIUM BRICK CLADDING- PGH BRICK & PAVERS CORIUM 5. BLACK POWDERCOATED ALUMINIUM FRAMED WINDOWS 6. FACADE SCREENS- WHITE ALUMINIUM FRAME



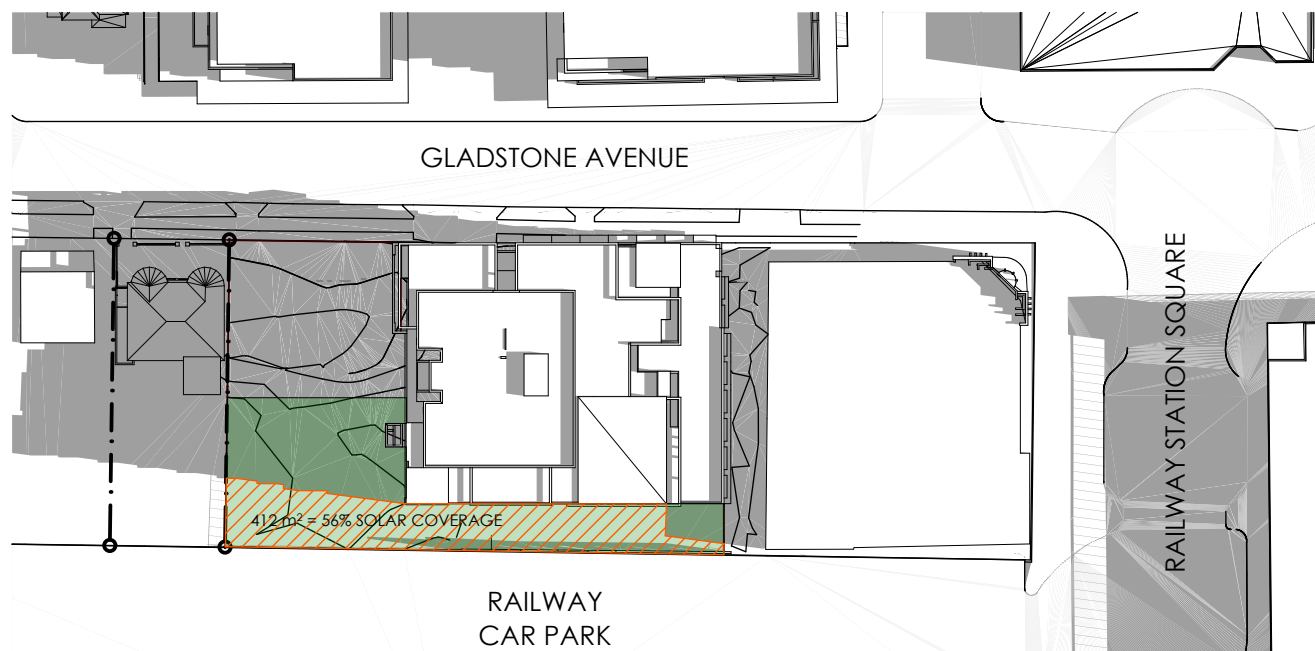


1 STREETScape ELEVATION
1:500

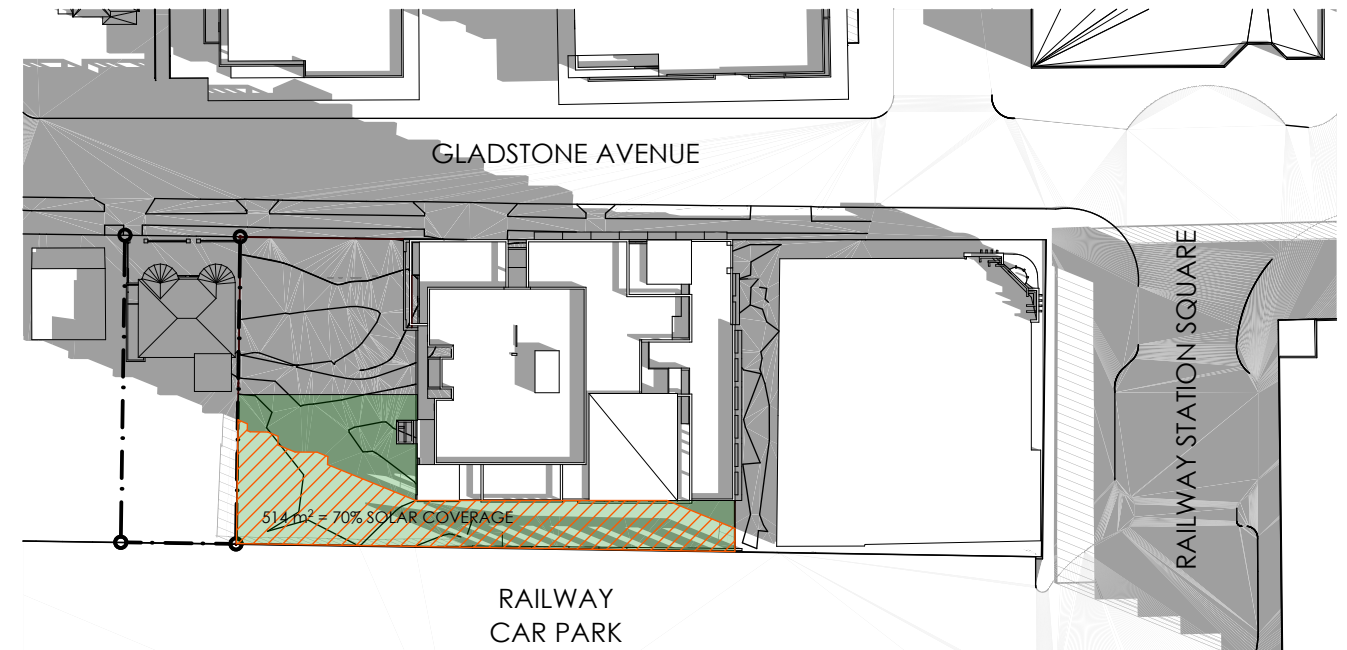




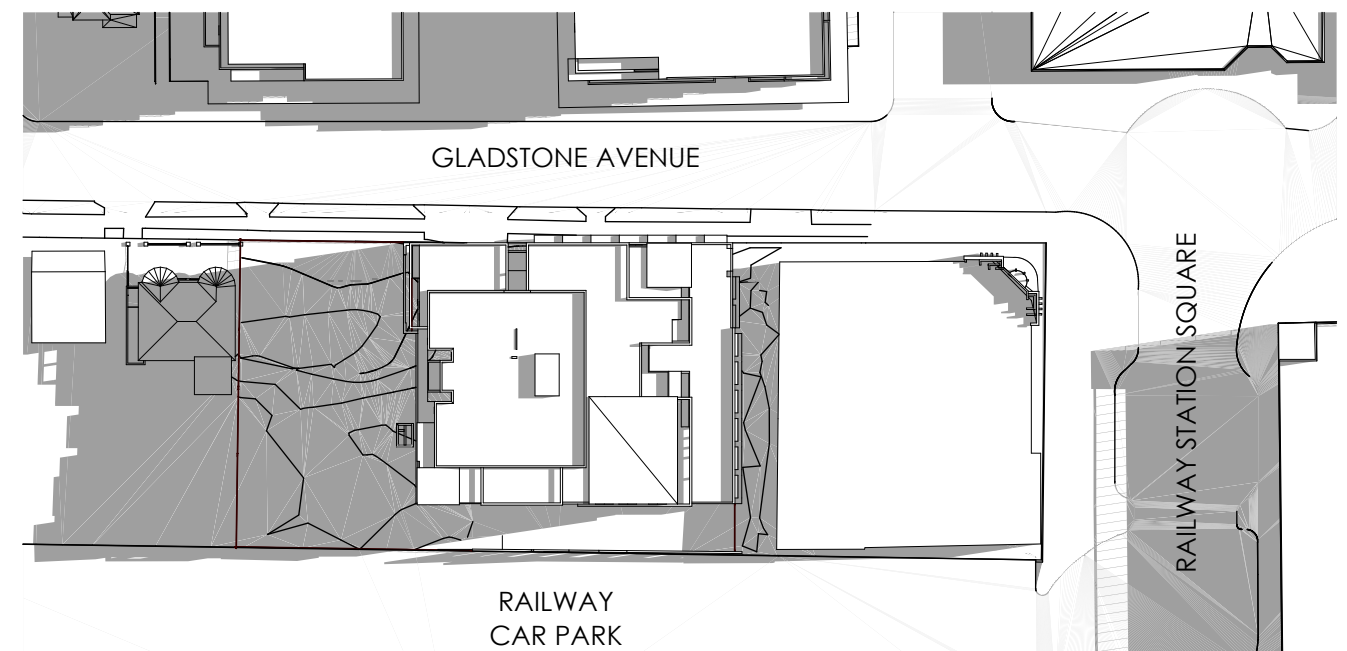
1 SHADOW DIAGRAM JUNE 21 9AM
1:1000



3 SHADOW DIAGRAM JUNE 21 11AM
1:1000

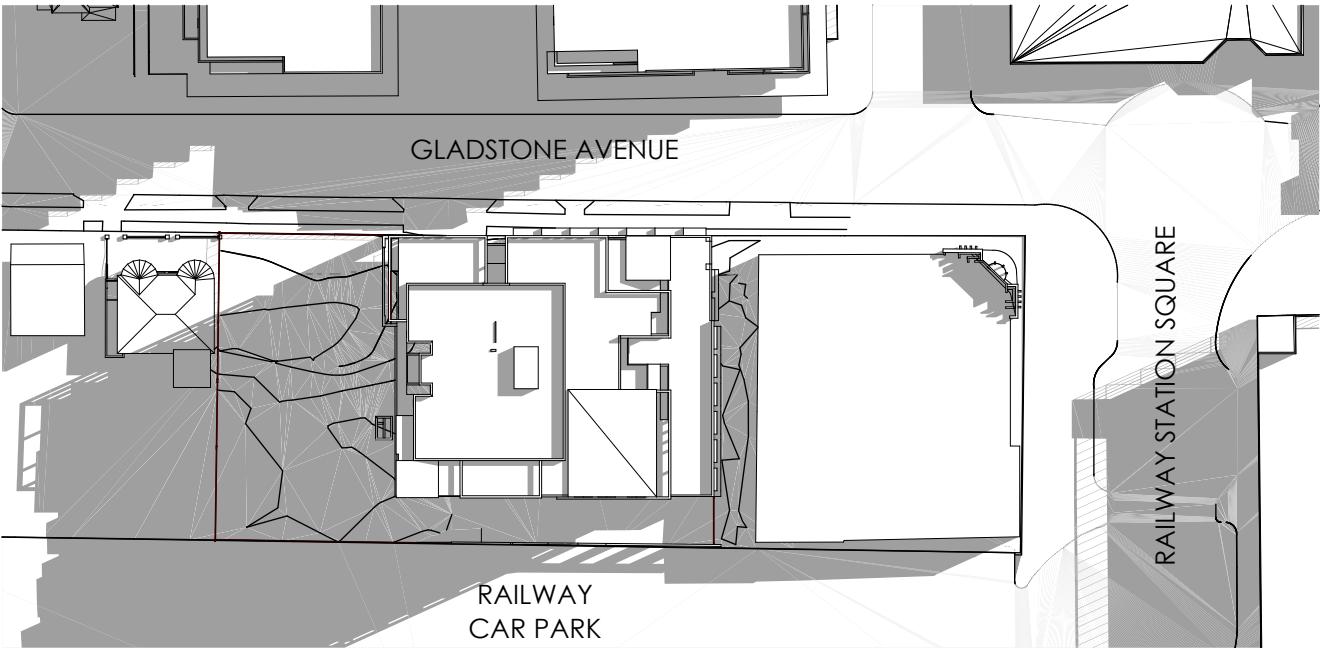


2 SHADOW DIAGRAM JUNE 21 10AM
1:1000

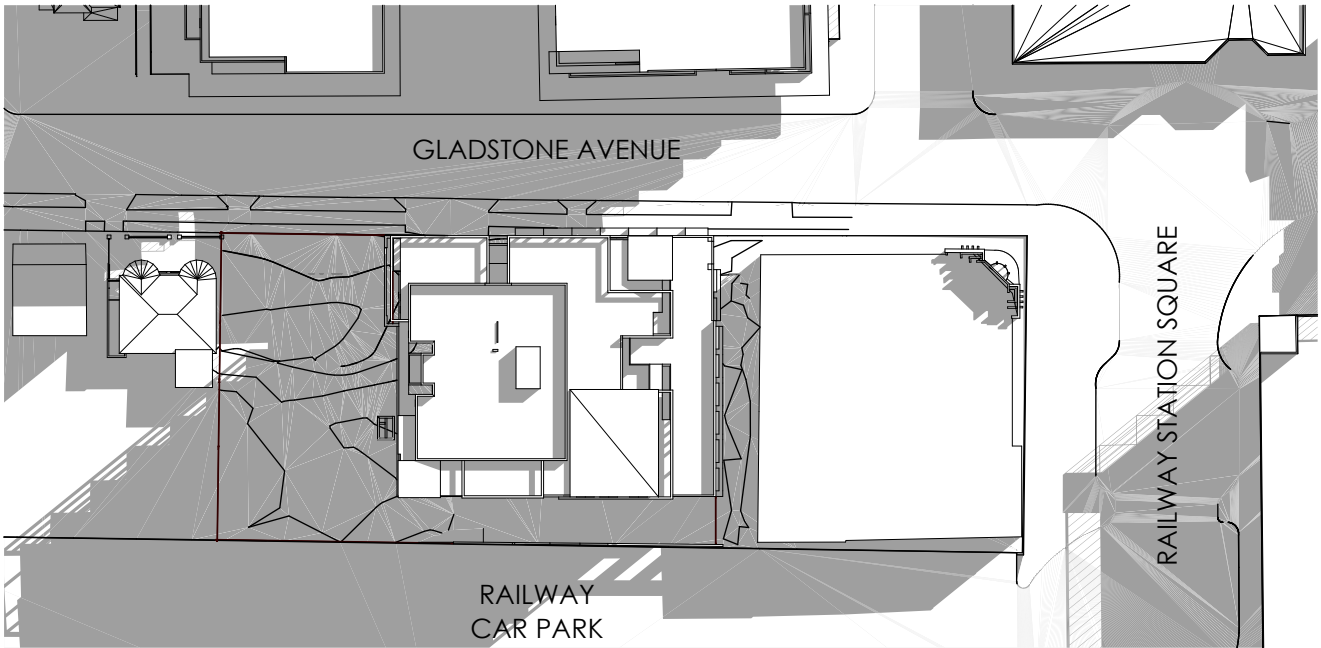


4 SHADOW DIAGRAM JUNE 21 12PM
1:1000

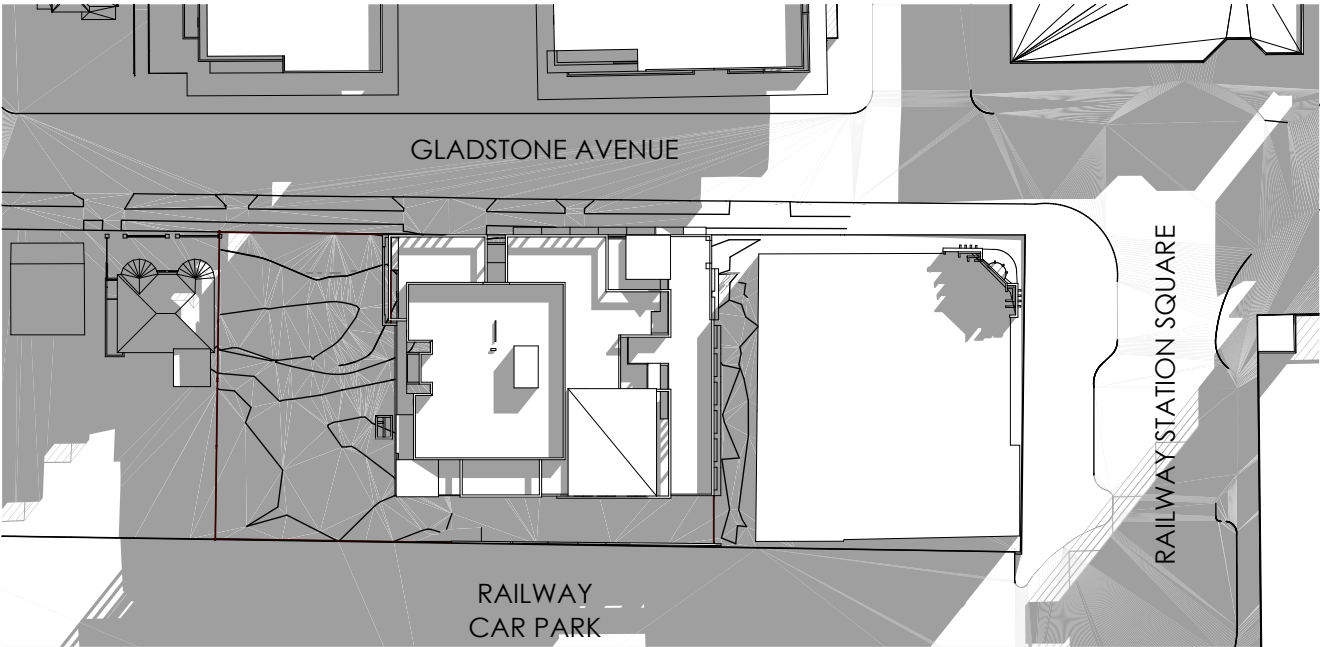
COMMUNAL OPEN SPACE
COMMUNAL OPEN SPACE RECEIVING SOLAR
COMMUNAL OPEN SPACE RECEIVING MORE THAN 50% SOLAR BETWEEN 9am - 11am



1 SHADOW DIAGRAM JUNE 21 1PM
1:1000



2 SHADOW DIAGRAM JUNE 21 2PM
1:1000



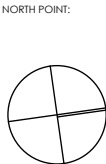
3 SHADOW DIAGRAM JUNE 21 3PM
1:1000

REV	DESCRIPTION	BY	DATE
P1	PRE-DA REVIEW	LL	26.08.20
P2	PRE-DA REVIEW	LL	09.09.20
P3	CONSULTANT ISSUE	LL	17.09.20
P4	CLIENT ISSUE	LL	06.11.20
P5	CONSULTANT ISSUE	LL	10.11.20
P6	CONSULTANT ISSUE	LL	20.11.20
P7	CONSULTANT ISSUE	LL	24.03.21
P7	CONSULTANT ISSUE	LL	14.05.21

CLIENT:
**KINGDOM
TOWERS**

PROJECT TITLE:
**7-15 GLADSTONE AVENUE, WOLLONGONG
DEVELOPMENT APPLICATION**

DRAWING TITLE:
SHADOW DIAGRAMS 2



DRAWN BY: LZ
CHECKED BY: PI
SCALE: 1:1000 AT A3
PROJECT No: P583

DA 21 P8
stage. dwg no. revision



1 9am - 21 JUNE
NTS



2 10am - 21 JUNE
NTS



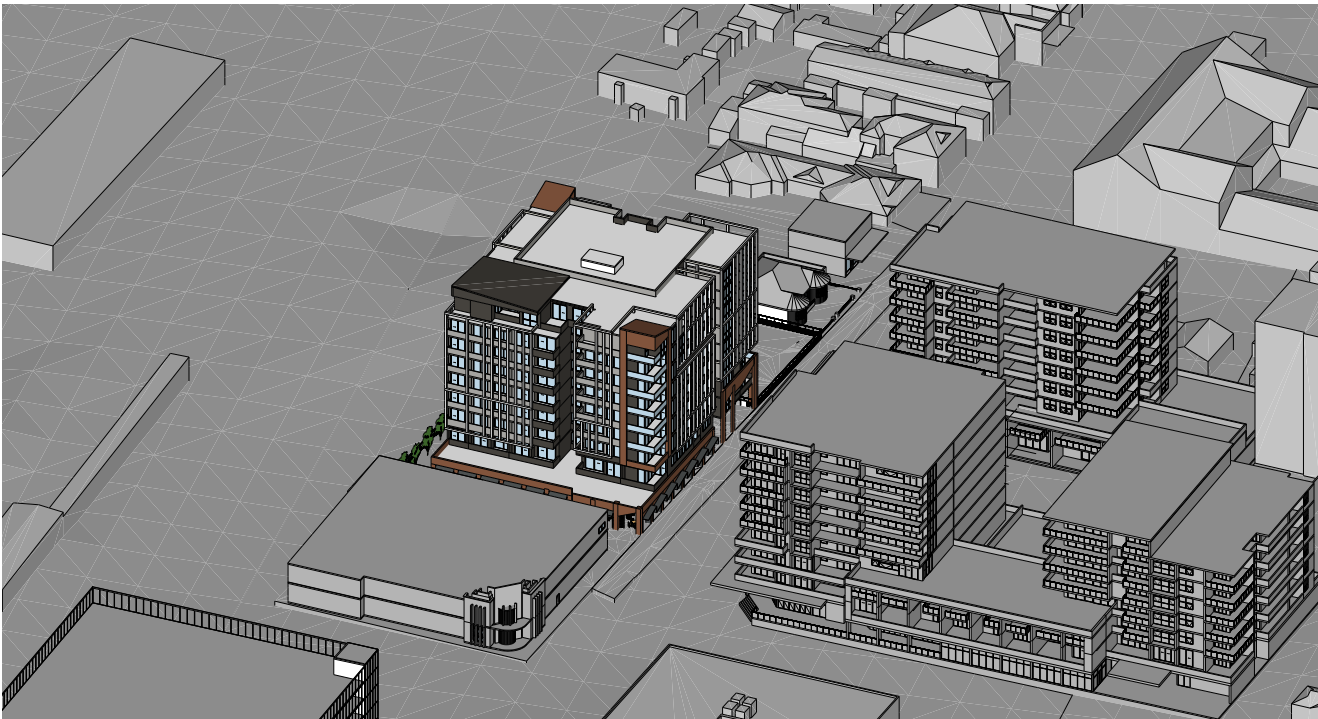
3 11am - 21 JUNE
NTS



4 12pm - 21 JUNE
NTS



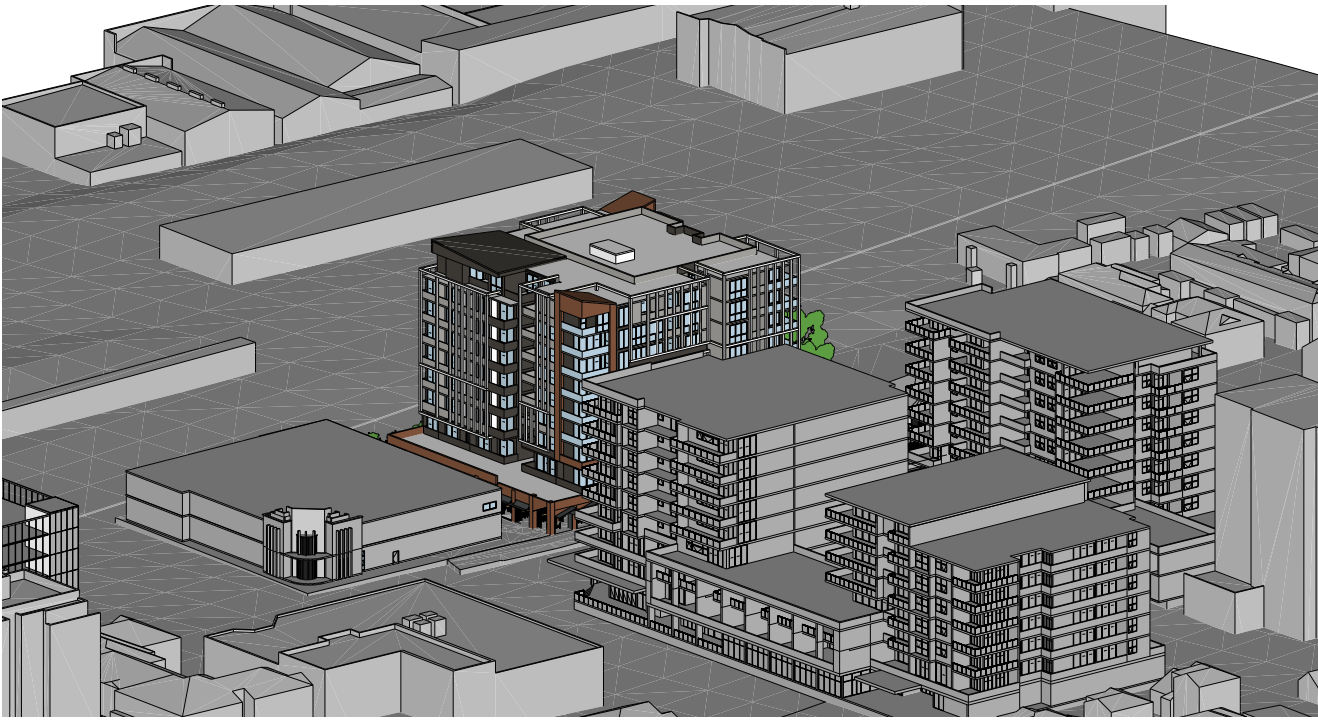
POTENTIAL FUTURE
DEVELOPMENT
OF 1 RAILWAY
STATION SQUARE



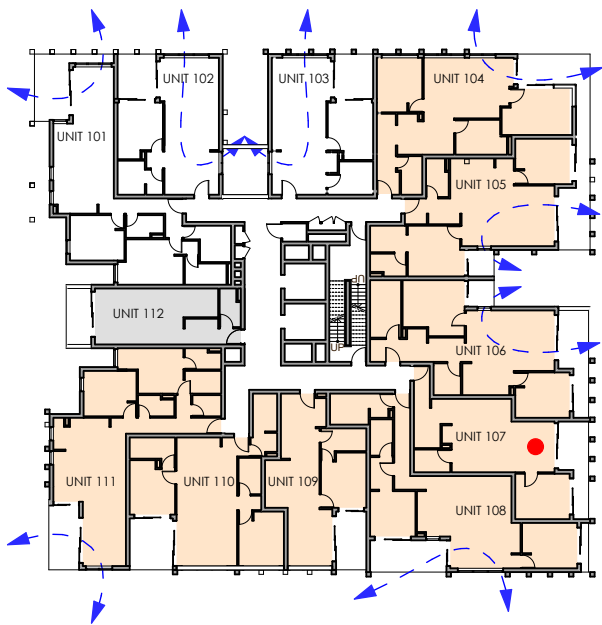
1 1pm - 21 JUNE
NTS



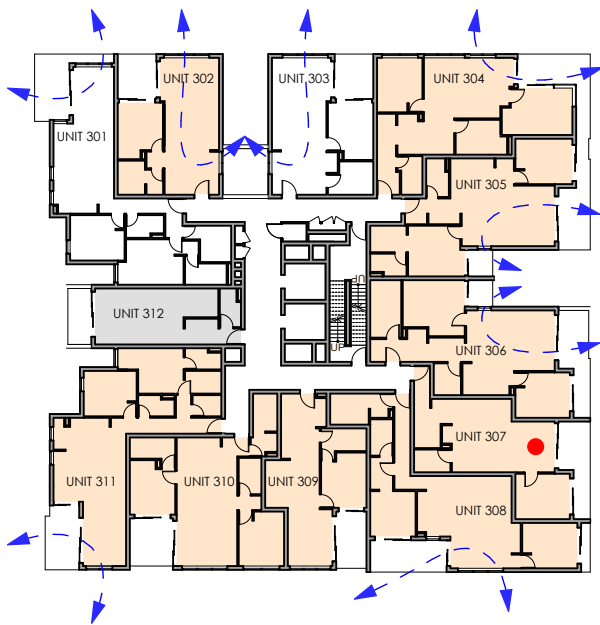
2 2pm - 21 JUNE
NTS



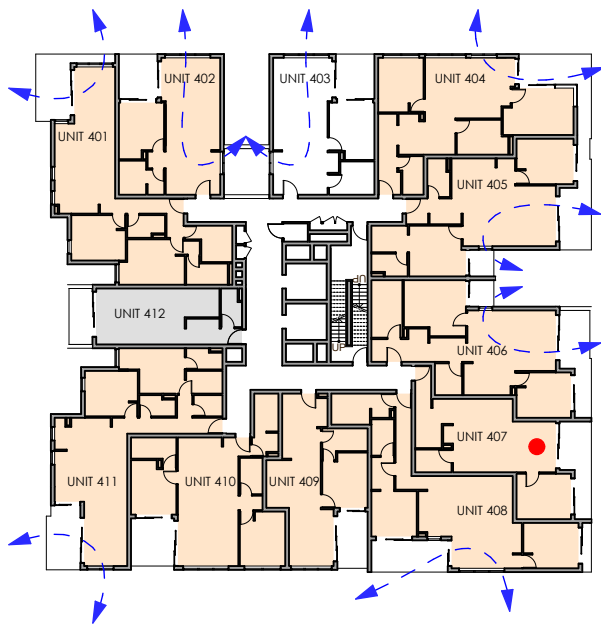
3 3pm - 21 JUNE
NTS



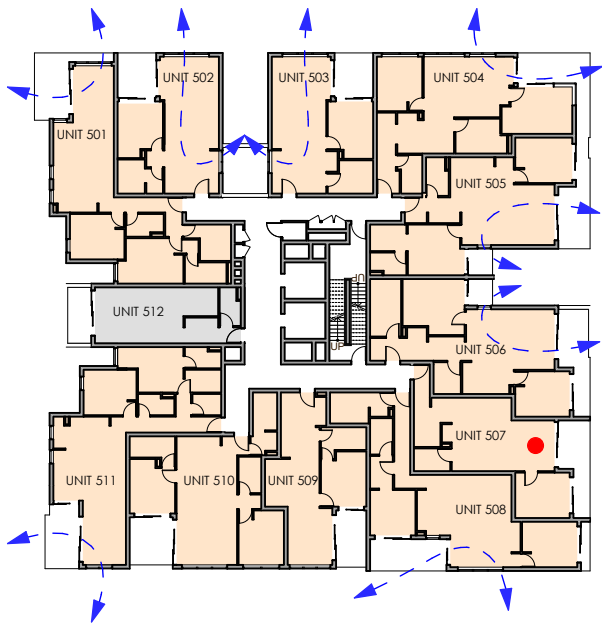
1 LEVEL 1-2
1:500



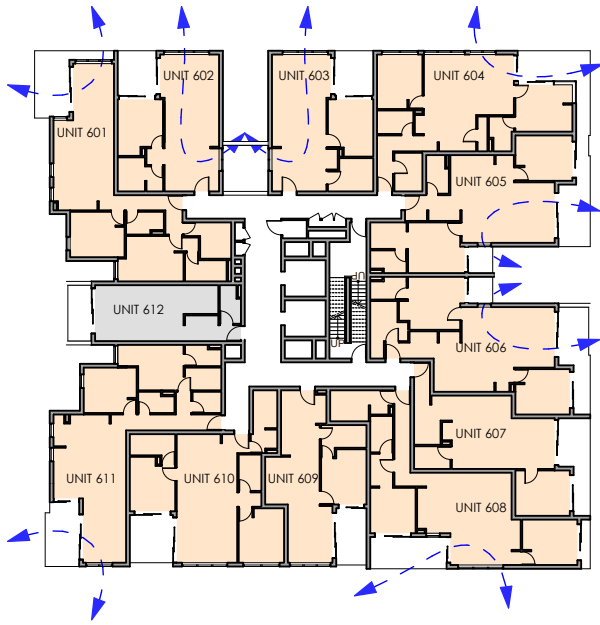
2 LEVEL 3
1:500



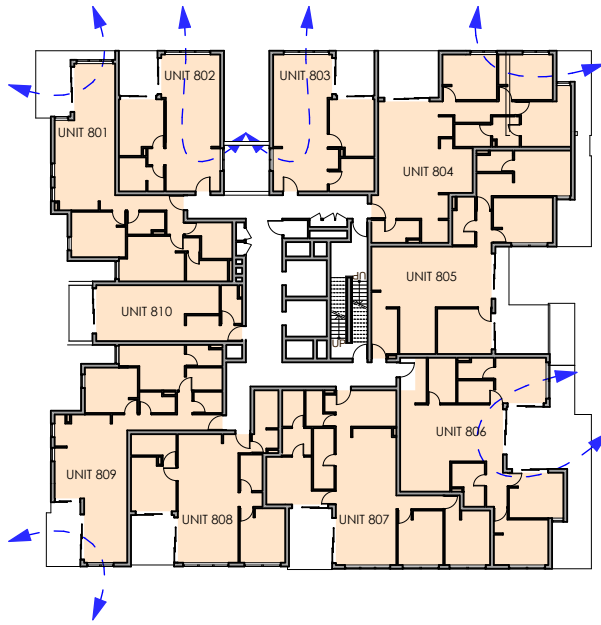
3 LEVEL 4
1:500



4 LEVEL 5
1:500



5 LEVEL 6-7
1:500



6 LEVEL 8
1:500

SOLAR ACCESS & CROSS VENTILATION LEGEND

UNITS & PRIVATE OPEN SPACE
RECEIVING 2 HOURS SOLAR ACCESS

UNITS & PRIVATE OPEN SPACE
RECEIVING NO DIRECT SUNLIGHT

UNITS AFFECTED BY POTENTIAL FUTURE
DEVELOPMENT OF 1 RAILWAY
STATION SQUARE

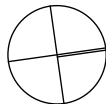
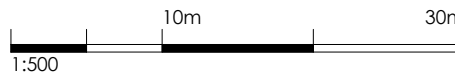
CROSS VENTILATION

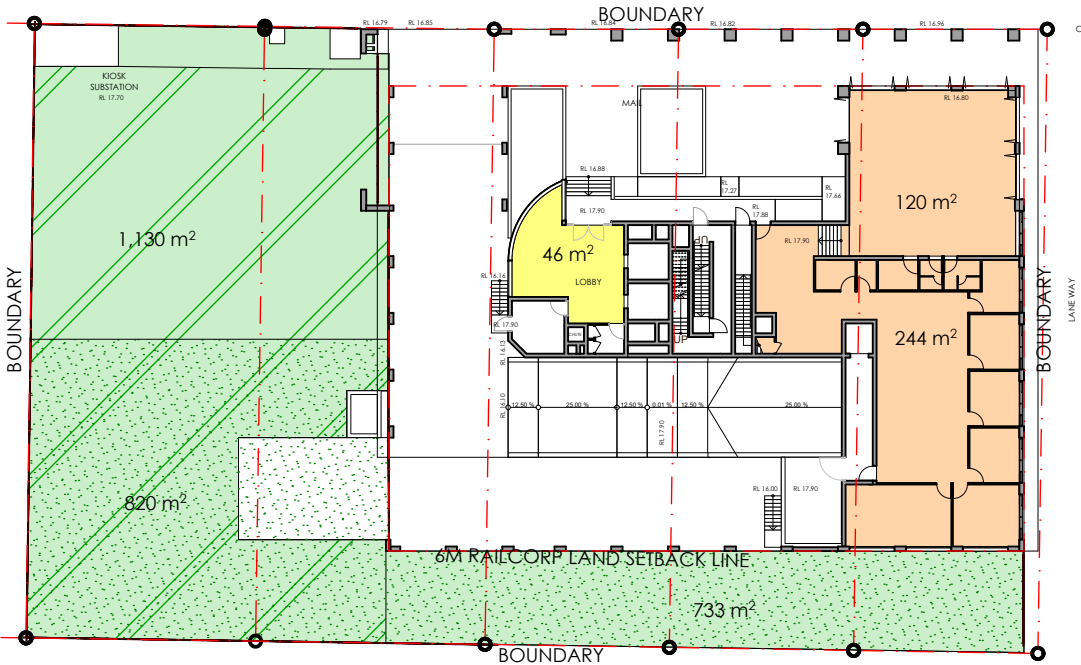
SOLAR ACCESS 78/94 UNITS= 83%

NO DIRECT SUNLIGHT 7/94 UNITS= 7.4%

SOLAR ACCESS
(WITH POTENTIAL
DEVELOPMENT OF
1 RAILWAY STATION
SQUARE) 73/94 UNITS= 77.7%

CROSS VENTILATION 62/94 UNITS= 66%





1 GROUND FLOOR
1:500

- COMMUNAL OPEN SPACE
- LANDSCAPE AREA
- DEEP SOIL LANDSCAPE AREA

FSR CALCULATIONS

TOTAL SITE AREA - 2734 m²

RESIDENTIAL GFA

GROUND FLOOR - 46 m²

LEVEL 1-7 - 6328 m²

LEVEL 8 - 869 m²

TOTAL PROPOSED RESIDENTIAL GFA:
7243 m² (95.21%)

COMMERCIAL GFA

GROUND FLOOR - 364 m²

TOTAL PROPOSED COMMERCIAL GFA:
364 m² (4.79%)

TOTAL PROPOSED GFA: 7607 m²

TOTAL PROPOSED FSR: 2.78 : 1

INCLUDE AFFORDABLE HOUSING BONUS

COMMUNAL OPEN SPACE

TOTAL AREA - 733 m²

LANDSCAPE AREA

TOTAL LANDSCAPE AREA - 1130m²

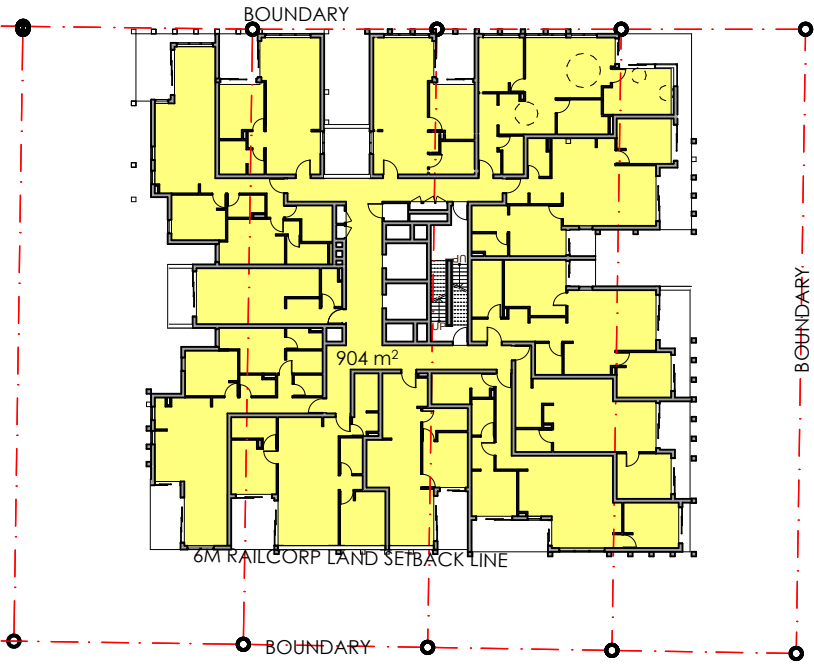
DEEP SOIL LANDSCAPE AREA

TOTAL AREA - 820 m²

WOLLONGONG LEP FSR CALCULATION

ALLOWABLE GFA UNDER WOLLONGONG LEP PART 4 CLAUSE 4.4A:
2.5:1 FOR RESIDENTIAL & 3.5:1 FOR COMMERCIAL ONLY USE

MAXIMUM ALLOWABLE FSR CALCULATION:
(NRFSR X NR/100) + (RFSR X R/100) : 1
(3.5 X 4.79/100) + (2.5 X 95.21/100) : 1
0.1677 + 2.3803 : 1
2.5480 : 1



2 LEVEL 1-7
1:500

AFFORDABLE RENTAL HOUSING UNIT

LEVEL 1

U101, U102, U103, U105, U107, U108, U109, U110, U111, U112

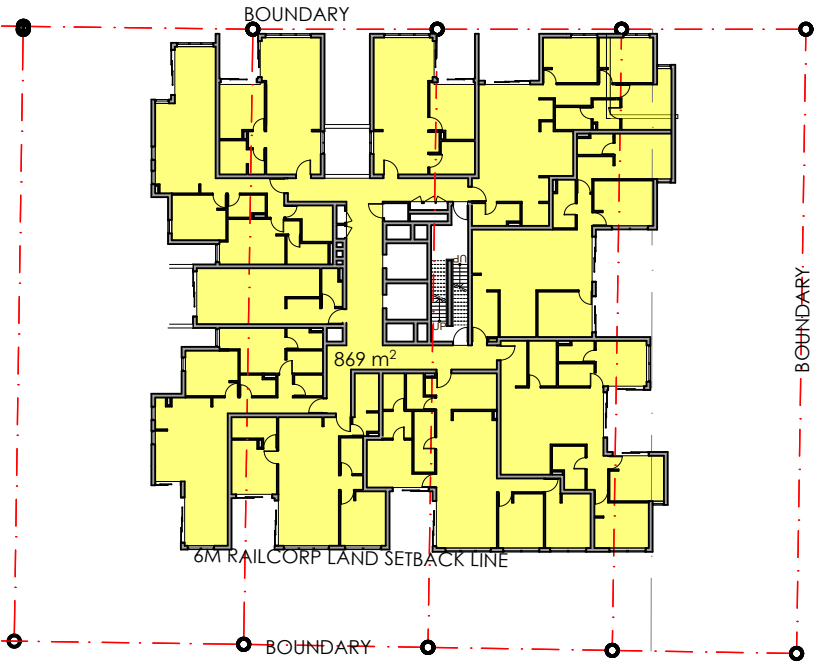
LEVEL 2

U201, U202, U203, U205, U207, U208, U209, U210, U211, U212

LEVEL 3

U301, U302, U308, U309, U310, U311, U212

**TOTAL FLOOR SPACE FOR AFFORDABLE
RENTAL HOUSING: 1732 m²**



3 LEVEL 8
1:500

AFFORDABLE RENTAL HOUSING BONUS CALC

AH = 1732/7607

AH = 22.8%

**(AH IS THE PERCENTAGE OF GFA THAT IS USED FOR AFFORDABLE
HOUSING)**

SEPP CLAUSE 13 (B) CALCULATION

Z = AH / 2.5

= 22.8% / 2.5

= 9.1%

EXISTING MAXIMUM FSR = 2.548 : 1

Z = 9.1% OF THE EXISTING MAXIMUM FSR

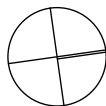
= 2.548 X 9.1%

= 0.232 : 1 (BONUS FSR FOR AFFORDABLE RENTAL HOUSING)

MAX. ALLOWABLE GFA INCLUDE AFFORDABLE RENTAL HOUSING BONUS

= 2.548 + 0.232 : 1

= 2.78 : 1



APARTMENTS (qty)

LEVEL	STUDIO	1 BED	2 BED	3 BED	TOTAL
GF	-	-	-	-	-
L1	1	4	7	-	12
L2	1	4	7	-	12
L3	1	4	7	-	12
L4	1	4	7	-	12
L5	1	4	7	-	12
L6	1	4	7	-	12
L7	1	4	7	-	12
L8	1	2	3	4	10
UNITS	8	30	52	4	94
UNIT MIX	9%	32%	55%	4%	100%

GFA CALCULATION (sqm)

USE	RESIDENTIAL	COMMERCIAL	TOTAL
	46	364	410
	904	-	904
	904	-	904
	904		904
	904		904
	904		904
	904		904
	904	-	904
	869	-	869
GFA (sqm)	7,243	364	7,607
USE MIX	95%	5%	100%

CAR PARKING CALCULATION

LEVEL	RESIDENTIAL	OFFICE	RESTAURANT	VISITORS	CAR SPACES
GF	0	0	0	0	0
B1	3	6	21	8	38
B2	40	0	0	6	46
B3	42	0	0	5	47
TOTAL	85	6	21	19	131

UNIT SCHEDULE (qty)

UNIT NO.	STUDIO	1 BED, 1 BATH	2 BED, 1 BATH	2 BED, 2 BATH	3 BED, 1 BATH	3 BED, 2 BATH	3 BED, 3 BATH	TOTAL
101				1				
102		1						
103		1						
104				1				
105				1				
106				1				
107		1						
108				1				
109		1						
110				1				
111				1				
112	1							
201				1				
202		1						
203		1						
204				1				
205				1				
206				1				
207		1						
208				1				
209		1						
210				1				
211				1				
212	1							
301				1				
302		1						
303		1						
304				1				
305				1				
306				1				
307		1						
308				1				
309		1						
310				1				
311				1				
312	1							
401				1				
402		1						
403		1						
404				1				
405				1				
406				1				
407		1						
408				1				
409		1						
410				1				
411				1				
412	1							

AREA SCHEDULE (m2)

ADAPTABLE	CAR SPACE	UNIT	PRIVATE OPEN SPACE	TOTAL	MIN. UNIT	MIN. PRIVATE OPEN SPACE
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60	50	8
1	1	52	8	60	50	8
	1	77	13	90	75	10
	1	76	12	88	75	10
	1	78	12	90	75	10
	1	54	10	64	50	8
	1	79	13	92	75	10
	1	51	8	59	50	8
	1	75	10	85	75	10
	1	83	10	93	75	10
	1	36	6	42	35	4
	1	80	12	92	75	10
1	1	52	8	60		

501				1				
502		1						
503		1						
504				1				
505				1				
506				1				
507		1						
508				1				
509		1						
510				1				
511				1				
512	1							

	1
1	1
1	1
	1
	1
	1
	1
	1
	1
	1
	1
	1

80	12	92	75	10
52	8	60	50	8
52	8	60	50	8
77	13	90	75	10
76	12	88	75	10
78	12	90	75	10
54	10	64	50	8
79	13	92	75	10
51	8	59	50	8
75	10	85	75	10
83	10	93	75	10
36	6	42	35	4

14	0	14	8	175%
6	0	6	6	100%
6	0	6	6	100%
8	0	8	8	100%
12	0	12	8	150%
11	0	11	8	138%
6	0	6	6	100%
9	0	9	8	113%
6	0	6	6	100%
17	0	17	8	213%
14	0	14	8	175%
4	0	4	4	100%

1	1		1
1	1		1
1	1		1
1	1		1
1	1		1
1	1		1
1	1		1
1	1		1
1	1		
1	1		
1	1		1
		1	

601				1				
602		1						
603		1						
604				1				
605				1				
606				1				
607		1						
608				1				
609		1						
610				1				
611				1				
612	1							

	1
1	1
1	1
	1
	1
	1
	1
	1
	1
	1
	1
	1

80	12	92	75	10
52	8	60	50	8
52	8	60	50	8
77	13	90	75	10
76	12	88	75	10
78	12	90	75	10
54	10	64	50	8
79	13	92	75	10
51	8	59	50	8
75	10	85	75	10
83	10	93	75	10
36	6	42	35	4

14	0	14	8	175%
6	0	6	6	100%
6	0	6	6	100%
16	0	16	8	200%
12	0	12	8	150%
11	0	11	8	138%
6	0	6	6	100%
9	0	9	8	113%
6	0	6	6	100%
17	0	17	8	213%
14	0	14	8	175%
4	0	4	4	100%

1	1		1
1	1		1
1	1		1
1	1		1
1	1		1
1	1		1
1	1		
1	1		1
1	1		
1	1		
1	1		1
		1	

701				1				
702		1						
703		1						
704				1				
705				1				
706				1				
707		1						
708				1				
709		1						
710				1				
711				1				
712	1							

	1
1	1
1	1
	1
	1
	1
	1
	1
	1
	1
	1
	1

80	12	92	75	10
52	8	60	50	8
52	8	60	50	8
77	13	90	75	10
76	12	88	75	10
78	12	90	75	10
54	10	64	50	8
79	13	92	75	10
51	8	59	50	8
75	10	85	75	10
83	10	93	75	10
36	6	42	35	4

14	0	14	8	175%
6	0	6	6	100%
6	0	6	6	100%
16	0	16	8	200%
12	0	12	8	150%
11	0	11	8	138%
6	0	6	6	100%
9	0	9	8	113%
6	0	6	6	100%
17	0	17	8	213%
14	0	14	8	175%
4	0	4	4	100%

1	1		1
1	1		1
1	1		1
1	1		1
1	1		1
1	1		1
1	1		
1	1		1
1	1		
1	1		
1	1		1
		1	

801				1				
802		1						
803		1						
804						1		
805						1		
806						1		
807						1		
808				1				
809				1				
810	1							

	1
1	1
1	1
	1
	1
	1
	1
	1
	1
	1
	1
	1

80	12	92	75	10
52	8	60	50	8
52	8	60	50	8
98	12	110	95	12
96	15	111	95	12
95	12	107	95	12
103	12	115	95	12
75	10	85	75	10
83	10	93	75	10
36	6	42	35	4

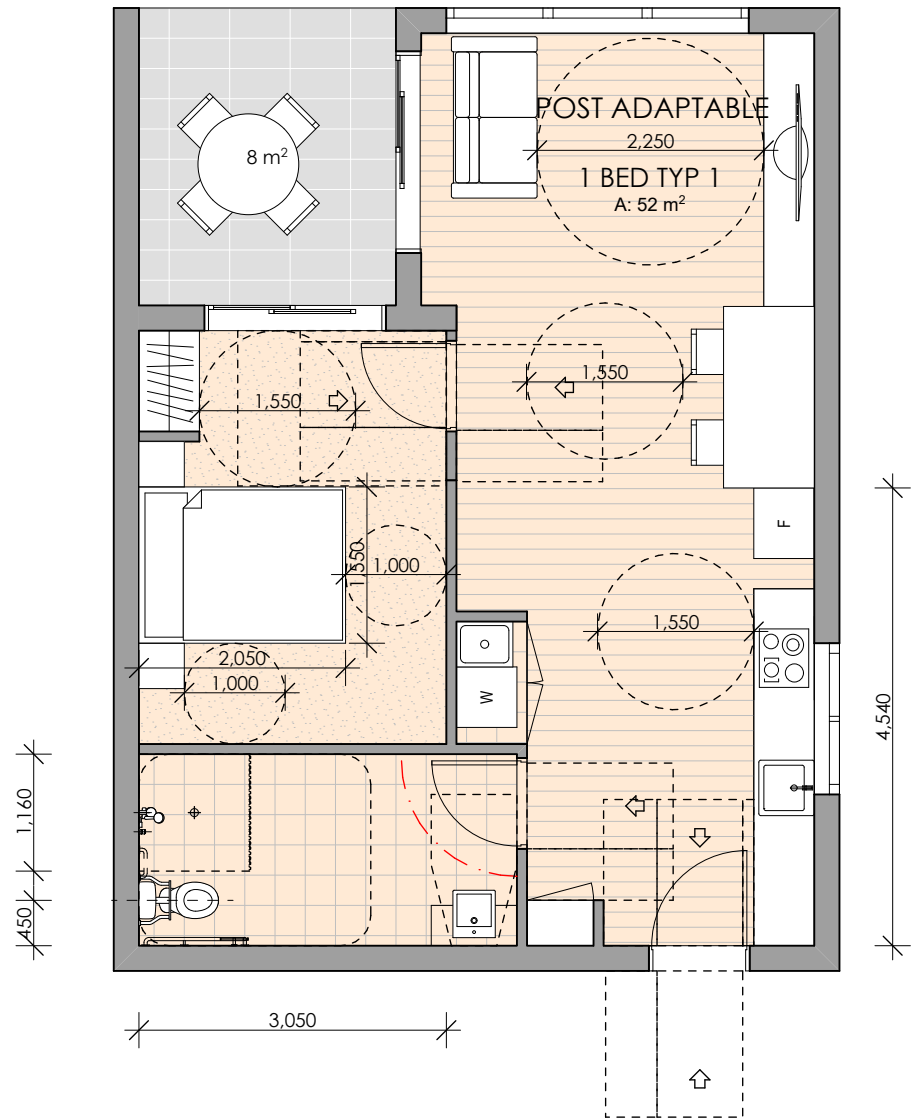
14	0	14	8	175%
6	0	6	6	100%
6	0	6	6	100%
13	0	13	10	130%
10	0	10	10	100%
13	0	13	10	130%
17	0	17	10	170%
17	0	17	8	213%
14	0	14	8	175%
4	0	4	4	100%

1	1		1
1	1		1
1	1		1
1	1		
1	1		1
1	1		
1	1		
1	1		
1	1		1
1	1		
1	1		

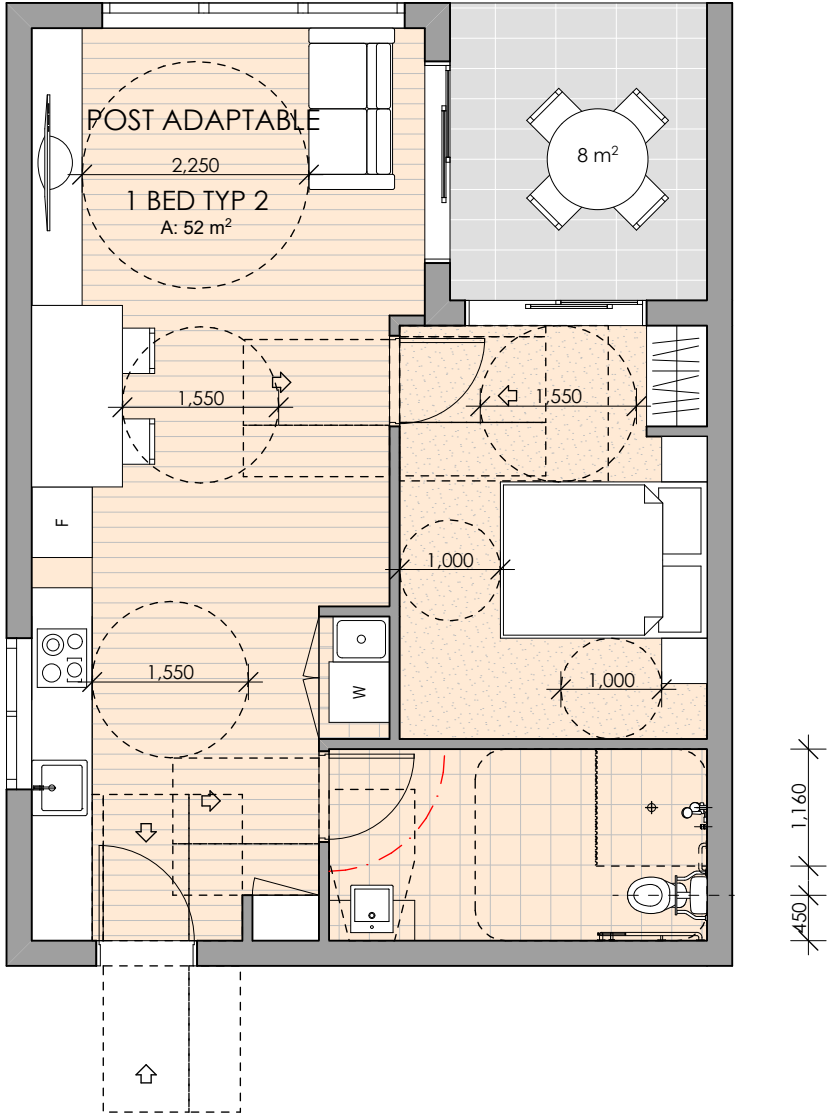
UNITS	8	30	0	52	0	4	0	94
UNIT MIX	8.5%	31.9%	0.0%	55.3%	0.0%	4.3%	0.0%	100.0%

16	94
17.0%	

78	78	7	62
83%	83%	7%	66%



1 1 BED POST ADAPTABLE UNITS 102-502
1:75



2 1 BED POST ADAPTABLE UNITS 103-503
1:75



1 GLADSTONE AVENUE PERSPECTIVE
NOT TO SCALE

RESIDENTIAL MIXED USED DEVELOPMENT

Landscape For Approval
7-15 Gladstone Avenue,
Wollongong, NSW 2500

DRAWINGS

DWG NO.	DRAWING TITLE	SCALE
L-000	COVER SHEET	
L-C100	LANDSCAPE RENDER	1:100
L-101	LANDSCAPE PLAN - GROUND FLOOR	1:100
L-102	LANDSCAPE PLAN - LEVEL 1-8	1:100
L-301	LANDSCAPE PLANTING PLAN - GROUND FLOOR	1:100
L-302	LANDSCAPE PLANTING PLAN - LEVEL 1-8	1:100
L-500	LANDSCAPE SPECIFICATION AND PLANTING SCHEDULE	
L-501	DETAILS	As Shown
L-502	DETAILS	As Shown

NOT FOR CONSTRUCTION

© 2020 Site Image (NSW) Pty Ltd. ABN 44 801 262 380 as agent for Site Image NSW Partnership. All rights reserved. This drawing is copyright and shall not be reproduced or copied in any form or by any means (graphic, electronic or mechanical including photocopy) without the written permission of Site Image (NSW) Pty Ltd. Any license, expressed or implied, to use this document for any purpose what so ever is restricted to the terms of the written agreement between Site Image (NSW) Pty Ltd and the instructing party.

The contractor shall check and verify all work on site (including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the Project Manager or Landscape Architect prior to commencing work. Do not scale this drawing. Any required dimensions not shown shall be referred to the Landscape Architect for confirmation.

LEGEND

Key Plan:

S I T E I M A G E



Landscape Architects
Level 1, 3-5 Baptist Street
Redfern NSW 2016
Australia
Tel: (61 2) 8332 5600
Fax: (61 2) 9698 2877
www.siteimage.com.au

Client:
KINGDOM TOWERS

Project:
7-15 GLADSTONE AVENUE,
WOLLONGONG

Drawing Name:
COVER SHEET

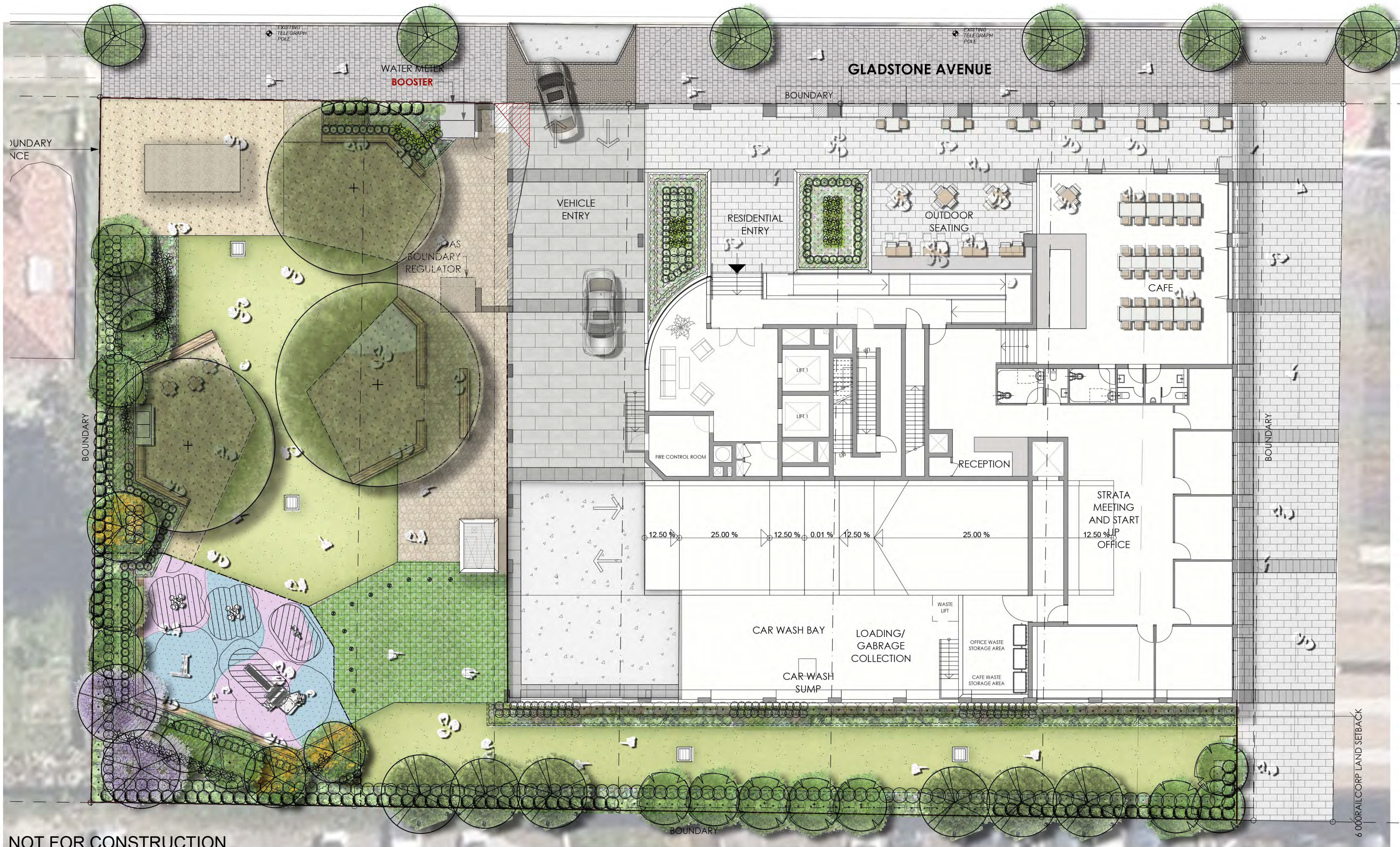
PRELIMINARY

Scale: 1:100 @ A1
Job Number:

0 1 2 3 4 5m
Drawing Number: Issue:

SS20-4537 000 B

B	FOR APPROVAL	EN	RS	13.05.2021
A	FOR APPROVAL	EN	RS	02.12.2020
Issue	Revision Description	Drawn	Check	Date



NOT FOR CONSTRUCTION

© 2020 Site Image (NSW) Pty Ltd. ABN 44 801 262 380 as agent for Site Image NSW Partnership. All rights reserved. This drawing is copyright and shall not be reproduced or copied in any form or by any means (graphic, electronic or mechanical including photocopy) without the written permission of Site Image (NSW) Pty Ltd. Any license, expressed or implied, to use this document for any purpose what so ever is restricted to the terms of the written agreement between Site Image (NSW) Pty Ltd and the instructing party.

The contractor shall check and verify all work on site (including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the Project Manager or Landscape Architect prior to commencing work. Do not scale this drawing. Any required dimensions not shown shall be referred to the Landscape Architect for confirmation.

B FOR APPROVAL
A FOR APPROVAL
Issue Revision Description

EN RS 13.05.2021
EN RS 02.12.2020
Drawn Check Date

LEGEND

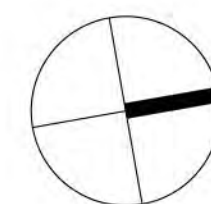
- Trees to be Retained (Refer to Arborist Report)
- Proposed Trees (Refer to Plant Schedule)
- Proposed Shrubs (Refer to Plant Schedule)
- Proposed Groundcovers (Refer to Plant Schedule)
- Turf (Refer to Specifications)
- Steel Edging

- Consolidated Crushed Granite
- Seating
- Barbeque
- Softfall
- Mulch
- Grasscrete

- Planter wall
- Insitu concrete
- Unit Paver Type 1
- Unit Paver Type 2
- Banding type 1
- Banding type 2

- Drainage Pit
- Fence
- Play equipment
- Balustrade
- Unit Paver Type 3 (Grasspave by Adfri Masonry, 300x300x60mm (Charry Basalt Dark grey to Council's approval))
- Unit Paver Type 4 (Tropave by Adfri Masonry, 230x113x (60mm Charcoal honed to Council's approval))

Key Plan:



SITE IMAGE



Landscape Architects
Level 1, 3-5 Baptist Street
Redfern NSW 2016
Australia
Tel: (61 2) 9332 5600
Fax: (61 2) 9698 2877
www.siteimage.com.au

Client:
KINGDOM TOWERS

Project:
7-15 GLADSTONE AVENUE,
WOLLONGONG

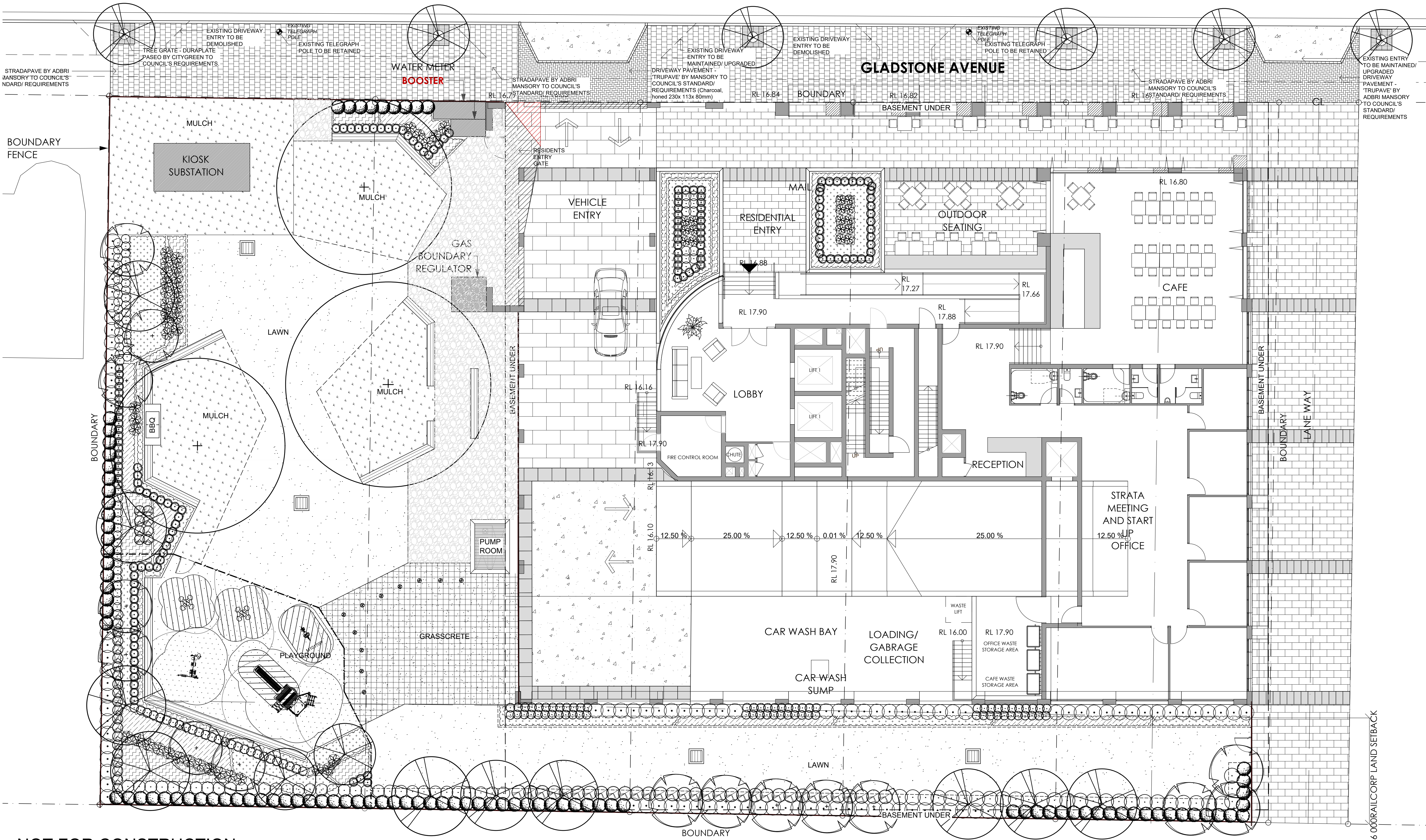
Drawing Name:
LANDSCAPE RENDER

PRELIMINARY

Scale: 1:100 @ A1
Job Number:
SS20-4537

Drawing Number:
C100 B

600m RAILCORP LAND SETBACK



NOT FOR CONSTRUCTION

© 2020 Site Image (NSW) Pty Ltd. ABN 44 801 262 380 as agent for Site Image NSW Partnership. All rights reserved. This drawing is copyright and shall not be reproduced or copied in any form or by any means (graphic, electronic or mechanical including photocopy) without the written permission of Site Image (NSW) Pty Ltd. Any license, expressed or implied, to use this document for any purpose what so ever is restricted to the terms of the written agreement between Site Image (NSW) Pty Ltd and the instructing party.

The contractor shall check and verify all work on site (including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the Project Manager or Landscape Architect prior to commencing work. Do not scale this drawing. Any required dimensions not shown shall be referred to the Landscape Architect for confirmation.

B FOR APPROVAL
A FOR APPROVAL
Issue Revision Description

EN RS 13.05.2021
EN RS 02.12.2020
Drawn Check Date

LEGEND

- Trees to be Retained (Refer to Arborist Report)
- Proposed Trees (Refer to Plant Schedule)
- Proposed Shrubs (Refer to Plant Schedule)
- Proposed Groundcovers (Refer to Plant Schedule)
- Turf (Refer to Specifications)
- Steel Edging

- Consolidated Crushed Granite
- Seating
- Barbeque
- Softfall
- Mulch
- Grasscrete

- Planter wall
- Insitu concrete
- Unit Paver Type 1
- Unit Paver Type 2
- Banding type 1
- Banding type 2

- Drainage Pit
- Fence
- Play equipment
- Balustrade
- Unit Paver Type 3 (Stradapave by Adbri Mansory, 300x300x60mm Ebony Basalt Dark grey to Council's approval)
- Unit Paver Type 4 (Trupave by Adbri Mansory, 230x113x60mm Charcoal honed to Council's approval)

Key Plan:

SITE IMAGE

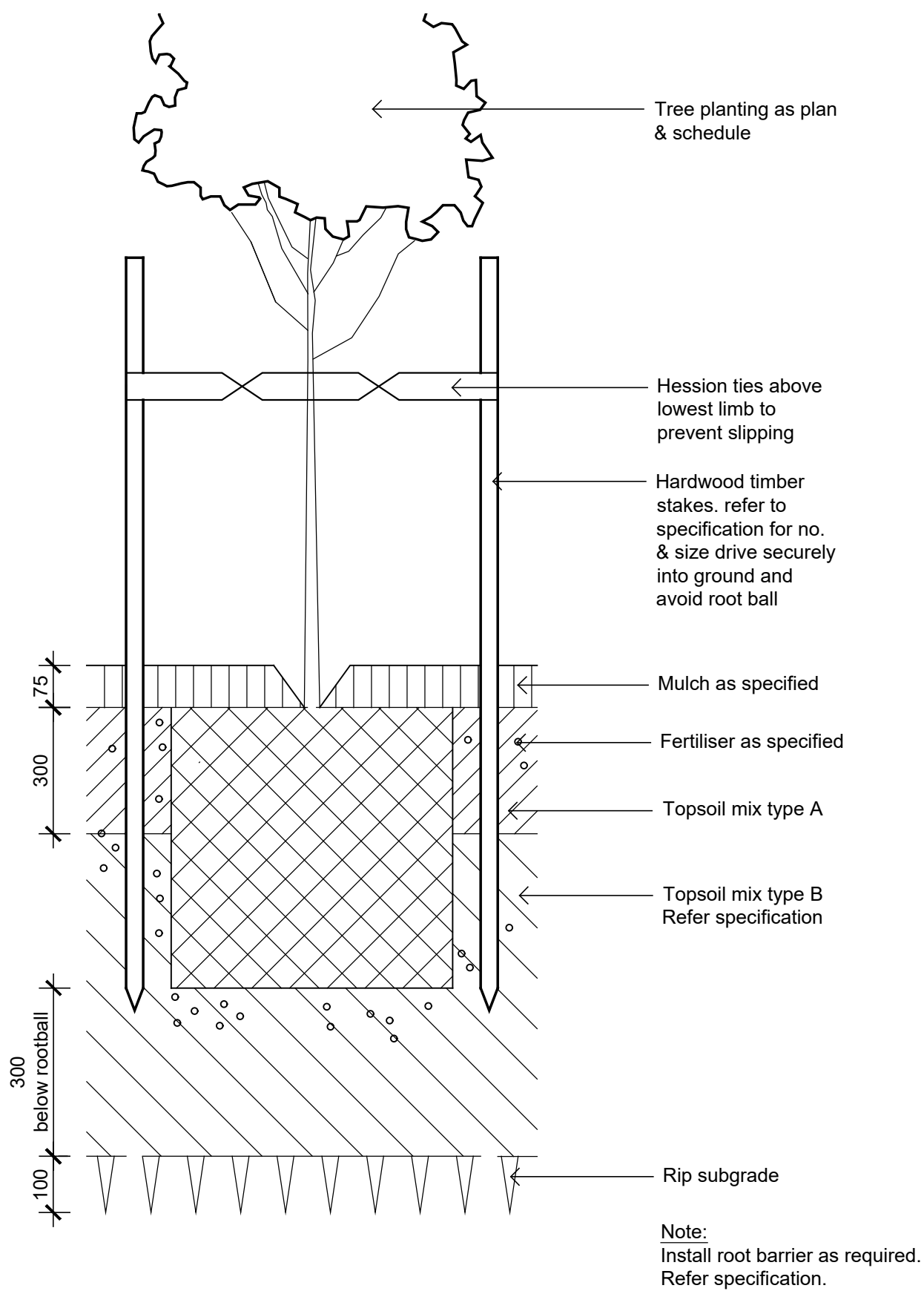
Landscape Architects
Level 1, 3-5 Baptist Street
Redfern NSW 2016
Australia
Tel: (61 2) 8332 5600
Fax: (61 2) 9698 2877
www.siteimage.com.au

Client:
KINGDOM TOWERS

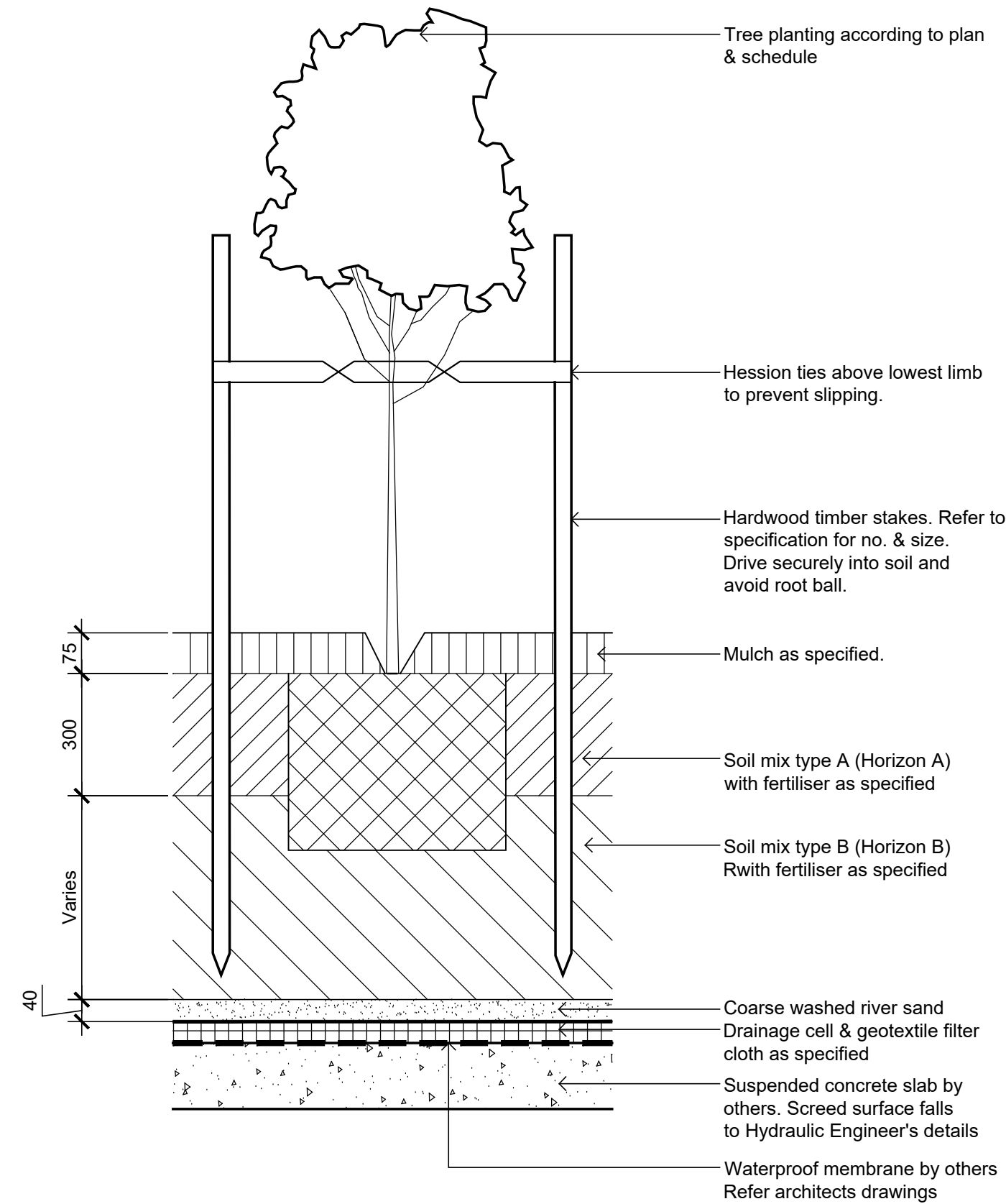
Project:
**7-15 GLADSTONE AVENUE,
WOLLONGONG**

Drawing Name:
**LANDSCAPE PLAN
-GROUND FLOOR**

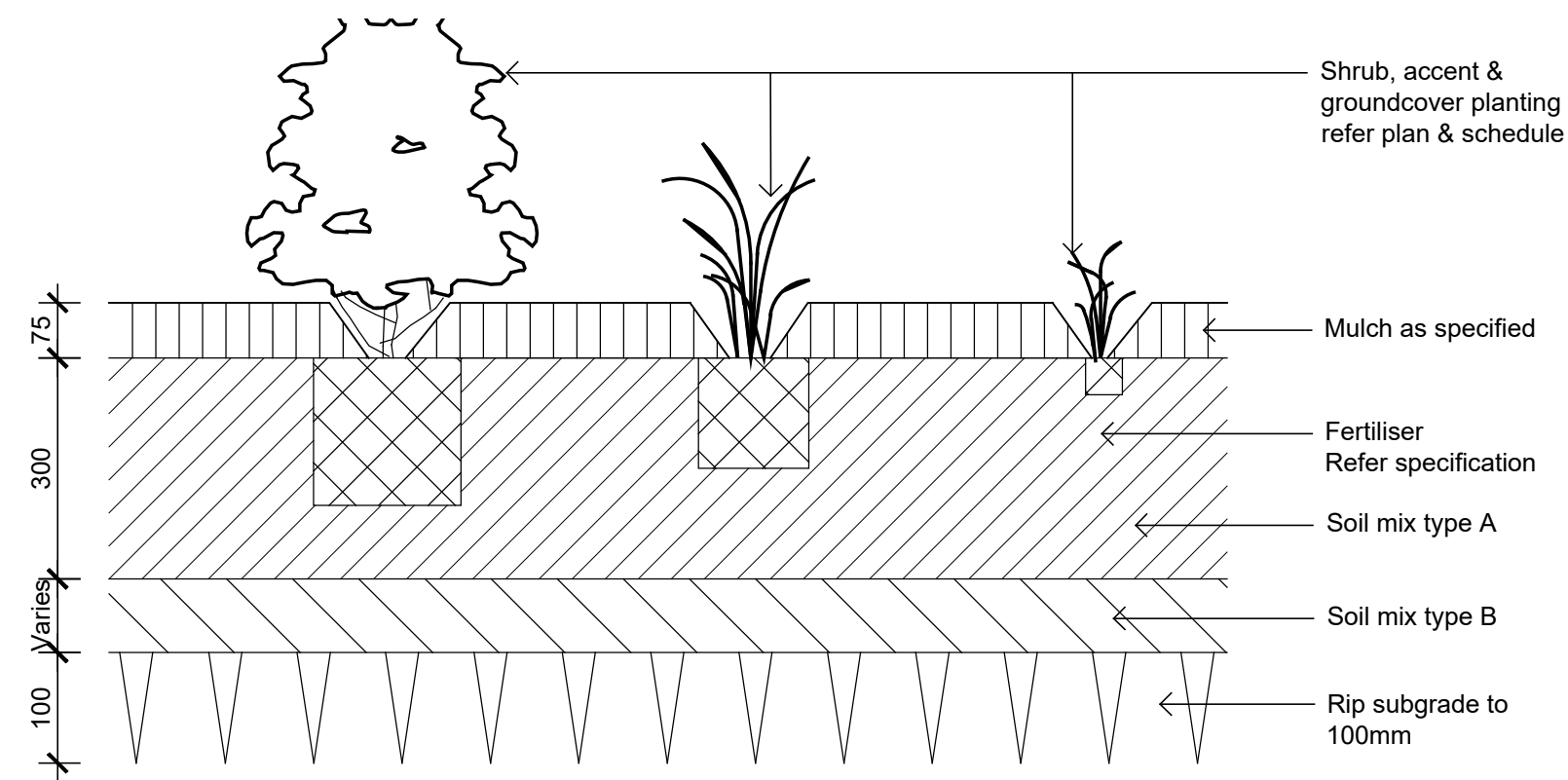
PRELIMINARY
Scale: 1:100 @ A1
Job Number:
SS20-4537
Drawing Number:
101
Issue:
B



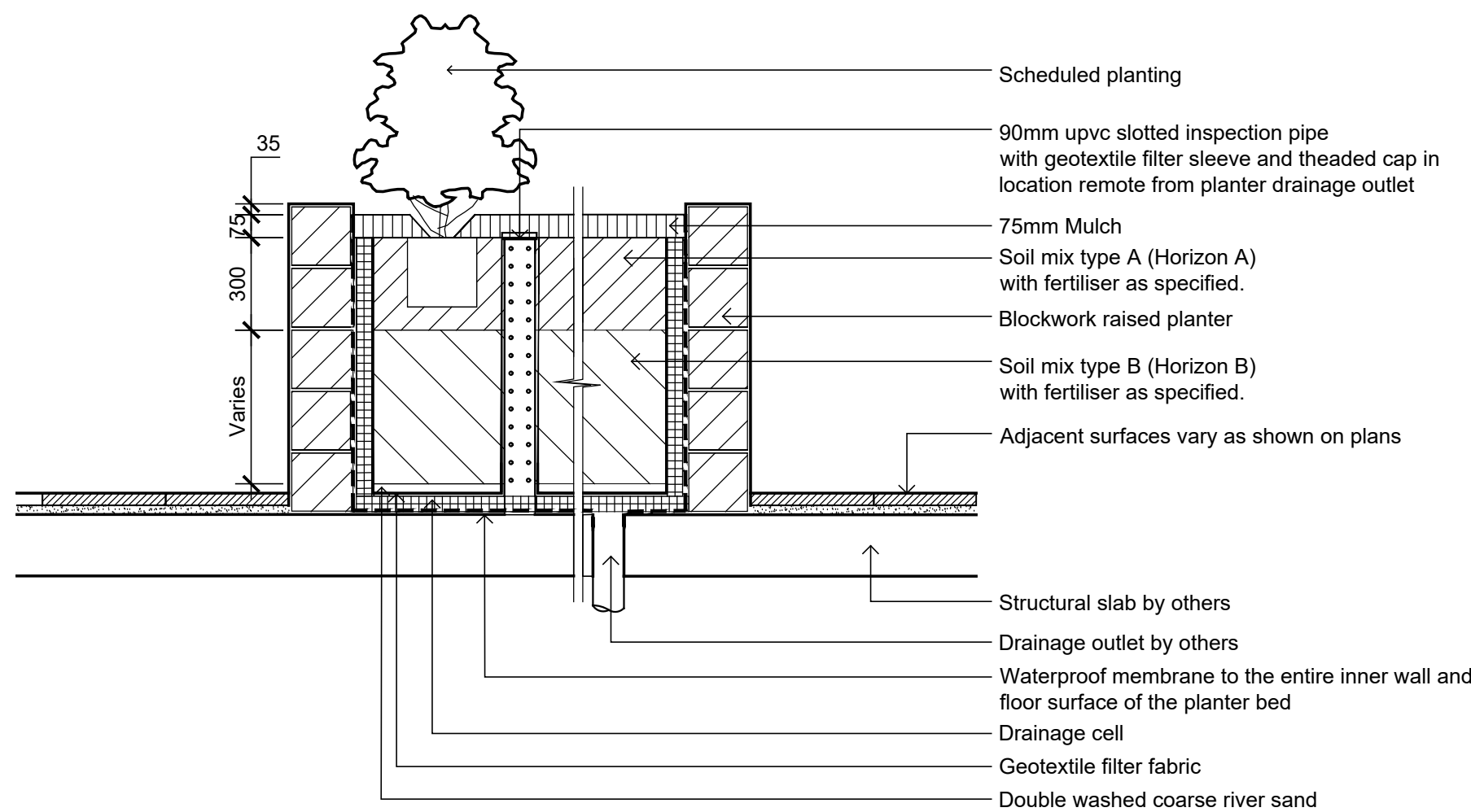
01 Detail 75-200L Tree Planting on Grade
501 1:10



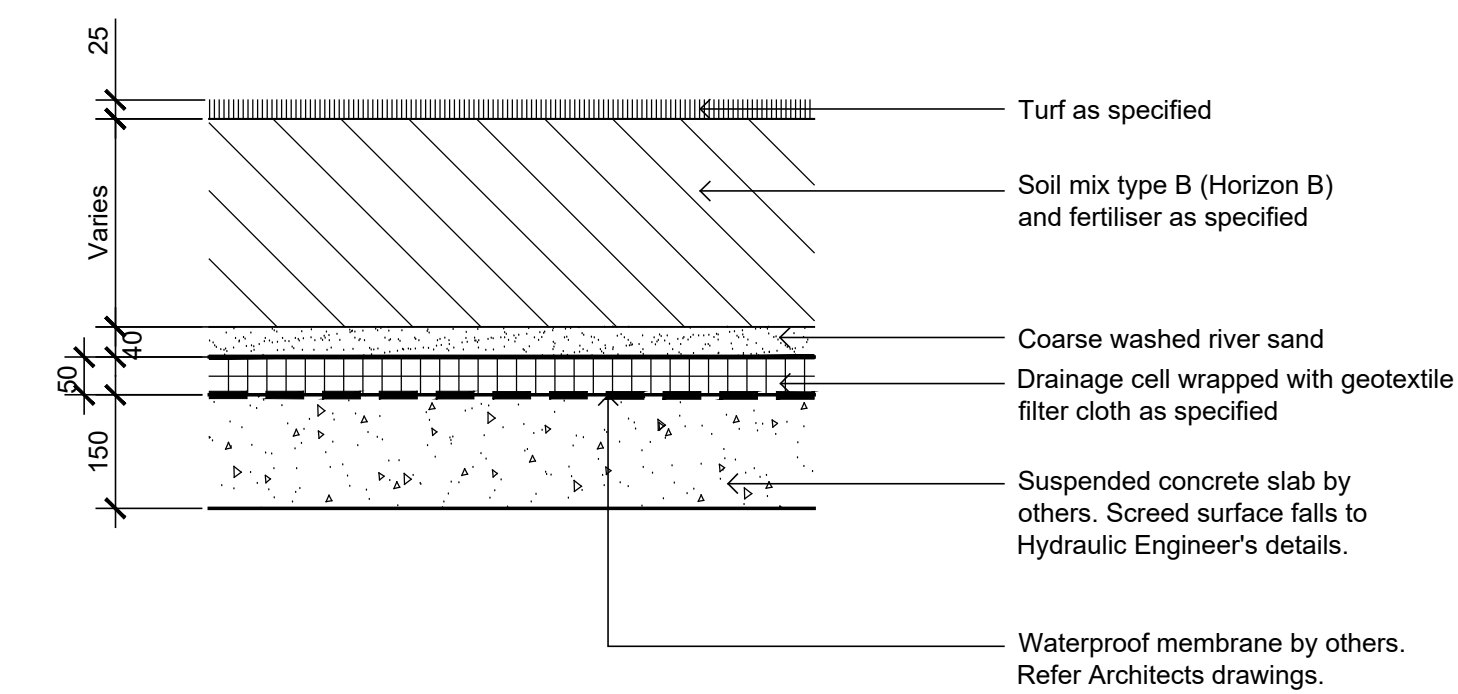
04 Detail 25-75L Tree Planting on Structure
501 1:10



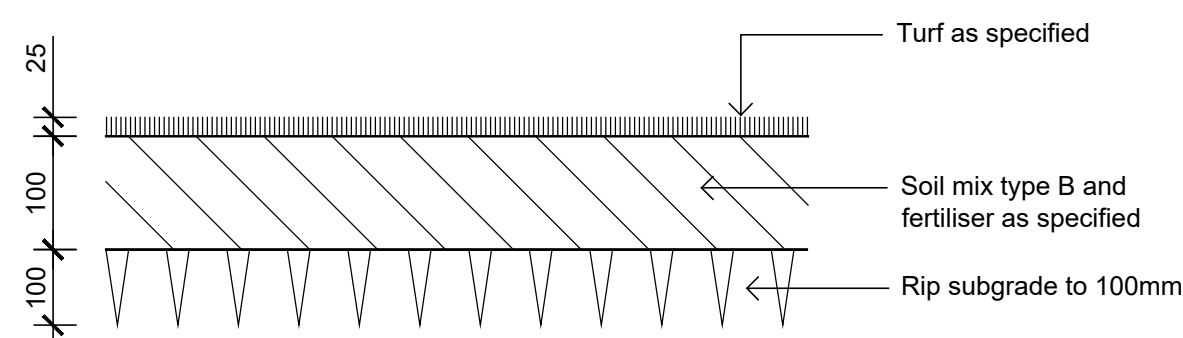
05 Detail Shrub Accent & Groundcover Planting on Grade
A000 1:10



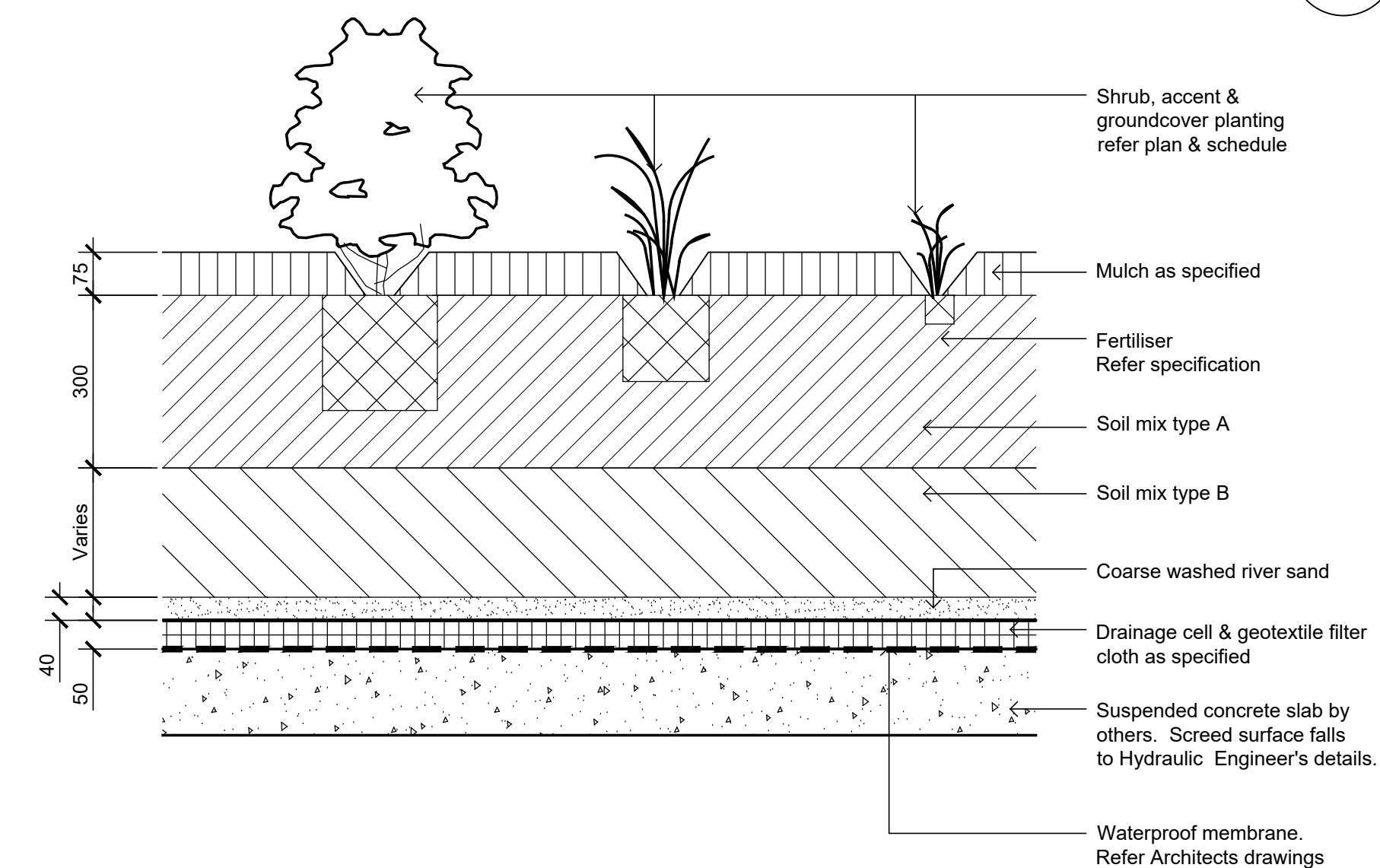
06 Section - Typical Raised Planter Bed on Structure
501 1:20
Inspection riser pipe



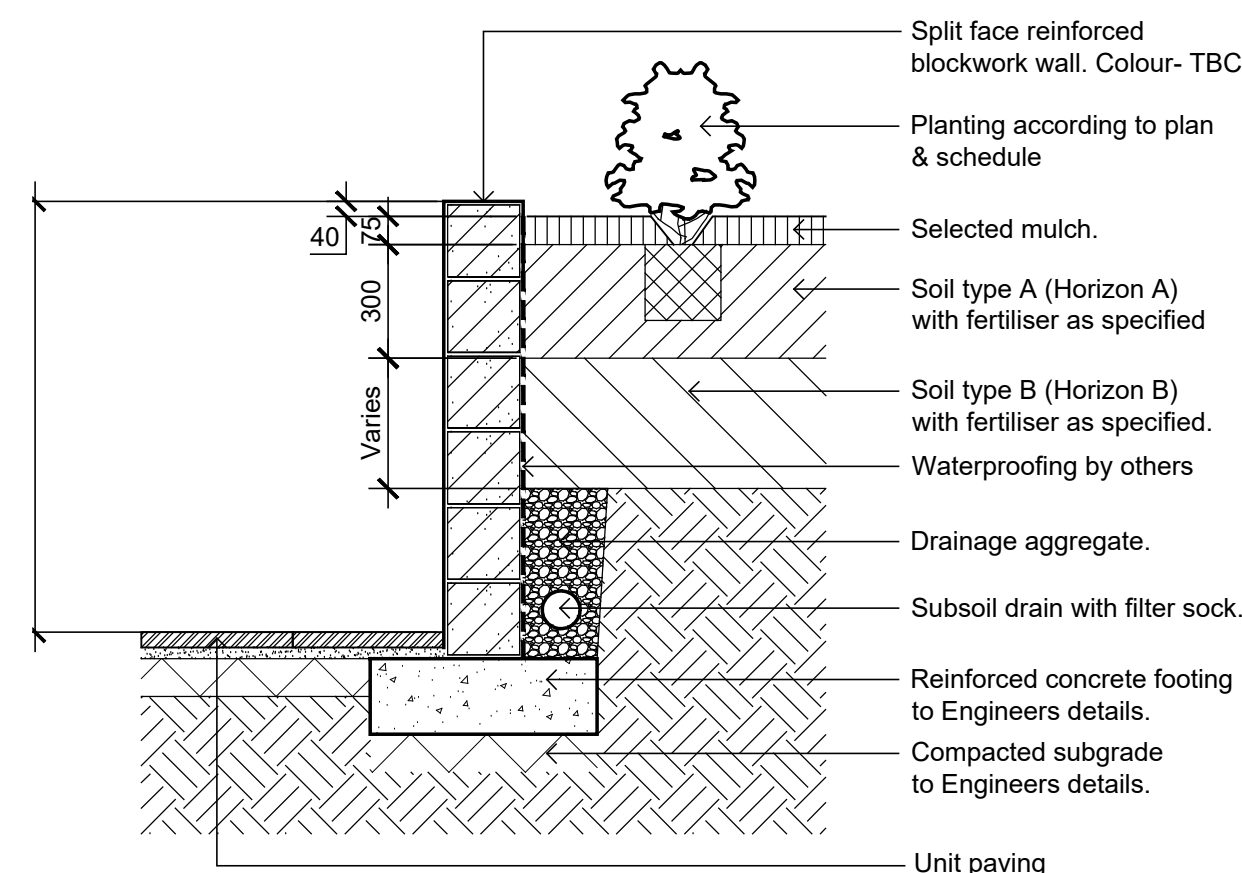
02 Detail Turf on Suspended Structure
501 1:10



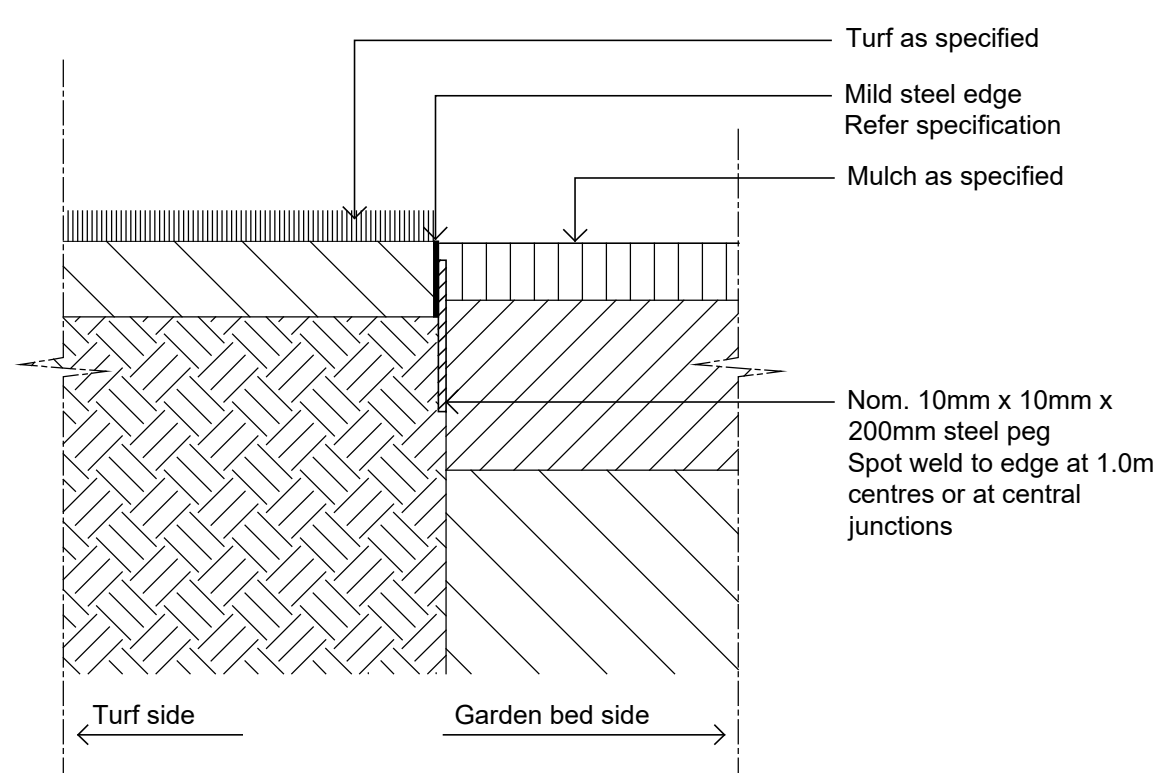
03 Detail Turf on Even Grade
501 1:10



05 Detail Shrub Accent & Groundcover Planting on Structure
501 1:10



07 Section - Typical Raised Planter Bed
501 1:20



08 Typical Mild Steel Edge
501 1:10

NOT FOR CONSTRUCTION

© 2020 Site Image (NSW) Pty Ltd. ABN 44 801 262 380 as agent for Site Image NSW Partnership. All rights reserved. This drawing is copyright and shall not be reproduced or copied in any form or by any means (graphic, electronic or mechanical including photocopy) without the written permission of Site Image (NSW) Pty Ltd. Any license, expressed or implied, to use this document for any purpose what so ever is restricted to the terms of the written agreement between Site Image (NSW) Pty Ltd and the instructing party.

The contractor shall check and verify all work on site (including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the Project Manager or Landscape Architect prior to commencing work. Do not scale this drawing. Any required dimensions not shown shall be referred to the Landscape Architect for confirmation.

B	FOR APPROVAL	EN	RS	13.05.2021
A	FOR APPROVAL	EN	RS	02.12.2020
Issue	Revision Description	Drawn	Check	Date

LEGEND

Key Plan:



Client:
KINGDOM TOWERS

Project:
7-15 GLADSTONE AVENUE,
WOLLONGONG

Drawing Name:
DETAILS

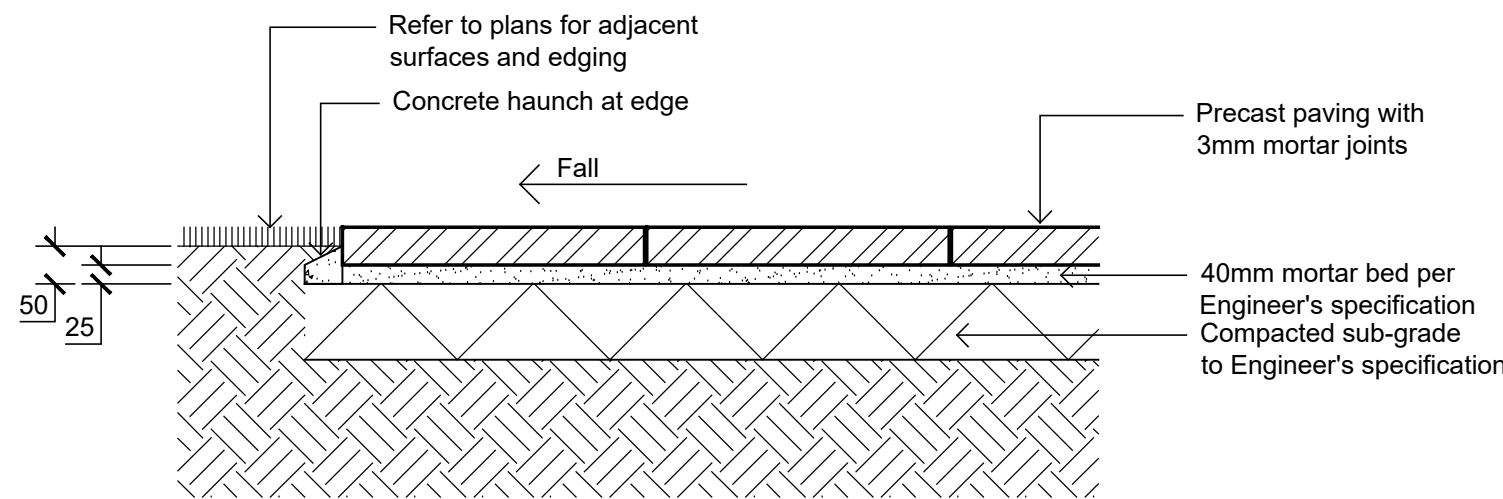
PRELIMINARY

Scale: 1:100 @ A1

Job Number: Drawing Number: Issue:

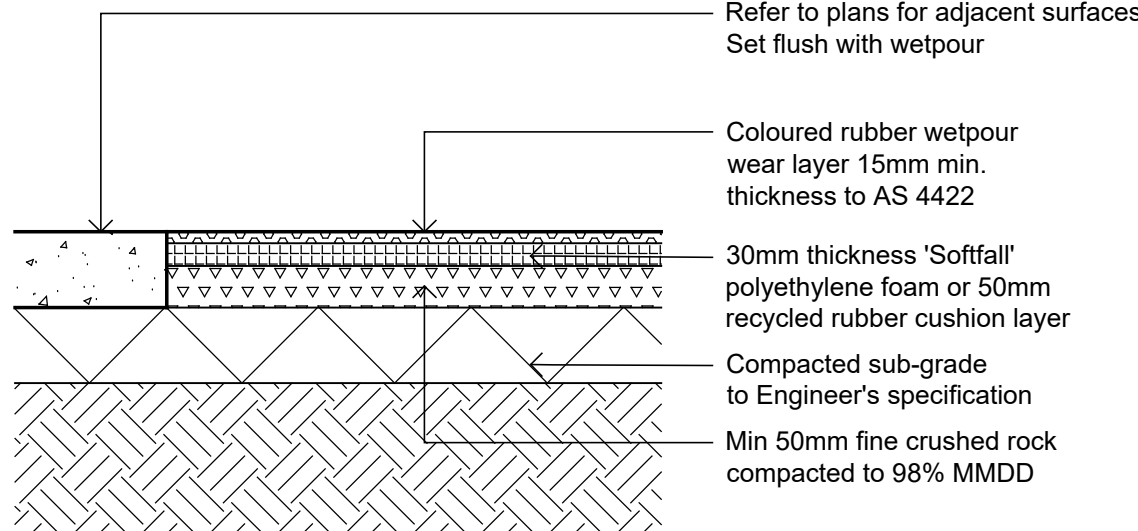
SS20-4537

501 B



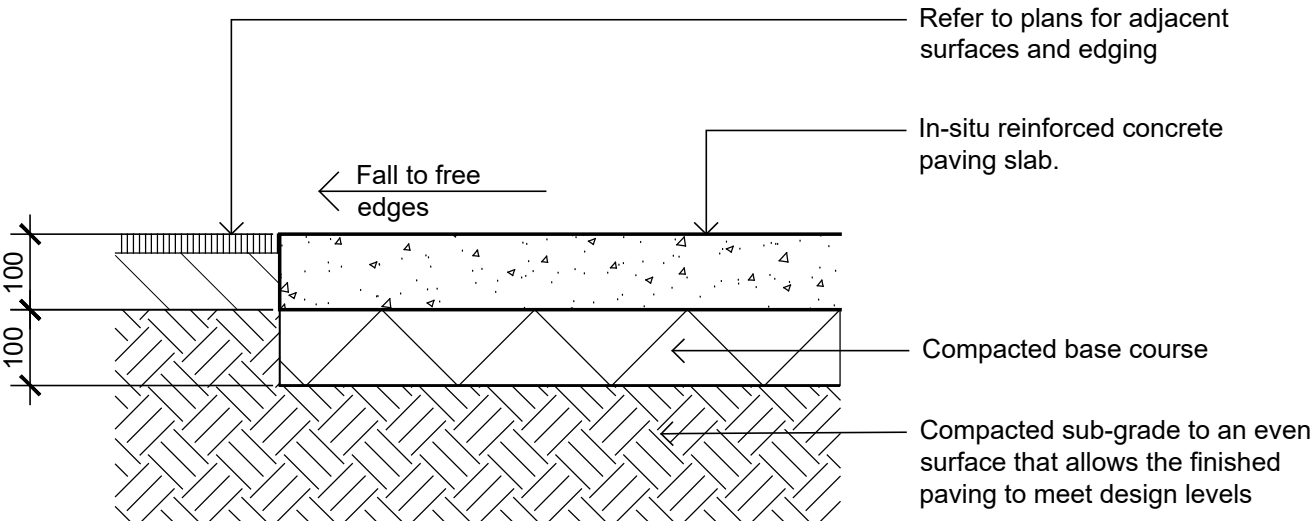
01 Unit Paving on Mortar Bed

502 1:10



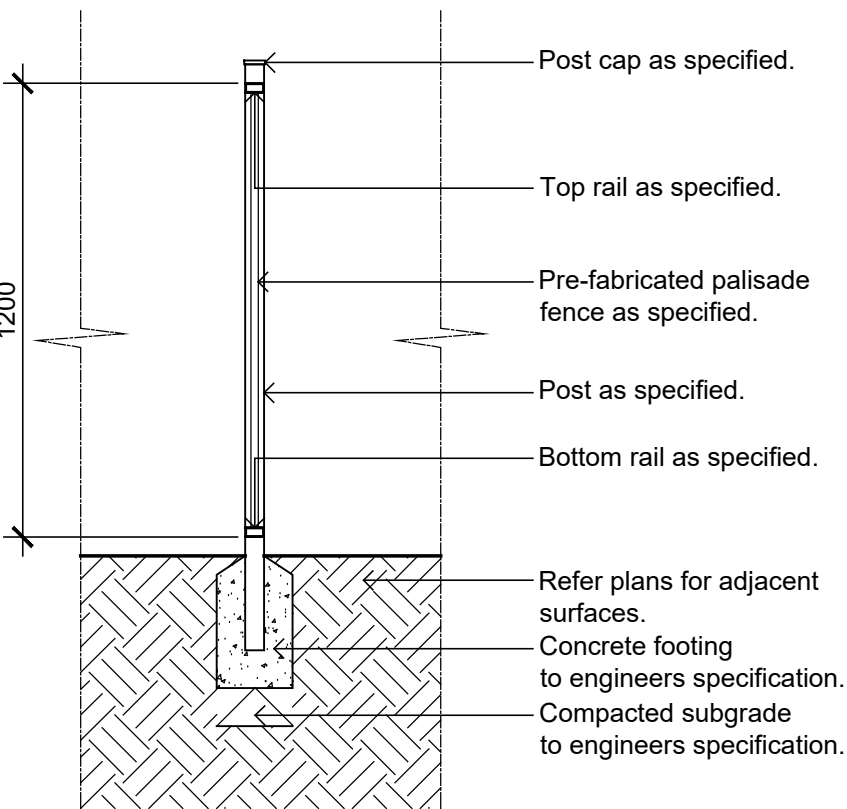
05 Wetpour Rubber

502 1:10



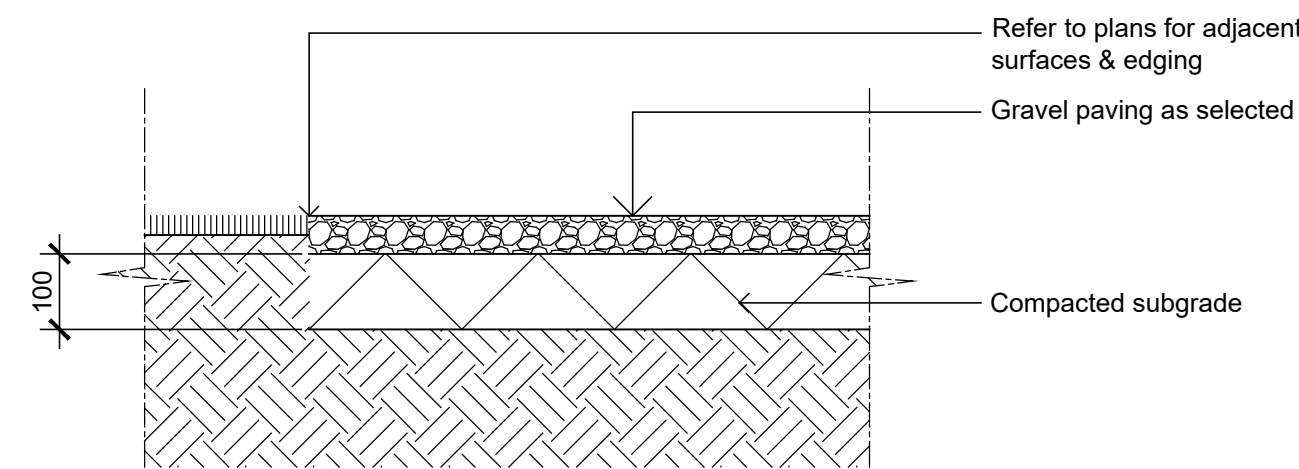
02 Insitu Concrete Paving - On grade

502 1:10



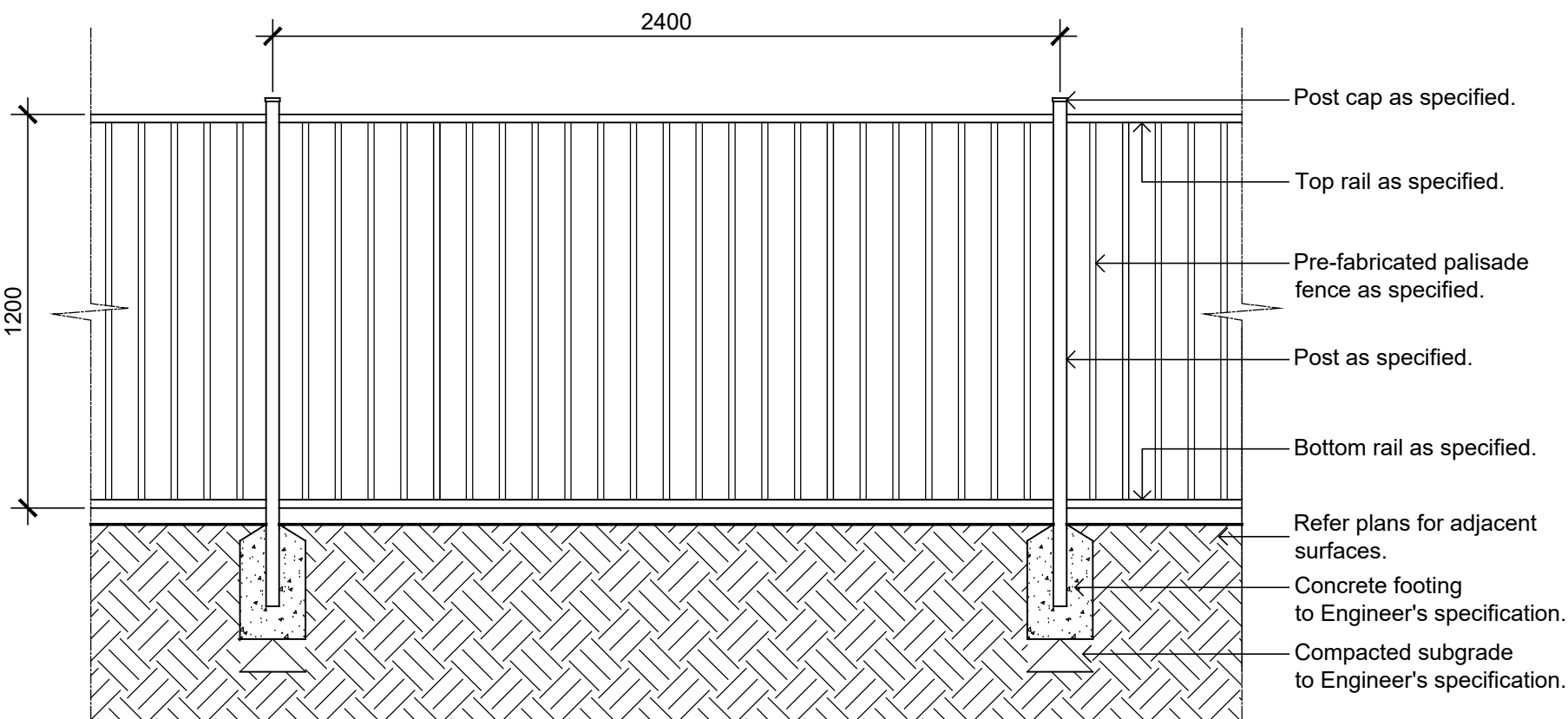
06 TYP. PRE-FAB. PLAYGROUND FENCE - SECTION

502 SCALE 1:20



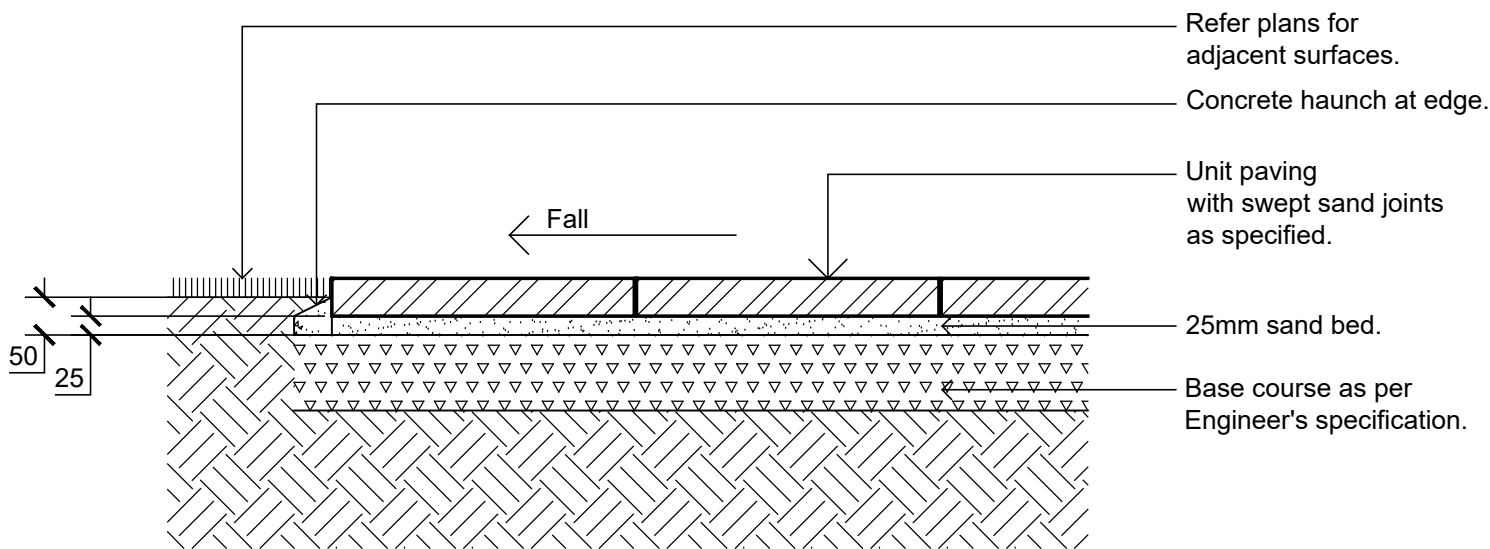
03 Gravel Paving on grade

502 1:10



07 TYPICAL PRE-FABRICATED PLAYGROUND FENCE

502 SCALE 1:20



04 Unit Pavers on Grade

502 1:10

NOT FOR CONSTRUCTION

© 2020 Site Image (NSW) Pty Ltd. ABN 44 801 262 380 as agent for Site Image NSW Partnership. All rights reserved. This drawing is copyright and shall not be reproduced or copied in any form or by any means (graphic, electronic or mechanical including photocopy) without the written permission of Site Image (NSW) Pty Ltd. Any license, expressed or implied, to use this document for any purpose what so ever is restricted to the terms of the written agreement between Site Image (NSW) Pty Ltd and the instructing party.

The contractor shall check and verify all work on site (including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the Project Manager or Landscape Architect prior to commencing work. Do not scale this drawing. Any required dimensions not shown shall be referred to the Landscape Architect for confirmation.

B	FOR APPROVAL	EN	RS	13.05.2021
A	FOR APPROVAL	EN	RS	02.12.2020
Issue	Revision Description	Drawn	Check	Date

LEGEND

Key Plan:



Client:
KINGDOM TOWERS

Project:
**7-15 GLADSTONE AVENUE,
WOLLONGONG**

Drawing Name:
DETAILS

Scale: 1:100 @ A1
Job Number:
SS20-4537

PRELIMINARY

Drawing Number: 0 1 2 3 4 5m
Issue:

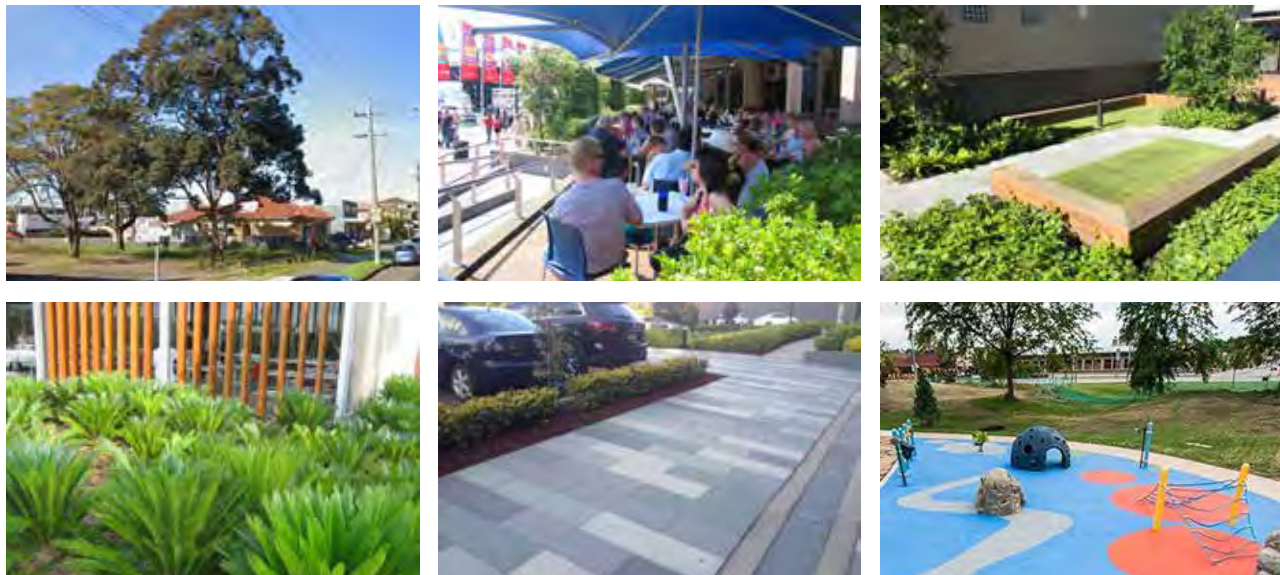
502 B

7-15 Gladstone Street, Wollongong

Residential and Mixed Use Development

Landscape Design Proposals

By: Site Image Landscape Architects
For: Kingdom Towers
Architect: PTI
Date: 02 December 2020 - for DA



SITE IMAGE
Landscape Architects

Introduction

Site Image have been engaged by Kingdom Towers to work with PTI Architects on design proposals in support of DA documents for the Residential / Mixed Use development at 7-15 Gladstone Avenue, Wollongong. This report provides a description and analysis of the site and context, and established trees on the southern part of the site. The report then describes the landscape concepts with concept plans of areas of the site along discussion and with design imagery to illustrate proposals.



Site context and site aerial



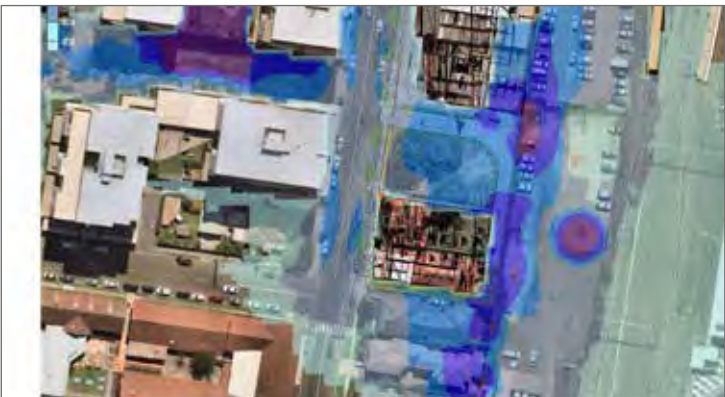
PTI Architects perspective



PTI site analysis



PTI Gladstone Avenue Elevation



Reinco Consulting images from flood modelling series

Streetview Images of Site and Adjoining Streetscapes

The site trees to be retained in the open space to the south of the proposed building at Jacaranda, Grevillea and Eucalyptus species, and all are in fair to good condition, with signs of consolidated soils around their base from carparking in the area. The recent development opposite the site demonstrates the use of charcoal coloured concrete unit pavers as footpath pavement. The railway carpark occurs to the east of the site, and existing buildings to the north of the site.



Existing trees and open space



Grevillea robusta



Jacaranda



Eucalyptus sp.



Technical college south along Gladstone Avenue



Gladstone Avenue moving north towards the site



Opposite the site on Gladstone Avenue



Gladstone Avenue with site on right



Gladstone Avenue north of the site



Crown Street north of the site



Crown Street north of the site



Railway carpark



Railway Station



Railway carpark and eastern face of existing site building



Railway carpark



Railway carpark

Feature Open Space Amenity Area

The existing broad open space area with three mature trees provides a generous park area that will provide a range of different areas for use by residents. Seating alcoves assist defining areas of tree root protection, with mulch paving tree surrounds. Built in timber benches will work in conjunction with adjacent tables and benches to create group seating for outdoor eating / gathering. The paved shareway extends beyond the line of columns to interface with the open space area. New lawn / topsoil will provide a fresh turf look to the area. The play area is proposed to have softfall finish and a selection of different play equipment types.



Existing footpath and remnant driveways to be made good and new unit paving provided

Three mature trees to be retained and protected with Arborist supervision

Residential shareway / driveway / dropoff, with access to lobby

Adjoining consolidated crushed granite with seating addressing / accessing the open space area

Timber benches create mulched alcove spaces around the base of trees

Barbeque alcove space with BBQ built in and tables & chairs adjacent benches

New lawn to rennovated / new topsoil installed with Arborist supervision near to trees maintenance

Truck turning opportunity in landscape paved terrace with bollard control

Playground area with range of equipment and adjacent parent seating

Boundary screen planting against the railway carpark existing fencing



Gladstone Street Residential Entry, Mixed Use frontage, and Cross Site Link

A generous pedestrian access / forecourt is provided to the residential entry, with stairs matched by adjacent ramps, and large planters flanking the entry. The planting to this undercroft area is to be shade tolerant and 'indoor' in type, with lush tropical foliage character. The existing footpath has numerous driveway crossings that will require removal and making good of kerbs and footpaths, and installation of new driveway to new site access location. Additional paved footpath in lieu of turf is proposed to respond to the adjoining outdoor seating areas and the increased pedestrian movement to and from these activated areas.



Open space corridor with large existing trees and series of seating / amenity areas

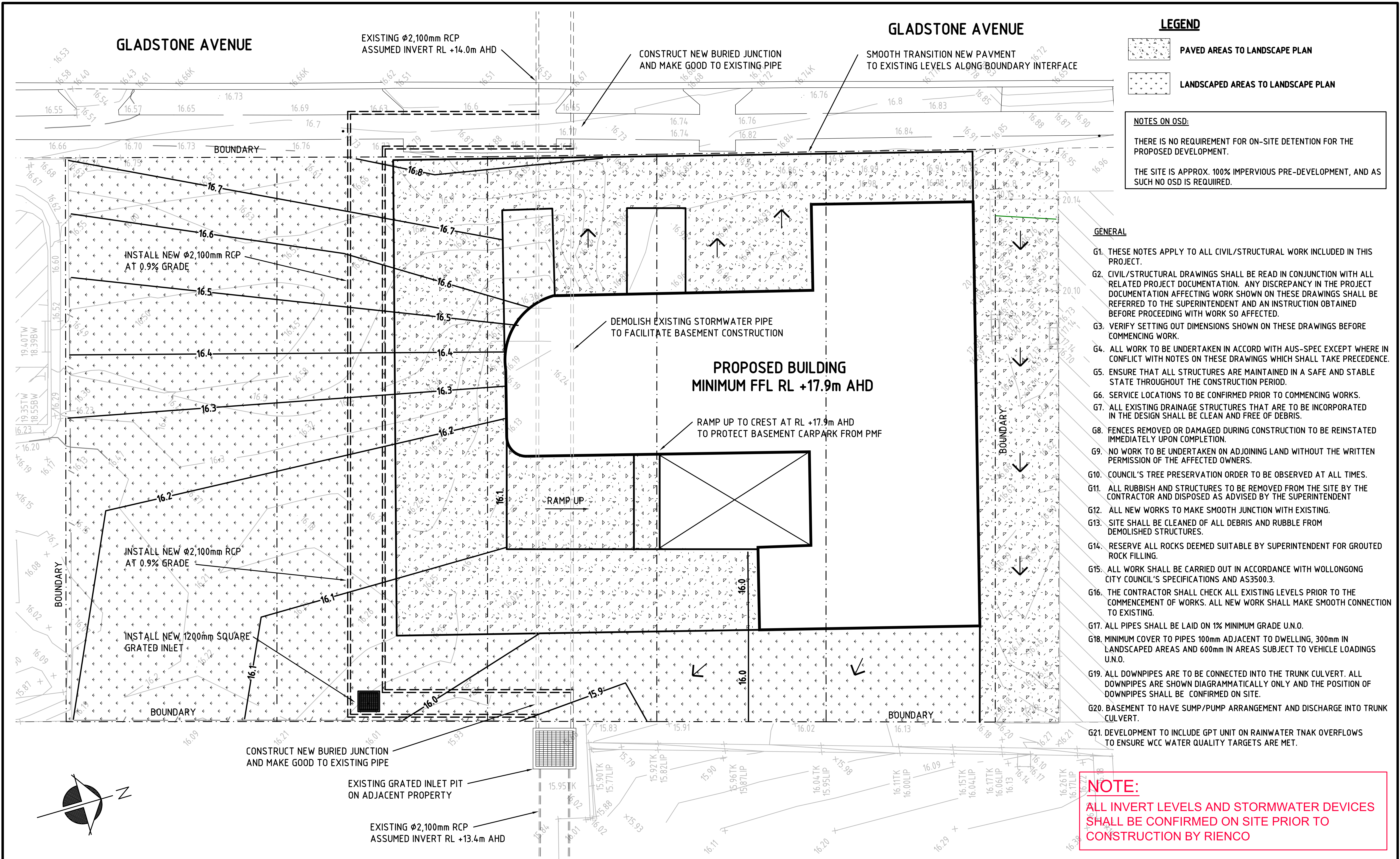
New driveway with shareway paving, and requiring adjustment of kerb crossing

Generous residential entry flanked by broad planters with 'tropical' planting

Increased footpath paving activated streetscape from adjacent extensive seating areas

Paved cross site link with feature paving & banding, with similar paving to south entry





ISSUE:	DESCRIPTION:	DATE:	BY:	ISSUE:	DESCRIPTION:	DATE:	BY:	TITLE:			
A	ISSUED FOR DEVELOPMENT APPLICATION	13.11.20	AB					STORMWATER CONCEPT PLAN			
								CLIENT:			
								Kingdom Towers			
								LOCATION:			
								7-15 Gladstone Ave, W'gong			
								DRG No:		SCALE:	
								1001		1:500 at A3	
								DRAWN BY:		REVISION:	
								AB		A	



B	EXTRA DETAIL ON ADJOINING LOTS	26/08/2020		
A	EXTRA DETAIL ON ADJOINING LOTS	15/04/2020		
Revision	Amendment or reason for issue	Issue date	Drawn by	Authorised



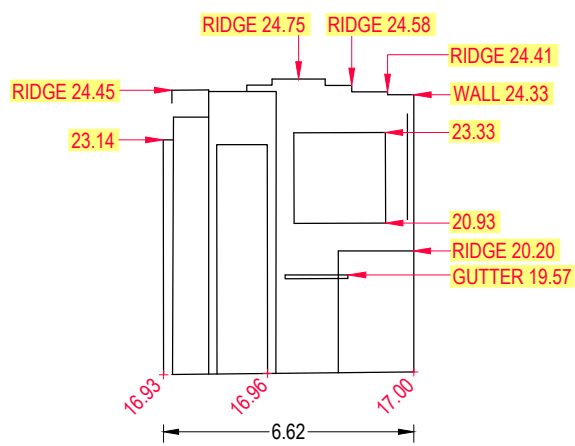
K.F. Williams & Associates Pty Ltd
Level 1, 497 Princes Highway
Fairy Meadow NSW 2519
A.C.N 008 664 417
Project Management, Surveying,
Civil, Structural, Water & Sewer

p (02) 4228 7044
f (02) 4226 2004
e mail@kfw.net.au
www.kfw.net.au

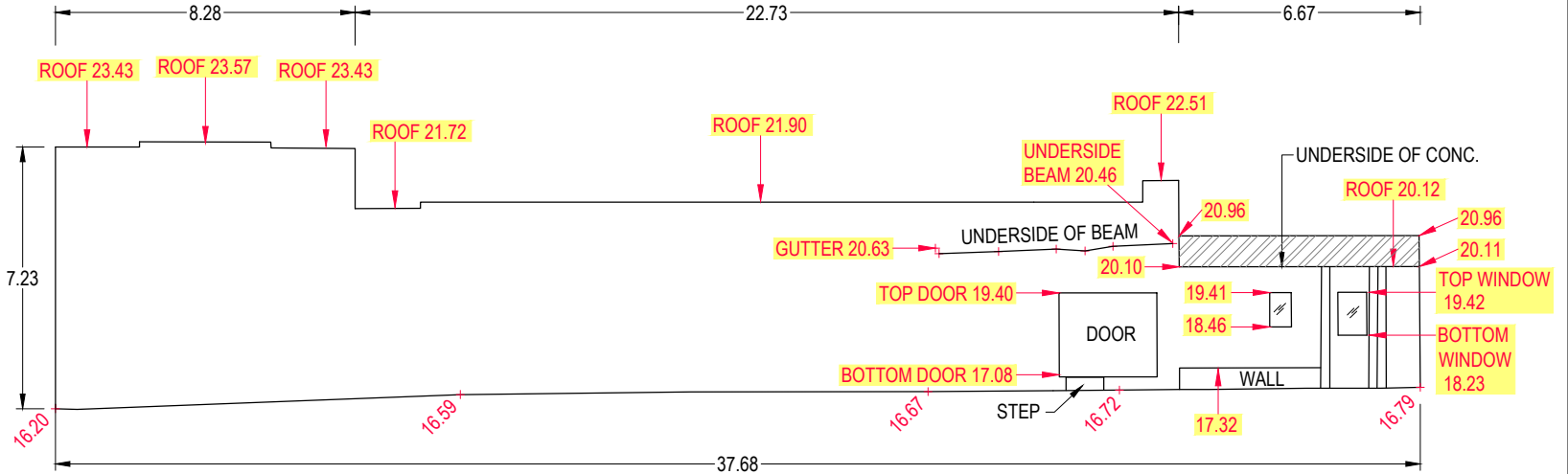
Surveyor K.P.	Date 9-8-2019
Date of Survey 31/03/2020	Drawn N.D.
Height Datum A.H.D.	Designed N/A
Origin P.M.16975 R.L.24.832	Checked K.P.
Horiz. Datum M.G.A.	Approved K.P. Registered Surveyor

Drawing Title		Project No.	
CONTOUR & DETAIL SURVEY PLAN LOTS 43 - 45 IN D.P.10704 AND LOTS 80 & 81 IN D.P.13047 No.7-15 GLADSTONE AVE. WOLLONGONG		KF113266	
Scale 1:200 @ A1 Drawing Status @ A3		Drawing No.	
		Sheet 1 Of 1	Revision B

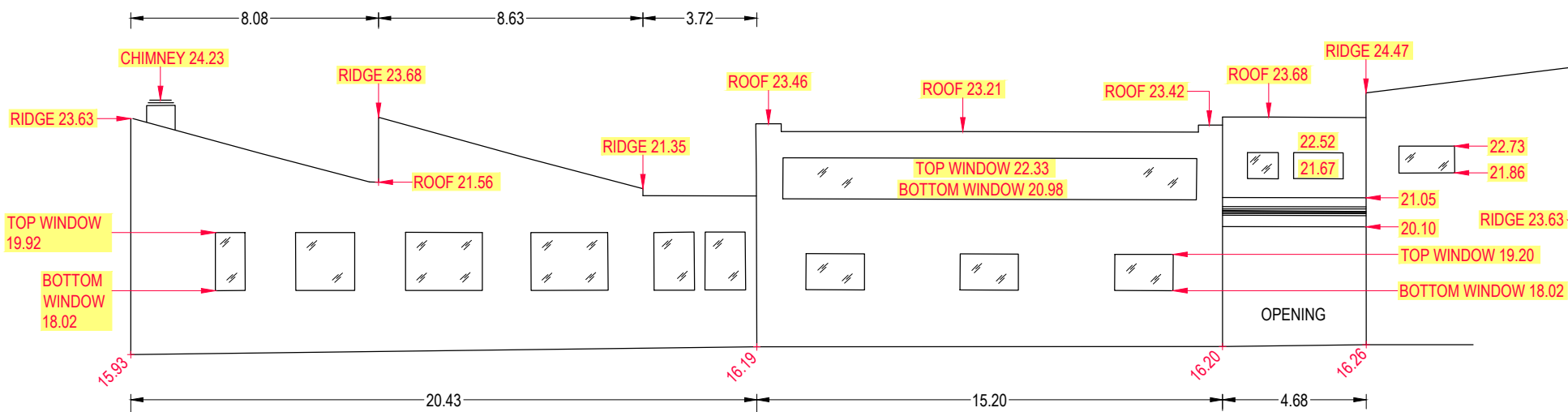
DO NOT SCALE



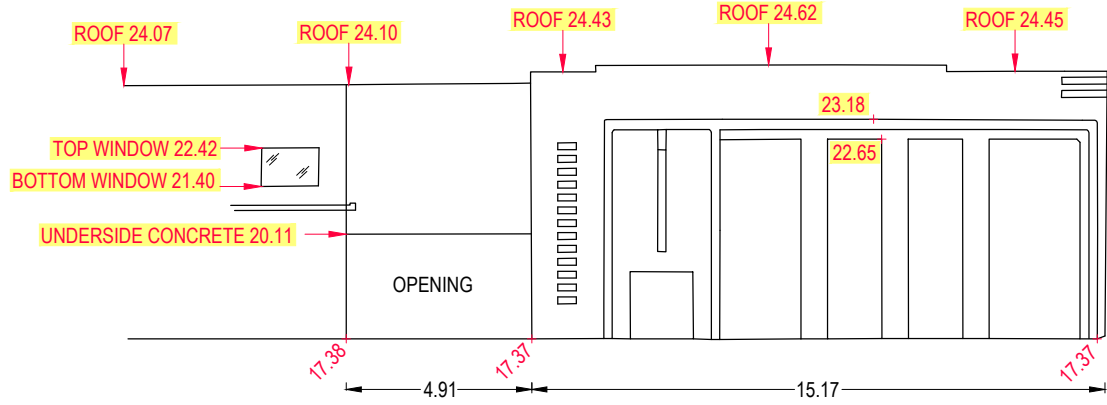
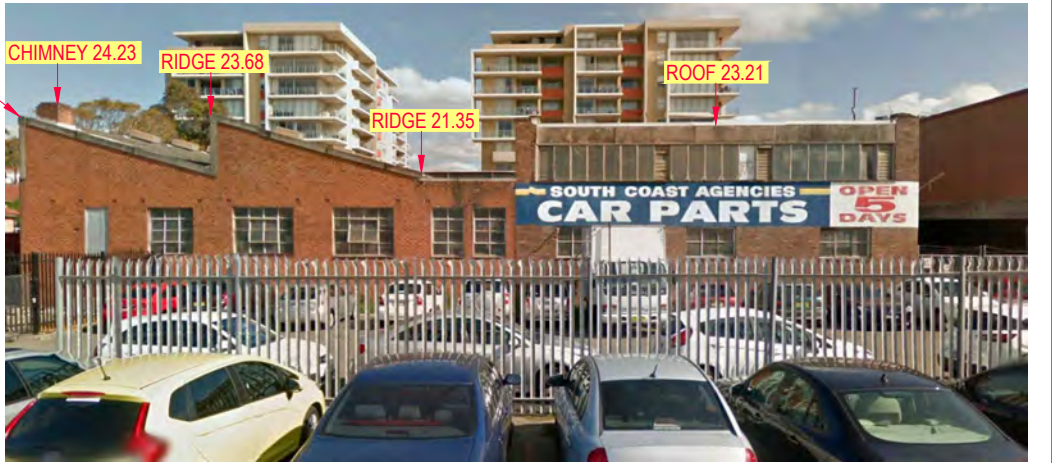
SOUTH ELEVATION



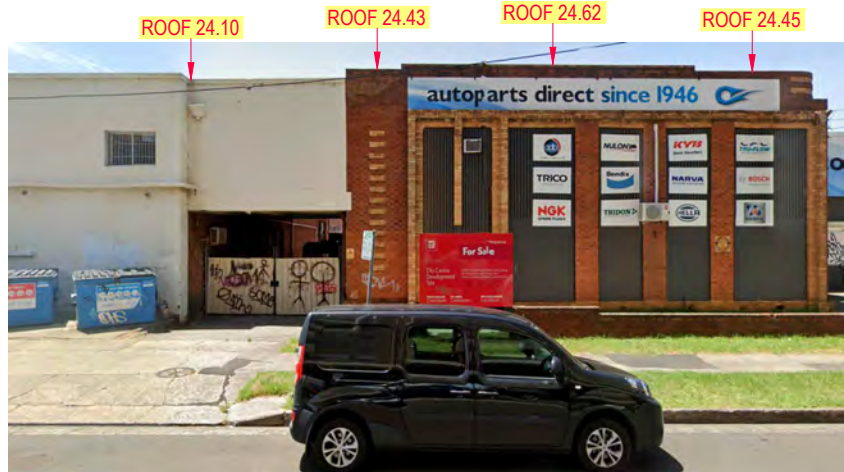
NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



Revision	Amendment or reason for issue	Issue date	Drawn by	Authorised



K.F. Williams & Associates Pty Ltd
497 Princes Highway,
Fairy Meadow NSW 2519
A.C.N 008 664 417
Project Management, Surveying,
Civil, Structural, Water & Sewer

p (02) 4228 7044
f (02) 4226 2004
e mail@kfw.net.au
www.kfw.net.au

Surveyor	K.P.	Date	15.4.20
Date of Survey	6.4.20	Drawn	P.S.
Height Datum	AHD	Designed	N/A
Origin	PM16975 PL-24.832	Checked	K.P.
Horiz. Datum	M.G.A.	Approved	K.P.

Drawing Title		Project No.
SITE ELEVATIONS		KF113266
LOTS 80 & 81 IN D.P.13047		Drawing No.
No.7-15 GLADSTONE AVE, WOLLONGONG		ELEV
Scale	1:200 @ A3	Sheet
Drawing Status		1 Of 3

Revision	

FILENAME: D:\Jobs\KFW\KF113266 - Elevation Drawings\KF113266 Wollongong Elevations.dwg PLOTTED BY : h

Attachment 3



REQUEST UNDER CLAUSE 4.6 OF WOLLONGONG LEP 2009

**Proposed Mixed Use Development,
7-15 Gladstone Avenue, Wollongong**

CONTACT INFORMATION

THE PLANNINGHUB *by Hawes & Swan*
ABN 27 605 344 045
Suite 3.09, Level 3,
100 Collins Street,
Alexandria New South Wales 2015

www.theplanninghub.com.au

Author(s):



Lachlan Rodgers
Senior Town Planner

Approved by:



Mairead Hawes
Director

DOCUMENT INFORMATION

Prepared For:	Kingdom Developments Australia Pty Ltd
Project Name:	7-15 Gladstone Avenue, Wollongong
Job Reference:	20-288 V.2
Date Approved:	21 December 2020

1.0 The Proposal

This request is written in support of a development application (DA) that proposes a mixed-use development comprising commercial units and residential apartments and associated works at 7-15 Gladstone Avenue, Wollongong.

This Clause 4.6 Request relates to a variation proposed to Council's Building separation within Zone B3 Commercial Core or Zone B4 Mixed Use control as prescribed by Wollongong Local Environmental Plan (LEP) 2009.

1.1 Relevant Case Law

Clause 4.6 of the Wollongong Local Environmental Plan (LEP) 2009 allows the consent authority to grant consent for development even though the development contravenes a development standard imposed by the LEP.

(3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
- (b) that there are sufficient environmental planning grounds to justify contravening the development standard.*

Further Clause 4.6(4) provides that:

(4) Development consent must not be granted for development that contravenes a development standard unless:

- (a) the consent authority is satisfied that:*
 - (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*
 - (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*
- (b) the concurrence of the Secretary has been obtained.*

The clause aims to provide an appropriate degree of flexibility in applying certain development standards to achieve better outcomes for and from development.

Assistance on the approach to justifying a contravention to a development standard is also to be taken from the applicable decisions of the NSW Land and Environment Court (the Court) and the NSW Court of Appeal in:

1. *Wehbe v Pittwater Council* [2007] NSW LEC 827;
2. *Four2Five Pty Ltd v Ashfield Council* [2015] NSWLEC 1009;
3. *Randwick City Council v Micaul Holdings Pty Ltd* [2016] NSWLEC 7;
4. *Brigham v Canterbury-Bankstown Council* [2018] NSWLEC 1406;
5. *Initial Action v Woollahra Municipal Council* [2018] NSWLEC 118; and
6. *Turland v Wingecarribee Shire Council* [2018] NSWLEC 1511.

The common ways in which an applicant might demonstrate that compliance with a development standard is unreasonable or unnecessary are summarised by Preston CJ in *Wehbe v Pittwater Council* (2007) 156 LGERA 446 [42]-[51] and repeated in *Initial Action* [17]-[21]. Although *Wehbe* concerned a SEPP 1 objection, the common ways to demonstrate that compliance with a development standard is unreasonable or unnecessary in *Wehbe* are equally applicable to cl 4.6 (*Initial Action* [16]):

1. The objectives of the development standard are achieved notwithstanding noncompliance with the standard;
2. The underlying objective or purpose of the development standard is not relevant to the development, so that compliance is unnecessary;
3. Underlying objective or purpose would be defeated or thwarted if compliance was required, so that compliance is unreasonable;
4. The development standard has been abandoned by the council; or
5. The zoning of the site was unreasonable or inappropriate so that the development standard was also unreasonable or unnecessary (note this is a limited way of establishing that compliance is not necessary as it is not a way to effect general planning changes as an alternative to strategic planning powers).

The five ways to demonstrate compliance is unreasonable/unnecessary are not exhaustive, and it may be sufficient to establish only one way (*Initial Action* [22]).

The environmental planning grounds relied on in the written request under cl 4.6 must be sufficient to justify contravening the development standard. The focus is on the aspect of the development that contravenes the development standard, not the development as a whole. Therefore, the environmental planning grounds advanced in the written request must justify the contravention of the development standard and not simply promote the benefits of carrying out the development as a whole (*Initial Action* [24]).

1.2 Relevant Development Standard

The relevant development standard to which this objection relates to is Clause 8.6 Building separation within Zone B3 Commercial Core or Zone B4 Mixed Use. Clause 8.6 sets out the following:

- 1) *The objective of this clause is to ensure sufficient separation of buildings for reasons of visual appearance, privacy and solar access.*
- 2) *Buildings on land within Zone B3 Commercial Core or B4 Mixed Use must be erected so that—*

- a) *there is no separation between neighbouring buildings up to the street frontage height of the relevant building or up to 24 metres above ground level whichever is the lesser, and*
 - b) *there is a distance of at least 12 metres from any other building above the street frontage height and less than 45 metres above ground level, and*
 - c) *there is a distance of at least 28 metres from any other building at 45 metres or higher above ground level.*
- 3) Despite subclause (2), if a building contains a dwelling, all habitable parts of the dwelling including any balcony must not be less than—**
- a) 20 metres from any habitable part of a dwelling contained in any other building, and**
 - b) 16 metres from any other part of any other building.**
- 4) *For the purposes of this clause, a separate tower or other raised part of the same building is taken to be a separate building.*

Comment:

The subject site is zoned B4 Mixed Use under the provision of the Wollongong Local Environmental Plan (LEP) 2009 and proposes residential accommodation and therefore subclause (3) of this development standard is applicable to the proposed development. The applicable building separation for this development is 20m from any habitable part of a dwelling contained in any other building and 16m from any other part of any other building.

1.3 Is the Planning Control in Question a Development Standard?

'Development Standards' are defined under Section 1.4(1) of the EP&A Act as follows:

“development standards means provisions of an environmental planning instrument or the regulations in relation to the carrying out of development, being provisions by or under which requirements are specified or standards are fixed in respect of any aspect of that development, including, but without limiting the generality of the foregoing, requirements or standards in respect of: ...

(a) the character, location, siting, bulk, scale, shape, size, height, density, design or external appearance of a building or work,...”

Comment:

The Building separation within Zone B3 Commercial Core or Zone B4 Mixed Use control under Clause 8.6 of the Wollongong LEP 2009 is clearly a development standard.

2.0 The Contravention

The proposal results in the following variation to Council's Building Separation Development Standard as demonstrated in the table below:

Table 1: Proposed Separation Distances		
Site Boundary	Required Separation	Proposed Separation Distance
Northern Boundary	From any other habitable part of a dwelling – 20m From any other part of the building – 16m	<ul style="list-style-type: none"> Level 1 - Level 7: 9m to the centerline of the existing laneway. Level 8 - 12m to the centerline of the existing laneway. <p>No dwellings currently sit on the adjoining site to the north of the subject site.</p>
Southern Boundary	From any other habitable part of a dwelling – 20m From any other part of the building – 16m	<ul style="list-style-type: none"> Level 1 - Level 8 – 23m.
Eastern Boundary	From any other habitable part of a dwelling – 20m From any other part of the building – 16m	<ul style="list-style-type: none"> Level 1 - Level 8 – 6m. <p>The adjoining site to the east is zoned SP2 Infrastructure and forms part of the rail corridor.</p>

As described in the Statement of Environmental Effects (SEE) and identified on the Architectural Plans (**Appendix A**) prepared by PTI Architecture, the proposed development provides building separation distances ranging from 6m to 23m which represents a variation to the separation requirements of Clause 8.6 of the Wollongong LEP.

The principal reason for the proposed variation is based on the proposed development being designed with consideration of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development, the Apartment Design Guide (ADG) and the surrounding context.

The ADG requires a 6m separation from habitable rooms to the boundary up to 4 storeys, a 9m separation room habitable rooms to the boundary up to 7 storeys and requires a 12m separation from habitable rooms to the boundary from 9 storeys and above.

As detailed above the separation provided for the rear boundary (eastern boundary) is 6m and is based on the adjoining land to the rear of the site being zoned SP2 Infrastructure, forming part of the rail corridor and currently being used for the purposes of car parking.

The adjoining site is zoned SP2 and cannot be developed for the purposes of residential accommodation and therefore the separation of 6m to the boundary is considered to be reasonable.

The separation provided for the side boundary (northern boundary) is 9m to 12m to the centerline of the adjoining laneway. This separation to the centerline of the laneway is compliant with the separation requirements of the ADG with some minor encroachments which present as blank walls to that boundary.

In accordance with Chapter D13 of the Wollongong DCP existing publicly and privately owned lanes are to be retained and therefore the laneway unlikely to be developed for residential purposes and therefore the building separation provided is reasonable.

The separation provided for the side boundary (southern boundary) is 23m and complies with the requirements of Clause 8.6.

2.1 Impacts of the Contravention

There are no adverse impacts as a result of the proposed contravention. The proposed variation does not result in any visual impacts, privacy impacts or impacts on solar access of adjoining developments.

Visual Impacts

From a visual perspective, an appropriate composition of building elements, material textures and colours have been utilised to reflect the buildings commercial and residential use character.

The external appearance of the building reflects consideration to various development controls and the articulation of the building along with its massing composition reflects the desired future character of the mixed-use area.

The design, scale and height proposed within this application is consistent with the current developments in the area and desired future character of the site having regard to its location and site context. The elevations have been carefully designed to achieve an aesthetic outcome and composition based on the developments interface with Gladstone Avenue, the rail corridor and the adjoining properties. The facades and numerous architectural features provide articulation and interest to the elevations and result in a high-quality built form that contributes positively to the streetscape and the emerging built form.

The proposed variation to the building separation requirement is not deemed to result in adverse visual impacts and represent a better built form response and contribution to the character of the area.

Privacy Impacts

The proposed variation to the building separation requirement does not result in any adverse privacy impacts for the proposed development or adjoining development. As detailed, there are no existing residential developments on the adjoining properties to the north and east with the land to the east unlikely to ever be developed for the purposes of residential accommodation based on the SP2 zoning of the land.

The separation distances provided to the centerline of the adjoining laneway to the north comply with the separation requirements of the ADG with some minor encroachments which present as blank walls to that boundary. No existing residential development sits on the adjoining site to the north of the subject site.

In accordance with Chapter D13 of the Wollongong DCP existing publicly and privately owned lanes are to be retained and therefore the laneway is unlikely to be developed for residential purposes and therefore the building separation provided is reasonable.

The separation provided for the side boundary (southern boundary) is 23m and complies with the requirements of Clause 8.6. The site that adjoins the site to the south is the only site that currently contains residential development and based on the proposed separation no adverse privacy impacts will result from the proposed development.

Solar Access

As detailed in the Shadow Analysis provided in **Appendix A**, the proposed development and building separation will not adversely impact the solar access of the proposal or adjoining developments. The proposed development complies with the solar access requirements of the Apartment Design Guide and Wollongong Development Control Plan (DCP) 2009.

3.0 Justification of the Contravention

3.1 The Site Context

Site context is a key consideration when determining the appropriateness and necessity of a development standard. The site and its surroundings consist of a mix of residential and commercial uses. The site is identified as being located in the Wollongong City Centre, which is currently undergoing redevelopment. The proposed development is consistent with the future character of the Wollongong City Centre.

The following recently approved mixed use developments within close proximity to the subject site that have been approved with a variation to the building separation of Clause 8.6.

Table 2: Recently Approved Mixed Use Developments in Proximity to the Subject Site that Varied Council's Building Separation Requirements			
DA No & Address	Proposed	Comment	Approved
DA-2016/969 48 Bank Street, Wollongong	Demolition of existing structures and construction of shop top housing comprising ground floor commercial and six residential levels with basement parking.	The development was approved with a variation to the building separation requirements of Clause 8.6 based on the lack of adverse visual, privacy or amenity impacts and the consistency of the development with the objectives of the zone.	6 July 2017
DA-2017/1462 47 Burelli Street, Wollongong	Demolition of all structures, and the construction of a seven (7) storey office building for IMB bank with two basement car parking levels for 89 car parking spaces.	The development was approved with a variation to the building separation requirements of Clause 8.6 based on the non-compliant building separation distances provided better respond to the character of the precinct and thus the setbacks proposed provide a superior built form outcome.	27 July 2018
DA-2017/730 131-135 Keira Street, Wollongong	Demolition of existing buildings and ancillary structures and the construction of a mixed-use development above basement parking.	The development was approved with a variation to the building separation requirements of Clause 8.6 based on the lack of adverse visual, privacy or amenity impacts and the consistency of the development with the objectives of the zone.	2 December 2019
DA-2018/1638 71-77 Kembla Street, Wollongong	Mixed use development - fourteen (14) storey building comprising of one hundred and two (102) residential units and eight (8) commercial tenancies over two (2) levels of basement parking.	The development was approved with a variation to the building separation requirements of Clause 8.6 based on compliance being unnecessary as there were no unreasonable impacts arising from the non-compliance and the development was consistent with the objectives of the standard despite the non-compliance. The non-compliant building separation distances provided a better respond to the character of the precinct.	27 March 2020
DA-2018/973	Residential - demolition of existing structures	The development was approved with a variation to the building separation	20 March 2019

Table 2: Recently Approved Mixed Use Developments in Proximity to the Subject Site that Varied Council's Building Separation Requirements			
DA No & Address	Proposed	Comment	Approved
28 Young Street, Wollongong	and construction of a 15 storey mixed use development comprising seven (7) commercial tenancies, 64 residential apartments and car parking for 90 vehicles	requirements of Clause 8.6 based on the lack of adverse visual, privacy or amenity impacts and the consistency of the development with the objectives of the zone.	
DA-2019/1123 35 Atchison Street, Wollongong	Demolition of existing structures and construction of a 14 storey mixed use development comprising 50 residential units, one (1) ground floor commercial tenancy and two levels of basement parking.	The development was approved with a variation to the building separation requirements of Clause 8.6 based on evident departures on adjoining sites and lack of privacy and amenity impacts as a result of the proposal.	23 June 2020

As detailed the above developments were approved due to compliance with the development standard being unnecessary based on the non-compliant separation providing a better built form response, architectural merit and the lack of adverse impacts on surrounding development resulting from the variation. The proposed development has been designed to provide a development that is consistent with the bulk, scale and design of development envisaged within the Wollongong City Centre.

The proposed variation is deemed to be reasonable as it will result in a better built form response to the surrounding context, will positively contribute to the character of the area and provides an appropriate interface to all adjoining properties.

3.2 Public Interest

Clause 4.6(4)(a)(ii) of Wollongong LEP 2009 requires that development consent must not be granted for development that contravenes a development standard unless the consent authority is satisfied that the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out.

The proposed development has been assessed against the objectives for the B4 Mixed Use zone below. Despite the proposed variation to the building separation development standard, the proposal is considered in the public interest as it satisfies the objectives of the zone and the objectives of the development standard.

3.3 Consistency with B4 Mixed Use Zone

The consistency of the proposal against the objectives of the B4 Mixed Use zone is outlined below.

- ***To provide a mixture of compatible land uses***

The proposed development provides a compatible land use that is consistent with the future character of the Wollongong City Centre. It proposes a high density residential and commercial development designed to positively contribute to the vitality and viability of the Wollongong City Centre.

- ***To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling***

The proposed development provides high density mixed-use development in an accessible location that maximises public transport patronage and encourages non-vehicular transport.

- ***To support nearby or adjacent commercial centres without adversely impacting on the viability of those centres.***

The proposal provides high density mixed-use development that will provide additional housing in the Wollongong City Centre in close proximity to the commercial centres that will positively contribute to their viability. The proposed commercial uses are minor ancillary uses that will not adversely impacting on the viability of the adjacent commercial centres.

3.4 Consistency with Objectives of the Building Separation Development Standard

The consistency of the proposal against the objective of the building separation standard is outlined below.

- ***The objective of this clause is to ensure sufficient separation of buildings for reasons of visual appearance, privacy and solar access.***

The proposal consists of a high-density mixed-use development that meets the desired future character of the area. The building separation distances proposed ensure there is sufficient separation of building to ensure there are no visual, privacy or solar access impacts.

Despite the proposed variation to the building separation development standard, it will result in a better built form response to the surrounding context, will positively contribute to the character of the area and provides an appropriate interface to all adjoining properties. An appropriate level of

privacy and solar access is provided for the proposal, adjoining developments and the [proposed variation will not impact on the ability of adjoining properties to be developed in the future.

4.0 Is Compliance with the Development Standard Unreasonable or Unnecessary in the Circumstances of the Case (Clause 4.6(3)(a))?

Clause 4.6(3)(a) of Wollongong LEP 2009 requires the departure from the development standard to be justified by demonstrating:

- ***Compliance with the development standard is unreasonable or unnecessary in the circumstances of the case***

Comment

As detailed in the section above, the proposal maintains the future higher density-built form that is at a scale comparative to surrounding buildings of the site's location within the Wollongong City Centre.

Compliance with the building separation development standard is unnecessary in the circumstances of the case as the non-complaint building separation distances result in a better built form response to the surrounding context, provides a built form that will positively contribute to the character of the area and results in no adverse impacts on the surrounding area.

In addition, Council have approved variations to Clause 8.6 for a number of applications within the Wollongong City Centre in which the circumstances of the subject application are considered to be consistent.

It is therefore considered that the compliance with the building separation development standard is unreasonable and unnecessary in the circumstances of the case.

5.0 Are there Sufficient Environmental Planning Grounds to Justify Contravening the Development Standard (Clause 4.6(3)(b))?

Clause 4.6(3)(b) of Wollongong LEP 2009 requires the departure from the development standard to be justified by demonstrating:

- ***There are sufficient environmental planning grounds to justify contravening the development standard***

Comment

It is our opinion that there are sufficient environmental planning grounds to justify contravening the building separation development standard in this instance. These are as follows:

- The proposed development is consistent with the objectives of the zone and the objectives of the building separation development standard.
- The proposal does not result in any adverse impact for adjoining properties or the surrounding area; and
- The non-compliant building separation distances result in a better built form response to the surrounding context and provides a built form that positively contributes to the character of the area.

Whilst the built form varies the building separation requirements applicable to the site, it is considered that the proposed design does not unreasonably detract from the amenity of adjacent residents or the existing quality of the environment as demonstrated in Architectural Plans prepared by PTI Architecture.

Strict compliance with the building separation development standard would result in a built form that isolates the site from adjoining sites and would not result in the provision of a well-designed and integrated streetscape for future development.

6.0 Conclusion

The proposed contravention of the building separation development standard is based on the reasons outlined in this request that are summarised as follows:

- It is considered that this proposal represents a circumstance in which Clause 4.6 was intended and to be available to set aside compliance with unreasonable or unnecessary development standards.
- The proposed development will not create an undesirable precedent.
- The proposed development is consistent with the objectives of Clause 8.6 and Clause 4.6 of Wollongong LEP 2009 and therefore is in the public interest pursuant to clause 4.6(4).

In view of the above, it is considered that this written request has adequately addressed the matters required by Clause 4.6(3) of the Wollongong LEP 2009 and Council's support to contravene the building separation development standard of Clause 8.6 is therefore sought.

CONTACT US

SUITE 3.09 LEVEL 3
100 COLLINS STREET
ALEXANDRIA NSW 2015

Email INFO@THEPLANNINGHUB.COM.AU

Phone 02 9690 0279

Website THEPLANNINGHUB.COM.AU

Attachment 4

Wollongong Design Review Panel – MS Teams Meeting Meeting minutes and recommendations

Date	16 September 2021
Meeting location	Microsoft Teams Meeting
Panel members	David Jarvis Tony Tribe Sue Hobley
Apologies	Andrew Heaven – Manager Development Assessment and Certification (Acting)
Council staff	Pier Panozzo - City Centre & Major Development Manager Rebecca Welsh – Senior Development Project Officer Alexandra McRoberts – Design expert
Guests/ representatives of the applicant	Lachlan Rodgers – The Planning Hub Lewis Lau – PTI – Architect
Declarations of Interest	None
Item number	1
DA number	DA-2021/890
Reason for consideration by DRP	Clause 28 of SEPP 65 and Design Excellence under Clause 7.18 of WLEP 2009
Determination pathway	WLPP
Property address	7-15 Gladstone Avenue Wollongong
Proposal	Demolition of existing structures and construction of mixed-use development of 9 floors above a 3-level basement carpark.
Applicant or applicant's representative address to the design review panel	The meeting was conducted by video link between the Panel (remote) and the Applicants' team (remote).
Background	<p>The Panel chair visited the site on 15th September 2021. Sue Hobley visited the site on 30th March 2021 (in relation to a proposal for a nearby site). The site was otherwise virtually inspected by the Panel on 16 September 2021.</p> <p>Previous pre lodgement DRP meetings have been held for the site under DE-2019/123 and DE-2020/8 for different schemes.</p>
Design quality principals SEPP 65	
Context and Neighbourhood Character	<p>The site is located adjacent to Wollongong Railway Station, with the station carpark adjoining the site's eastern boundary. The current proposal provides a 6m setback from the boundary and orientates a number of units towards the carpark. The applicant is encouraged to liaise with the rail authority to determine if there are any future development plans for the carpark site to establish if the currently proposed setbacks provide an appropriate interface.</p> <p>A public laneway adjoins the site's northern boundary. The lane is currently enclosed and utilised as a vehicular service space by the neighbour to the north (lighthouse church). Given the lane's close proximity to the street corner, its value as a pedestrian link to the train station is questionable. However, given the constraints of the subject site and its neighbour to the north, the lane's value as a vehicular access point is evident. There is currently an enclosed bridge over the laneway that appears to be connecting the subject site to the church. Once the existing building on the subject site is demolished the bridge will not be structurally supported. It is assumed that the bridge will be redundant and decommissioned at this point. The applicant is encouraged to liaise with the neighbour and Council to confirm the status of the bridge (and the easement that currently permits the bridge to remain in place), with a view to utilising the lane way for</p>

	<p>vehicular access to the site. It is noted that, at 4.57m wide, the lane would require widening for 2-way traffic.</p> <p>A large portion of the southern side of the site is subject to flooding / accommodates an overland flow across the site. This factor significantly limits the buildable area of the site and its potential yield.</p> <p>This site is subject to a number of challenging constraints and several interesting opportunities. The minimal site and context analysis documentation provided does not demonstrate that the relevant issues have been properly identified and considered in the planning and design process. The panel acknowledges that the architect's presentation at the meeting demonstrated his awareness of issues, but the information should be summarised in drawings that form part of the assessment documentation to enable all interested parties to understand the basis of his design decisions. (The ADG Appendix 1 checklist is recommended as a start point.)</p> <p>The analysis included does not provide sufficient understanding of the existing situation to enable the panel to respond confidently to the design as currently presented. The applicant should provide understanding of the following:</p> <ul style="list-style-type: none"> - How the site and its local context is affected by flood events and the stormwater/flooding constraints that drive the siting and design of any proposed structures. Documentation should identify: 100 year ARI and peak flood event levels (RLs); overland flow paths (and associated issues); and the trunk stormwater line through the site. - Pedestrian and vehicular access and circulation in the neighbourhood of the site and how a proposed development might link into it. Documentation should show: existing pedestrian routes and desire lines (including Wollongong Council's studies / strategies); traffic movement and access (existing and options); and details of the public laneway adjoining the site to the north (ownership, function, constraints, easement, opportunities). - The urban development context of the site. Documentation should show: adjacent existing development; indicative (permissible) development of the Lighthouse church site, the railway carpark and the site(s) to the south. While the panel is aware that it may be difficult (if not impossible) to obtain useful input from the rail authority, it may be possible to learn whether setbacks to the carpark may be negotiable. - Whether there any significant heritage issues (e.g. does the eastern boundary wall need to be retained?)
<p>Built Form and Scale</p>	<p>Communal open space servicing the residential apartments has been located on the southern side of the building, within a landscaped area provided to facilitate overland flow. The communal open space is isolated from the apartments by the driveway that cuts through the center of the site then wraps around the eastern face of the building. The panel recommends that the vehicular entry is relocated to the northern laneway to allow a direct connection to be developed between the residential apartments and communal open space.</p> <p>The lane way should be considered as a semi active space that allows vehicular access to the adjoining sites, but also seeks to activate the</p>

	<p>edges of the lane. With windows to provide casual surveillance and active uses (such as the proposed café) in strategic locations.</p> <p>An extremely deep (up to 13m) undercroft has been proposed at street level. The undercroft wraps around the perimeter of the building (east, south and west) creating a dark space that will be dependent upon artificial lighting throughout the day. The extent of undercroft must be significantly reduced. A maximum depth of 4-5m is recommended, this will help the space read as a clearly defined colonnade.</p> <p>The applicant advised that the undercroft currently contributed to overland flow across the site. The constraints of the site are acknowledged by the Panel. However, this does not negate the responsibility to provide a safe and appropriate interface with the street and common open space.</p> <p>Significant replanning of the ground floor plane is necessary to provide functional vehicular access, an appropriate interface with the street, a semi active laneway and a direct connection between residential apartments and the communal open space.</p> <p>The building footprint appears to have been determined by establishing what space is left over after accommodating the over land flow to the south and providing minimum permissible setbacks to all other boundaries. This has resulted in a 35m deep square building form that struggles to provide a basic level of amenity to its occupants (refer to detail comments below, Amenity).</p> <p>In spite of the obvious value of tree retention, the option of a narrower built form extending over the floodway, exploring alternative uses of the floodway/undercroft warrants exploration.</p> <p>Subject to analysis of future development of railway land, such an option could result in a more habitable sunny deep-soil COS to the east.</p> <p>It is recommended that a compliant building form is developed on the adjoining site to the north (minimum ADG setbacks and maximum permissible FSR) to assist in developing an appropriate building form on the subject site. This study is required to demonstrate compliance with WLEP design excellence clause that requires a development to demonstrate:</p> <p><i>the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,</i></p>
<p>Density</p>	<p>The proposal is located on a constrained site, potential for development is limited to the northern portion of the site due to flooding constraints. The proposal also seeks to provide a portion of affordable housing on the site. This permits the GFA of the site to be increased by 9%. The current proposal does not demonstrate that the additional FSR proposed can be accommodated on this constrained site, whilst providing a reasonable level of amenity to its occupants.</p> <p>It is a concern that the current proposal presents as an over-development of the site, with the main impact being the poor quality of residential units currently being proposed.</p> <p>A large portion of the building footprint at ground floor level has been dedicated to undercroft space. This factor also contributes to the perceived bulk of the building.</p>

Sustainability	<p>Sustainability in this instance, primarily hinges on the amenity issues addressed below. Other considerations include:</p> <p>Landscape design and specification of landscape materials and fittings should be based on water sensitive design, protection of indigenous biodiversity and resilient resource management.</p>
Landscape	<p>Until the issues identified above (Context and Neighbourhood Character) have been addressed, only recommendations for future design development of the landscape are provided at this point.</p> <p>It is understood that the existing vacant lot that forms the southern portion of the development site will be designated as private communal open space (COS) under any proposal. Therefore, the siting and ground level design of the built form in the northern portion of the site will be critical to achieving a whole-of-site design that integrates the COS and the residential components of a future development. The following must be taken into consideration in any amended design:</p> <p>A. Gladstone Avenue Streetscape</p> <p>The panel supports the concept of a colonnade along the building's Gladstone Avenue façade but is concerned that it does not result in overly deep spaces at ground level between the site boundary and the base of the building.</p> <p>The entrances to the residential and commercial/retail components of the development should be clearly distinguishable and relate well to the streetscape. The residential entrance should provide a strong, attractive address to the building.</p> <p>The Panel discourages the use of external access ramps. The potential to incorporate the ramp into the building should be investigated.</p> <p>The proposal to include a café/restaurant facility on the north-western corner of the building and to activate the public laneway is strongly supported by the panel. In the event that the laneway can be developed as vehicular access to the developments adjoining it, the aim could be for a semi-active laneway.</p> <p>B. Ground Level Private Communal Open Space</p> <ul style="list-style-type: none"> - Utilities should not be located within the COS (e.g. the sub-station, water meters and boosters, air duct clearance shafts, gas boundary regulator, vehicular turning bays) - Measures to characterize/distinguish the COS as private, rather than a public pocket park should be included in any design. The measures should, nevertheless, be responsive to the role of the site in the streetscape (e.g. amenity, surveillance, activation). - Solar access to the COS, taking into account the existing trees to be retained, should achieve the ADG's requirements. - The COS should be easily and directly accessible from the building for residents. The proposed driveway separating the COS from the building is not desirable. If it is feasible to provide vehicular access via the public laneway, it will allow for the design that achieves this.

	<ul style="list-style-type: none"> - A communal room with kitchen and ablution facilities should be linked directly to the COS. A design that enables the communal room to be opened for indoor/outdoor occasions should be explored. - Lighting, power and irrigation for the COS should be considered. - In the event that a colonnade is proposed for the southern elevation of the building, it should be of a 'human' scale that respects the relationship with the COS. A two storey high scale is considered acceptable, pending a reduction in the depth of the colonnade. - The COS should provide for a range of activities that address the needs of the anticipated demographic of the future development's residents. If additional COS within the built form is proposed, it should complement the ground level COS in terms of functions. - Seating under trees in mulch is not recommended. <p>The panel promotes the use of locally indigenous plant species in amenity plantings. It also encourages the provision of community gardening spaces in developments of this nature.</p>
Amenity	<p>The ADG recommends a maximum residential building depth of 18m (ADG part 2E Building depth). The proposed building is a 35m wide square, almost double the depth recommended by the ADG. This results / contributes to a number of amenity issues, including:</p> <p><u>Natural cross ventilation</u></p> <p>32 of the proposed 94 units (34%) are capable of being developed to provide natural cross ventilation in accordance with ADG objectives. This is significantly below the minimum 60% required by the ADG.</p> <p>Many of the units claiming to provide cross ventilation which do not meet ADG requirements, are units which are reliant upon deep narrow indentations to provide cross ventilation. The proportions of the indentations are contrary to ADG objective 4B-2, which requires a minimum ratio of 2:1 (width to depth). Furthermore, the proposal locates large openable windows of neighboring units opposite one another. This creates a significant privacy issue between units.</p> <p><u>Solar access</u></p> <p>The current proposal claims 83% of units receive a minimum of 2 hours solar access (in accordance with the objectives of the ADG) to both living areas and areas of private open space, in mid-winter, between 9am and 3pm. However, the suns eye diagrams provided demonstrate that all units, that face east west and south do not receive the required 2 hours of solar access.</p> <p>The current proposal provides ADG compliant solar access to approximately 33% of units.</p> <p>Note: to receive 2 hours of solar access in the morning solar access must still be provided to the living room and private open space at 11am</p>

No Solar access is provided to living areas or POS of any east facing units



Extract from Drawing 25. Sun's eye view at 11am mid winter

Note: to receive 2 hours of solar access in the afternoon, solar access must be provided to the living room and private open space from 1pm.

No Solar access is provided to living areas or POS of any west facing units



Extract from Drawing 24. Sun's eye view at 1pm mid winter

Furthermore, the future building to the north will impact upon the extent of solar access provided to the subject site. This form must be modeled and a true representation of its impact upon the subject site provided. Current documents do not appear to be acknowledging the impact of the future built form shown in DA25. For example, units 106, 206, 306, 406 and 506 are not shown as being affected by the future built form to the north (drawing DA27). However, solar access to these units appears to be reduced below 2 hours. Further development / clarification is required.

Several apartments provide an entry from the lobby directly into the kitchen, this is contrary to objective 4D -1, which requires that kitchens are not to be located as part of the main circulation space

Several units are designed with bedrooms, living rooms and studies that do not provide a view of a window from all points within these habitable rooms. This is contrary to objective 4D -1 of the ADG.

	<p>Several units have bathrooms opening directly into living rooms. This is contrary to objective 4D -3 of the ADG.</p> <p>Most units have bedrooms opening directly into living rooms. This is contrary to objective 4D -3 of the ADG.</p> <p>Many of the units have balconies recessed deeply into the building form, creating dark awkwardly proportioned spaces (unit109 for example).</p> <p>Dimensions must be provided to all habitable rooms and balconies to demonstrate compliance with the minimum requirements of the ADG.</p> <p>The corridor space provided on each level is long and contorted, it contains up to 12 units on each floor and will be largely dependent upon artificial lighting.</p> <p>The extent of amenity issues present within the residential component of this development directly relate to the bulk of the 35m deep box like form that has been proposed. Further development of the building form is required to provide an acceptable level of amenity.</p>
Safety	<p>Flooding:</p> <p>A Café is shown at Gladstone Ave/lane level. This is subject to flooding. The Flood report states pp20 '2. <i>Minimising use at the ground floor level. There is no 'use' at ground level other than pedestrian access. All commercial areas, parking and other uses (i.e. foyer) are all protected from flooding.</i></p> <p>The Flood Study addresses one development option only. In light of above, it is suggested the impacts of raising café, undercroft and colonnade levels to Ground Floor level be tested. A raised colonnade would need high permeability from north, south and west</p> <p>The deep under croft proposed at street level creates significant CEPTED issues. It is a concern that the space created will provide places of concealment that could facilitate antisocial behaviour.</p> <p>The winding, indirect nature of the upper-level corridors also raise CEPTED concerns. Few units are provided with a direct line of site from lift to entry and the configuration of the corridor provides several opportunities for concealment. Further refinement of the circulation space should seek to establish a shorter / more direct path of travel from lift to unit.</p>
Housing Diversity and Social Interaction	<p>This is a good location the proposed mix of uses. However, further refinement of the proposal's interface with the street and lane is required if this proposal is to provide a positive contribution to this neighbourhood.</p>
Aesthetics	<p>The panel supports the introduction of a colonnade on Gladstone Avenue (pending reduction in the depth of the colonnade, refer to Built Form). However, the Panel questions the need for the proposed awning which will further reduce the extent of natural light within the colonnade.</p> <p>The pronounced white frame shown of elevations and perspectives does not appear to be shown on plans. It is unclear what impact this element will have on the amenity of units and it is difficult to establish how the frame is contained within the boundaries of the site. Further detail information is required.</p>

	<p>A larger scale detail section would assist in providing a better understanding of the quality of finishes being proposed and also help to ensure that the architect's design intent is realised.</p> <p>Servicing of the building must be considered at this stage of the design process. The location of service risers, car park exhausts, AC condensers, down pipes and fire hydrant boosters should be accommodated. It must also be determined if a sub-station is required. Consideration must be given to both materials and the integration of services.</p> <p>It is anticipated that further development to address the amenity and built form issues raised in this report will impact the aesthetic expression of the proposal.</p>
--	--

Design Excellence WLEP2009

Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved	Further development required.
Whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,	Further development required.
Whether the proposed development detrimentally impacts on view corridors,	No
Whether the proposed development detrimentally overshadows an area shown distinctively coloured and numbered on the Sun Plane Protection Map,	Not applicable to this site
How the development addresses the following:	
the suitability of the land for development,	The site is well located in close proximity to the train station. However, the flooding constraints of the site may ultimately limit the potential yield of the site.
existing and proposed uses and use mix	The proposed mixed of uses is consistent with Council's vision for this precinct.
heritage issues and streetscape constraints,	The site is located in close proximity to the heritage-listed train station. The retention of the existing brick screen facade on the proposal's interface with the station car park may provide an appropriate interface with the station, if strongly supported by heritage expertise. Otherwise, meaningful landscape and planting should be considered utilising the

	generous amount of available deep soil on this site. The use of more brick within the fabric of the proposed built form is encouraged.
the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,	Further development of the potential future building form on the neighbouring site to the north is required.
bulk, massing and modulation of buildings	Further development required.
street frontage heights	Consistent with council controls and the character of the precinct.
environmental impacts such as sustainable design, overshadowing, wind and reflectivity	Further development required.
the achievement of the principles of ecologically sustainable development	Further development required.
pedestrian, cycle, vehicular and service access, circulation and requirements	Further development of the lane way and street interface required. See notes on Site & Context Analysis above.
impact on, and any proposed improvements to, the public domain	Further development required.
Key issues, further Comments & Recommendations	<p>The applicant is encouraged to liaise with the neighbour and Council to confirm the status of the laneway bridge (and the easement that currently permits the bridge to remain in place), with a view to utilising the laneway as vehicular access to the site. This will allow the ground plane of the building to be reconfigured to provide a direct connection to the communal open space and a well-proportioned colonnade (maximum 4-5m depth) to address the street.</p> <p>The building footprint appears to have been determined by establishing what space is left over after accommodating the over land flow to the south and providing minimum permissible setbacks to all other boundaries. This has resulted in a 35m deep square building form that struggles to provide a basic level of amenity to its occupants. Further development of the tower should seek to respond to the constraints and opportunities of the site to provide a more responsive / amenable building form.</p> <p>The exploration of the vehicle access issue together with residential amenity issues raised have major implications for the capacity, planning and design of development on this site. Significant development is required to address issues raised by the Panel and meet the design excellence standard required by WLEP 2009.</p>

Attachment 5 – Assessment under Apartment Design Guide

Standards/controls	Comment	Compliance
<p>Part 3 Siting the development</p> <p><u>3A Site analysis</u></p> <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> <p><u>3B Orientation</u></p> <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><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 	<p>Site analysis is of a poor standard and does not note the opportunity posed by the adjacent laneway, the flooding constraints to the park, the relationship/proximity to the train station (and associated noise), the land uses surrounding the site, potential future development, etc. Additionally, an existing structure is built over the laneway and attached to the lighthouse church building on the corner of Gladstone Ave and Railway Sq.</p> <p>There has also been no investigation of proposed future uses of the railway carpark which could potentially include multistorey parking, further constraining the site.</p> <p>The building layout is constrained by the overland flow path to the south, which prohibits built structures, resulting in a bulky square tower pushed to the north of the site. While the inclusion of affordable housing is supported, this has resulted in additional FSR, again adding to the bulk of the tower.</p> <p>A more robust site analysis would likely result in an improved outcome by better responding to the laneway to the north to accommodate vehicular access (with a widened accessway). This would allow the COS to be safely connected to the building as well as allow for commercial spaces to face the park directly, creating an active frontage (with private COS further back on the site).</p> <p>Note: Heritage have suggested that stepping down the southern portion of the tower would likely result in a more sympathetic form to the heritage items</p>	<p>No</p> <p>Yes</p>

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<ul style="list-style-type: none"> - A minimum of 4 hours of solar access should be retained to solar collectors on neighbouring buildings 	<p>further along Gladstone Ave. In the short term, the existing properties to the south will receive additional shadowing from the proposed development however this is not unreasonable given the planning controls</p> <p>Due to the location of the COS on the south and the railway corridor to the east, overshadowing to neighbouring developments is generally minimal.</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 appropriate - 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. - 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. 	<p>The café addresses the street with outdoor seating areas under a colonnade. The entries to the commercial and residential lobbies are deeply recessed. The residential area is separated through planting.</p> <p>The entryway to the commercial offices is not readily identifiable from the street which is likely to create wayfinding issues.</p> <p>The new café and office spaces face the laneway, which is an improvement from the current situation, however there is likely other outcomes which could better utilise the required open space for better public and private amenity.</p> <p>The floor levels are required to be elevated to address flooding, and the change in level is dealt with by proposed ramps and stairs which complicate the public/private domain interface. Any required change in level should preferably be dealt with inside the building.</p> <p>Services are not suitably located and are visually prominent, occupying space within the COS area and highly visible from the street (eg elevated substation).</p> <p>Mailboxes are located for the residential apartments in the entrance. There appears to be adequate space within the lobby for mailboxes which is preferable for improved security and convenience.</p> <p>Durable external materials are proposed.</p>	No

Standards/controls	Comment	Compliance
<ul style="list-style-type: none"> - Garbage storage areas, substations, pump rooms and other service requirements should be located in basement car parks. - Durable, graffiti resistant materials should be used - Where development adjoins public parks or open space the design should address this interface. 		
<p><u>3D Communal and public open space</u></p>		
<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>Site area = 2745m² 686m² COS required</p>	No
<p><u>Design Criteria</u></p>	<p>The southern portion of the site is identified as communal open space (COS) which is appropriate given the flood constraints of the site (this is a floodway).</p>	
<p>1. Communal open space has a minimum area of 25% of the site area</p>	<p>The communal open space appears to be lacking in detail. From the landscape plan it appears as if the entire southern portion of the site (not including the substation area) is proposed as COS, in addition to the 6m strip to the western boundary (>1,100m² however the SEE states there is only 733m² to meet the 25% site area requirement).</p>	
<p>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>	<p>The solar access plan also shows a straight line running north-south across the COS which does not appear to correlate with the landscape plan.</p>	
<p><u>Design Guidance</u></p>	<p>The shadow diagrams (dwg DA-20-P8) includes the 6m wide strip to the east of the building, which appears partly open to both the loading/garbage collection and the rail car park adjoining the site which offers limited amenity. Relying on this area as the principal usable part of the COS to achieve the 50% sunlight access is questionable.</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 - Where not possible at ground floor it should be located at podium or roof level. - Where developments are unable to achieve the design criteria, such as on small lots, sites within business zones, or in a dense urban area, they should: <ul style="list-style-type: none"> • provide communal spaces elsewhere such as a landscaped roof top terrace or a common room 	<p>An area achieving deep soil planting is proposed.</p>	

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<ul style="list-style-type: none"> provide larger balconies or increased private open space for apartments demonstrate good proximity to public open space and facilities and/or provide contributions to public open space <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><u>Objective 3D-4</u></p> <p><i>Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood (N/A in most cases)</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>Direct and equitable access to the COS is not achieved, requiring residents to walk out of the lobby onto the street, cross the driveway and through a side access gate which is located unsafely on the driveway in the path of traffic.</p> <p>COS is also highly constrained by the addition of substation (set above ground level due to overland flow) and a number of other services including the exhaust from the basement which is likely to compromise the area's usability without proper design. Additionally the open driveway, basement access, and waste collection areas are likely to further impact on amenity</p> <p>Pedestrian and vehicle conflicts as outlined above and also an open fence is proposed to Gladstone Ave, which is unlikely to keep out unwanted visitors, providing access to the COS and basement.</p> <p>N/A</p> <p>Minimum dimension of 6m required, with minimum area of 191m² (7%)</p> <p>Retention of the existing trees is proposed as part of the development. Although the proposed area of deep soil zones has not specifically been identified, it appears capable of being provided given the southern portion of the site has no basement. However, the following issues are raised:</p>	<p>No</p> <p>N/A</p> <p>Appears capable of complying</p>



Standards/controls	Comment	Compliance																								
<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. <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> <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 	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	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	<ul style="list-style-type: none"> - The 6m strip to the west of the building is constrained by the basement below - Parts of the open COS/landscaped area would appear to be deep soil but there are a number of structures and buildings surrounding these spaces which may impact on the 6m requirement, - <p><u>Up to 12m (L1-2)</u> <i>6m to habitable rooms/balconies</i></p> <ul style="list-style-type: none"> • North - 6.7m proposed - complies • East - 6m proposed – complies • South – 23m - complies <p><u>Up to 25m (L3-6)</u> <i>9m to habitable rooms/balconies</i></p> <ul style="list-style-type: none"> • North - 6.7m proposed - does not comply however 9m is achieved to the centre of the adjacent laneway which is considered reasonable • East - 6m proposed – does not comply • South – 23m - complies <p><u>Over 25m (L7-8)</u> <i>9m to habitable rooms/balconies</i></p> <ul style="list-style-type: none"> • North - 9.7m proposed - does not comply however 12m is achieved to the centre of the adjacent laneway which is considered reasonable 	<p>Yes</p> <p>Only south complies</p> <p>Only south complies</p>
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																									
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																								

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p><i>Objective 3F-2:</i></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><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"> • East - 6m proposed – does not comply • South – 23m - complies <p>With regard to the reduced setbacks to the eastern boundary, the adjoining land to the east is railway land, currently used as a car park. Where suitable acoustic measures are implemented, a lesser setback may be considered, however further detail on the acoustic treatment is required as detailed elsewhere in this report.</p> <p>There are a number of overlooking issues within the development including windows facing one another (notably to the west over a planter box), and a number of balconies which appear to look into one another. This is likely the result of an overly complex and massive floor plate.</p> <p>Units 5 and 6 which have balconies which are likely to overlook each other. Additionally views from the corridor into the kitchens of Units 2 and 3 are likely to cause privacy issues.</p> <p>The entry to the residential lobby is recessed 13m from the boundary accessed by stairs or a switchback ramp. Simplification of this space would likely result in better wayfinding for residents, their guests, and those using the commercial offices.</p>	<p>No</p> <p>Could be improved.</p>

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<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>There is a proposed gate to the laneway however this has limited utility as no direct access onto rail land to the east is available to facilitate pedestrian access to the train station. There is further potential to activate this space through creating a wider “laneway” which is more desirable to residents, rather than leaving it as an empty and narrow space.</p>	
<p><u>3H Vehicle access</u></p> <p><u>Objective 3H-1</u></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>The driveway location inhibits pedestrian access to the COS, and removes the potential for activation of the landscaped area towards the public domain.</p> <p>The laneway offers an opportunity to be used for access (requiring widening for two way access) which could later be shared with any development to the north, reducing driveways cross overs to the public domain and consolidating traffic.</p> <p>Waste collection is proposed at the ground level, sleeved behind the commercial tenancies. Adequate waste storage and manoeuvrability is provided to service the development.</p>	No
<p><u>3J Bicycle and car parking</u></p> <p><u>Objective 3J-1</u></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><i>94 units are proposed and the unit mix is:</i></p> <p><i>8 x studios</i></p> <p><i>30 x 1B units</i></p> <p><i>52 x 2B units</i></p> <p><i>4x 3B units</i></p> <p>The rates under the GTGD are:</p>	Yes (surplus)

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<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 (GTGD), or Council's car parking requirement, <u>whichever is less</u>.</p> <p>The carparking needs for a development must be provided off street.</p> <p><u>Objective 3J-2</u></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 	<p>0.6 spaces per 1B unit = 22.8</p> <p>0.9 spaces per 2B unit = 46.8</p> <p>1.4 spaces per 3B unit = 5.6</p> <p>1 space per 5 for visitors = 18.8</p> <p>So, 58 car spaces are required under the GTGD comprising:</p> <p>76 residential spaces (rounded up from 75.2)</p> <p>19 residential visitor spaces</p> <p>= 95 residential spaces</p> <p>104 residential car spaces are provided comprising 85 residential spaces and 19 visitor spaces (as stated in the Traffic report). This represents a surplus of 9 spaces.</p> <p><i>Note: The traffic report has adopted the car parking rates under Chapter E3 of WDCP, whereas the lesser rate under the GTGD applies.</i></p> <p><u>Notes:</u></p> <ul style="list-style-type: none"> ➤ the car parking rates for the city centre under the DCP are: <p>0.75 car parking space per dwelling <70sqm, 1 space per dwelling (70-110sqm) and 1.25 spaces per dwelling >110sqm(110m²) , plus 0.2 car parking spaces per dwelling for visitors.</p> <p>38 x 0.75 = 28.5</p> <p>56 x 1 = 56</p> <p>= 85 resident spaces + 18.8 (visitor) = 104 spaces</p> <ul style="list-style-type: none"> ➤ Car parking for the commercial and childcare facility are outlined in attachment 6 (Wollongong DCP 2009 rates apply) <p>Motorcycle and bicycle parking is provided, noting secure bicycle parking is required.</p>	<p>Yes</p>

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<ul style="list-style-type: none"> - Secure undercover bicycle parking 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>The basement design does not appear to be secure – while a roller shutter is proposed, it appears as if the sides of the driveway are open with only a low fence, which could be easily accessed by non-residents</p>	Unclear
<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>The driveway dominates the interface with the COS and does not provide a screened or positive relationship.</p> <p>Basement air ducts within/adjacent to COS</p>	No
<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 - Design guidelines provided where it's unavoidable 	<p>N/A for on-grade parking however it is noted that the waste collected area is adjacent to COS area with minimum visual/physical separation which does not minimise visual/environmental impacts. Waste collection more suitable from the basement.</p>	No

Standards/controls	Comment	Compliance
<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 ground level. <p>Part 4 – Designing the building - Amenity</p> <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>N/A</p> <p>The documentation suggests 78 out of 94 units achieve the 2 hours to both living areas and private open space = 83%</p> <p>However the submitted sun eye diagrams show many units on the eastern elevation would not receive sunlight access by 11am and many west facing units on the lower levels not receiving any solar access by 3pm on June 21 (refer Dwg DA-25-P8 in Attachment 2):</p>  <p>3 11am - 21 JUNE NTS</p>  <p>3 3pm - 21 JUNE NTS</p>	<p>N/A</p> <p>No</p>

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p>The south facing studio unit on level 8 is shown as receiving solar access however it is unclear how this is achieved.</p> <p>This significantly reduces the number of units that receive the required 2 hours. Solar access is not achieved, providing 56 units (at best), which equates to 59% of units. There is also a question over the west facing units at 1pm as living areas and private open space do not appear to receive sunlight access. This would further reduce the number of units that meet the 2 hour requirement.</p> <p>It is also noted this number will be significantly decreased following any development at 1 Railway Station Square. Not all units likely to be affected have been identified (eg Unit #06).</p> <p>More accurate modelling of the likely future building envelope on the site to the north would inform a more accurate representation of the impacts on the proposed development.</p> <p><u>Objective 4A-2</u> Daylight access is maximised where sunlight is limited</p> <p><u>Objective 4A-3</u> Design incorporates shading and glare control, particularly for warmer months</p> <p><u>Design Guidance</u> 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><u>4B natural ventilation</u></p> <p><u>Objective 4B-1</u> All habitable rooms are naturally ventilated.</p>	<p>The large number of units on each floor and the excessive building depth compromises compliance with solar and daylight access.</p> <p>No shading or glare control proposed, particularly to the western façade.</p> <p>Several storage rooms have been proposed to meet storage requirements, however if not properly fitted out are</p>	<p>No</p>

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<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>4C Ceiling heights</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> <ol style="list-style-type: none"> 1. Minimum 2.7m for habitable rooms and 2.4m for non-habitable rooms 2. If located in mixed use areas 3.3m for ground and first floor to provide future flexibility of use <p><u>Objective 4C-2</u></p>	<p>likely to be used as study or office spaces. These rooms are located deep within the building, without window or ventilation.</p> <p>Single aspect apartments achieve adequate ventilation</p> <p>Numerous single aspect apartments are identified as cross ventilated which is incorrect. Additionally, windows facing one another (such as Units 2 and 3) do not meet privacy requirements, and have been demonstrated in modelling to not achieve cross ventilation in any case.</p> <p>Only corner apartments achieve cross ventilation requirements – resulting in 32 units being cross ventilated or 34%</p> <p>2.7m habitable ceiling heights appears achievable.</p> <p>Ground and first level proposes 3.2m ceiling height with food and drink premises achieving a 3.3m floor to ceiling height.</p> <p>Generally, apartments ceiling heights are acceptable, but the complex nature of apartment layouts is likely to impede the</p>	<p>Yes</p>

Standards/controls	Comment	Compliance
<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> <ul style="list-style-type: none"> - 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>sense of space</p> <p>Generally acceptable with additional height at level 1.</p>	
<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> <ol style="list-style-type: none"> 1. Minimum internal areas: Studio – 35m² 1 bed – 50m² 2 bed – 70m² 3 bed – 90m² The minimum internal areas include only 1 bathroom. Additional bathrooms increase the minimum internal areas by 5m² each. 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>While apartments all meet the minimum requirements in terms of minimum apartment size, apartment layout generally are of a very poor standard with bathrooms opening onto living spaces, requiring residents to walk through living spaces to move between bedrooms and bathrooms, doors opening directly into kitchens, study rooms deep in apartments with little to no natural light or ventilation</p> <p>Apartment depths exceed the requirements in numerous areas including:</p> <ul style="list-style-type: none"> • Levels 1-7: Units 2 and 3 (when the non-compliant kitchen window is removed); • Levels 1-7: Units 7 and 9; • Level 8: Units 2 and 3 (when the non-compliant kitchen window is removed); <p>Level 8: Units 7 and 8</p>	No
<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 		

[illegible]

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<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>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>wide, resulting in less desirable amenity, as well as reducing solar access opportunities.</p> <p>Generally, the balconies either create corner forms or are located behind the white “grid” elements, and are generally acceptable in terms of their contribution to the overall form and aesthetic.</p> <p>POS is generally safe due to its location above ground level and lack of interface with other areas.</p>	Yes
<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><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 	<p>There are 12 units of each floor of levels 1-7, and 10 on level 8, well above the suggested 8 per level.</p> <p>94 units share 2 lifts. While the building is only 9 storeys, this is still a poor outcome for residents.</p>	No

Standards/controls	Comment	Compliance										
<p>circulation spaces should be controlled.</p> <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> <p>- Incidental spaces can be used to provide seating opportunities for residents, and promotes opportunities for social interaction.</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>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>Objective 4H-2</u></p>	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>The internal hallway off the lift core is convoluted with no direct line of site to lift from the majority of doorways. The number of corners will prevent light getting to the hall east of the lifts, and provide multiple spaces for potential collision between residents.</p> <p>Storage is provided at basement car parking levels & within floor layouts. Further information is needed to clarify storage for some units (eg #04 on L1-7 is listed as having 8m3 of internal storage however this is not evident on the plans).</p> <p>Note: The storage areas of some apartments are underdeveloped and without the necessary fit-out, may be used as study or office spaces.</p> <p>Storage cages collocated with parking are supported and convenient for residents to access.</p> <p>No detail has been submitted regarding the acoustic treatments from the railway beyond a note it “can be achieved” during CC. Details regarding glazing requirements, winter gardens, etc should be detailed in architectural drawings.</p>	<p>Unclear</p> <p>Unclear</p>
Dwelling type	Storage size volume											
Studio apartments	4m ³											
1 bedroom apartments	6m ³											
2 bedroom apartments	8m ³											
3+ bedroom apartments	10m ³											

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p><i>Noise impacts are mitigated within apartments through layout and acoustic treatments</i></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> <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>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>Objective 4K-2</u></p> <p><i>The apartment mix is distributed to suitable locations within the building</i></p> <p><u>4L Ground floor apartments</u></p>	<p>Generally noisy areas are located next to/above each other and quieter areas next to/above each other.</p> <p>Generally the need to gain solar access and the box– like square form of the building has meant that approximately one third of all apartments face towards the railway corridor. The railway setback has helped to mitigate this need, but other treatments will likely be required.</p> <p>The site adjoins the rail corridor.</p> <p>See previous comments</p> <p>An acoustic report has been submitted however further detail is required.</p> <p>The inclusion of affordable housing and the mix including smaller bedrooms typologies is supported in this location with its proximity to public transport, employment and educational opportunities.</p> <p>Generally acceptable with a balance throughout the building and 3 bedroom units located on the top level facing north.</p> <p>N/A – no ground floor apartments proposed.</p>	<p></p> <p>Unclear</p> <p>Yes</p> <p>N/A</p>

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<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 proposed façade retains the historical façade to the railway line, and incorporates similar elements which reference the sites industrial heritage to the base of the building.</p> <p>The residential building entry is clearly defined, however is deeply recessed. The commercial entry is not very prominent and should be more visible from the street.</p>	Yes
<p><u>4N Roof design</u></p> <p><u>Objective 4N-1</u></p> <p><i>Roof treatments are integrated into the building design and positively respond to the street</i></p> <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>Objective 4N-3</u></p>	<p>The roof plan provides no detail of roof treatments, water collection, materiality, or access.</p> <p>Further information is required, and opportunities for sustainable features should be explored (eg water collection and/or solar panels).</p>	No

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p><i>Roof design incorporates sustainability features</i></p> <p><u>4O 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: <ul style="list-style-type: none"> • changes of levels • views • 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>Objective 4P-2</u></p> <p><i>Plant growth is optimised with appropriate selection and maintenance</i></p> <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>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>The existing trees are proposed to be retained. Further information is required as to the current tree health.</p> <p>The landscaping will require further resolution to address both the flooding constraints and to provide adequate amenity to the residents.</p> <p>The landscape design is significantly compromised by the prevalence of plant and services and the interaction of the landscaped areas with the waste and loading activities.</p> <p>Minimal planting on structures proposed. Query tree growth above basement to the east of the building, however no specific concerns to the landscaping plan were raised (aside for updated arborist report)</p> <p>a high number of accessible and adaptable apartments due to NDIS and</p>	<p>No</p> <p>Yes</p> <p>Yes</p>

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p><u>Design guidance</u></p> <ul style="list-style-type: none"> - 20% of apartments incorporate the Livable Housing guidelines silver level universal design features <p><u>Objective 4Q-2</u></p> <p><i>A variety of apartments with adaptable designs are provided</i></p> <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>affordable housing units are proposed which is supported.</p> <p>Accessible and liveable silver standard units are all 2 bedroom, while adaptable units are 1 bedroom, providing some variety in the offering</p> <p>Wollongong DCP requires 10% of units to be adaptable (10) which the development (units 102-502 and 103-503) in addition to 10 NDIS units (104-504 and 106-506).</p> <p>A range of apartment layouts are provided throughout the building</p>	
<u>4R Adaptive reuse</u>	N/A	N/A
<u>4S Mixed use</u>		
<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. 	<p>The proposal comprises commercial and retail floor space at ground level which provides an active frontage to Gladstone Avenue. The site is located within the B4 mixed use zone and is in good proximity to public transport and services.</p> <p>Further opportunities to utilise the laneway would improve the activation of the laneway</p> <p>Acceptable in terms of relationship between residential and non-residential uses, however amenity and safety issues have been identified elsewhere in this report.</p>	<p>Yes</p>

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<ul style="list-style-type: none"> - Landscaped communal open space should be provided at podium or roof levels <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> <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><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>A colonnade is proposed in place of an awning. Given the setback of the building to the north is approximately 3m and this building would be desirable to be retained as part of any future redevelopment, the colonnade is considered a reasonable design response to the future built form while still offering some pedestrian amenity/weather protection. It is noted that the DRP were generally supportive of this approach.</p> <p>No signage envelopes have been provided.</p> <p>The development does not appear to incorporate any passive solar design elements and does not even meet minimum ADG requirements for solar access and ventilation as outlined above.</p>	<p>Yes</p> <p>No</p>

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<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 waters</i></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>No detail provided.</p> <p>Further information on WSUD is required.</p> <p>Further information on stormwater and flooding is required.</p>	No
<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><u>Design guidance</u></p> <ul style="list-style-type: none"> - Communal waste and recycling rooms are in convenient and accessible locations related to each vertical core - For mixed use developments, residential waste and recycling storage areas and access should be separate and secure from other uses 	<p>Waste storage areas for the commercial and residential components are located on ground level and are separate. A bulky goods storage area is provided.</p> <p>A garbage waste chute and 2 recycling bins are provided at each level with a carousel in the basement.</p> <p>It is unclear if FOGO (food organics garden organics) can be accommodated into the development.</p>	Yes, subject to conditions

<i>Standards/controls</i>	<i>Comment</i>	<i>Compliance</i>
<ul style="list-style-type: none"> - Alternative waste disposal, such as composting, can be incorporated into the design of communal open space areas <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>Objective 4X-2</u></p> <p><i>Systems and access enable ease of maintenance</i></p> <p><u>Objective 4X-3</u></p> <p><i>Material selection reduces ongoing maintenance costs easily cleaned surfaces that are graffiti resistant</i></p>	<p>Satisfactory</p>	<p>Yes</p>

Attachment 6 - Wollongong Development Control Plan 2009 assessment

CHAPTER A2 – ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Development controls to improve the sustainability of development throughout Wollongong are integrated into the relevant chapters of this DCP.

Design changes are required to be consistent with the principles of Ecologically Sustainable Development, including meeting the minimum requirements for solar access and cross ventilation and incorporating water and energy efficiency measures into the development (eg water capture and solar panels).

CHAPTER B4 – DEVELOPMENT IN BUSINESS ZONES

The development is located in a business zone 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 zoned B4 and provides for business and retail uses. The proposal is consistent with the objectives of this part to reinforce Wollongong City Centre as the regional centre.

4 Economic impact assessment – retail hierarchy

Not applicable.

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

5.1 Wollongong City Centre

1. The specific planning requirements for development upon any land within the Wollongong City Centre are contained in Part D (Locality Based/ Precinct Plan) of this DCP.

9 General design requirements for retail and business premises developments

Refer Chapter D13

13 Works in the public domain

Refer Chapter D13

CHAPTER D13 – WOLLONGONG CITY CENTRE

2 Building form

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>2.2 Building to street alignment and street setbacks</u> 0m build to street alignment as identified in Figure 2.2 Balconies can project into 600mm into front building setbacks up to 50% of the horizontal width of the building <i>Note: No setback for upper levels are required under this part.</i>	A zero/0m street setback is provided, with a colonnade which provides a positive design relationship with the building to the north which is setback approximately 3m.	Yes

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>2.3 Street frontage heights in commercial core</u>	N/A – only required in the commercial core	N/A
<u>2.4 Building depth and bulk</u> 900sqm floor plate and 18m building depth	Max. floorplate is 907sqm – minor variation Building depth is 34m – does not comply. Refer discussion on variation in body of report.	No – variation sought

2.5 Side and rear building setbacks and building separation

Commercial

up to 24m – 3m side setback and 9m rear setback

Side

1m setback to northern side boundary however adjoins laneway

23m setback to southern boundary -complies

Rear

6m to rear boundary (rail land) – does not comply.

Variation sought

Residential

Up to 12m

Habitable & balconies – 6m

Non-habitable 3m side/4.5m rear

12m-24m

Habitable & balconies – 9m

Non-habitable - 4.5m

Above 24m

Habitable & balconies – 12m

Non-habitable 6m rear

Northern boundary (laneway)

Habitable - 6.7m setback up to Level 7 (9m to centre of laneway) and 9.7m on Level 8 (12m to centre of laneway).

The setbacks comply up to L3 as measured to the boundary. If taken to the centre of the laneway, the setbacks comply at all levels. This is considered a reasonable approach given the laneway provides additional separation from a future building to the north.

(NB setbacks shown to centre of laneway on plans. Laneway is 4.57m wide therefore 2.3m taken off the setbacks shown to get boundary setbacks)

Southern boundary

23m setback – complies

Eastern /rear boundary (rail land)

A 6m rear setback is proposed from ground to Level 8 (habitable rooms and balconies). This complies up to Level 3 only. Subject to adequate acoustic amenity being achieved, a variation may be considered.

However, an increased setback to this boundary is likely to improve residential amenity and may be an outcome of reducing the overall building depth which significantly exceeds the maximum depth.

<p><u>2.6 Mixed used buildings</u></p> <p><i>Objectives:</i></p> <p><i>a) To encourage a variety of mixed-use developments in the city centre.</i></p> <p><i>b) To create lively streets and public spaces in the city centre</i></p> <p><i>c) To increase the diversity and range of shopping and recreational activities for workers, residents and visitors.</i></p> <p><i>d) To enhance public safety by increasing activity in the public domain on week nights and on weekends.</i></p> <p><i>e) To minimise potential conflicts and achieve compatibility between different uses.</i></p> <p><i>f) To minimise conflicts between permitted land use and heritage buildings.</i></p> <p><i>g) To ensure that the design of mixed-use buildings addresses residential amenity.</i></p> <p><i>h) To create separate, legible and safe access and circulation in mixed use buildings.</i></p> <p><i>i) To ensure that mixed use buildings address the public domain and the street.</i></p> <p>a) Provide flexible building layouts which allow variable tenancies or uses on the first two floors of a building above the ground floor.</p> <p>b) Minimum floor to ceiling heights are 3.3 metres for commercial office and 3.6 metres for active public uses, such as retail and restaurants in the B3 Commercial Core zone. In the B4 Mixed Use zone, the ground floor and first levels of a building shall incorporate a minimum 3 metre floor to ceiling height clearance, to maximise the flexibility in the future use of the building.</p> <p>c) Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook.</p> <p>d) Locate clearly demarcated residential entries directly from the public street.</p> <p>e) Clearly separate and distinguish commercial and residential entries and vertical circulation.</p> <p>f) Provide security access controls to all entrances into private areas, including car parks and internal courtyards.</p>	<p>Minimum 3m floor to ceiling height is achieved for ground and first floors.</p> <p>Servicing and waste are separated, however loading area adjoins communal open space.</p> <p>Separate residential entry, however quite recessed.</p> <p>Commercial entry separate however not very prominent.</p> <p>Further information is required regarding how secure access to car</p>	<p>No</p>
--	--	-----------

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p>g) Provide safe pedestrian routes through the site, where required.</p> <p>h) Front buildings onto major streets with active uses.</p> <p>i) Avoid the use of blank building walls at the ground level.</p> <p>j) For mixed use buildings that include food and drink premises uses, the location of kitchen ventilation systems shall be indicated on plans and situated to avoid amenity impacts to residents</p> <p><u>2.7 Deep soil zone</u></p> <p>15% of site area as DSZ</p> <p>Where non-residential uses result in full site coverage the deep soil component must be provided on structure</p> <p><u>2.8 Landscape design</u></p> <p><u>2.9 Green roofs, green walls and planting on structures</u></p> <p><u>2.10 Sun access planes</u></p> <p><u>2.11 Development on classified roads</u></p>	<p>parking areas to separate commercial/residential use</p> <p>Pedestrian routes conflict with vehicle movements, requiring residents to cross the driveway to access the COS</p> <p>Active use provided in the form of a café, however quite recessed</p> <p>No blank walls</p> <p>Location of ventilation for café has not been shown, applicant deferring this to CC stage. This should be identified as part of the DA.</p> <p>Deep soil zone provided which exceeds the 15%</p> <p>Landscape plan satisfactory however the current health of the trees requires clarification by an updated Arborist report</p> <p>None proposed</p> <p>N/A</p> <p>N/A</p>	<p></p> <p>Yes</p> <p>Yes</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>

3 Pedestrian amenity

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.2 Permeability</u>	N/A	N/A

<u>3.3 Active street frontages</u>	Active street frontage provided on Gladstone Avenue	Yes
<u>3.4 Safety and security</u>	<p>Passive surveillance is available however the deeply recessed lobbies and entrances may compromise safety.</p> <p>The commercial lobby is not prominent.</p> <p>Refer to further consideration under Chapter E2 below.</p>	No
<u>3.5 Awnings</u> a) Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 3.6. b) Awning design must match building facades and be complementary to those of adjoining buildings. c) Wrap awnings around corners for a minimum six metres from where a building is sited on a street corner. d) Awnings dimensions should generally be: i) Minimum soffit height of 3.3 metres, ii) Low profile, with slim vertical facias or eaves (generally not to exceed 300mm height), iii) Setback a minimum of 1.2 metres from the kerb, and iv) Generally minimum 2.4 metres deep. e) To control sun access/protection, canvas blinds along the street edge may be permitted, subject to design merit and assessment. f) Signage on blinds is not permitted. g) Provide under awning lighting to facilitate night use and to improve public safety. g) Provide under awning lighting to facilitate night use and to improve public safety.	<p>A colonnade is provided with a narrow 'zig-zag' awning as shown on the site plan and northern elevation plan in Attachment 2.</p> <p>The colonnade is considered an appropriate design response given the (approx. 3m) setback of the building to the north which is likely to be retained if redeveloped.</p> <p>The functionality of the awning is queried as it is narrow, but further decreases natural light to the colonnade. As the awning has a 'zig-zag' design, it is also unclear how the collection and pooling of water will be addressed. Colonnade will provide adequate pedestrian amenity however the mechanism for allowing general pedestrian access into the colonnade (aside from those accessing the site) requires further detail.</p> <p>This is discussed further in the report</p>	No
<u>3.6 Vehicular footpath crossings</u>	A single driveway access is proposed from Gladstone Avenue	Yes

3.7 Pedestrian overpasses, underpasses and encroachments

N/A

N/A

3.8 Building exteriors

The building exterior is considered appropriate in terms of materiality, subject to further consideration in terms of it's relationship to nearby heritage items as discussed in body of the report.

Yes

3.9 Advertising and signage

Signage envelopes have been indicated on the eastern (Belmore St) elevation given the end uses are not known. The location of the envelopes responds to the architectural form of the building.

Yes

3.10 Views and view corridors

Objectives

a) To maintain and enhance views from the city centre to the foreshore, escarpment and significant objects (such as the lighthouse) wherever possible.

b) To enhance views along city streets.

c) To protect silhouettes of the tops of major buildings or structures as seen against the sky or backdrop of the escarpment or foreshore

The site is just within the area identified in Figure 3.12 as 'distant panoramic views'.

Yes

The proposed development does not exceed the maximum 32m building height permitted for the site.

It is considered that no unreasonable view impacts will arise from the development on the escarpment from Flagstaff Hill as nominated in Figure 3.12.



4 Access, parking and servicing

Objectives/controls	Comment	Compliance
<p><u>4.2 Pedestrian access and mobility</u></p> <p><i>Objectives</i></p> <p><i>a) To provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.</i></p> <p><i>b) To ensure buildings and places are accessible to people with a disability. 4.2.2</i></p>	<p>Accessible entry is provided to the residential lobby and commercial tenancy by a switchback ramp. This dominates the streetscape and other design options should be investigated to improve the public domain.</p> <p>The café is likely to require an increased floor level to address flooding and accessible entry will therefore need to be addressed for this tenancy.</p>	No
<p><u>4.3 Vehicular driveways and manoeuvring areas</u></p> <p><i>Objectives</i></p> <p><i>a) To minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety and the quality of the public domain by:</i></p> <p><i>i) Designing vehicle access to required safety and traffic management standards;</i></p> <p><i>ii) Integrating vehicle access with site planning, streetscape requirements, traffic patterns; and</i></p> <p><i>iii) Minimising potential conflict with pedestrians.</i></p> <p><i>a) Driveways should be:</i></p> <p><i>i) Provided from lanes and secondary streets rather than the primary street, wherever practical.</i></p> <p><i>ii) Located taking into account any services within the road reserve, such as power poles, drainage pits and existing street trees.</i></p> <p><i>iii) Located a minimum of 6 metres from the perpendicular of any intersection of any two roads.</i></p> <p><i>iv) If adjacent to a residential development setback a minimum of 1.5m from the relevant side property boundary.</i></p> <p><i>b) Vehicle access is to be designed to:</i></p>	<p>Vehicle access from Gladstone Avenue is proposed. The design of the driveway entry feature dominates the streetscape and does not minimise potential conflict with pedestrians, requiring residents to cross the driveway to access their communal open space.</p> <p>Manoeuvring of service vehicles relies on an area of 'grasscrete' which is adjacent to/within the COS, separated by bollards. Improved separation is required for safety and amenity purposes.</p> <p>Investigating options to utilise the adjacent laneway for vehicle access is likely to better respond to the objectives.</p>	No

<p>i) Minimise the impact on the street, site layout and the building façade design; and</p> <p>ii) If located off a primary street frontage, integrated into the building design.</p> <p>c) All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.</p> <p>d) Design of driveway crossings must be in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a s138 Roads Act approval.</p> <p>e) Driveway widths must comply with the relevant Australian Standards.</p> <p>f) Car space dimensions must comply with the relevant Australian Standards.</p> <p>g) Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard, (AS 2990.1).</p> <p>h) Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade of 1 in 5 (20%). Ramp widths and design must be in accordance with AS 2890.1.</p> <p>i) Access ways to underground parking should not be located adjacent to doors or windows of the habitable rooms of any residential development.</p> <p>j) For residential development in the General Residential zone, use semi-pervious materials for all uncovered parts of driveways/spaces to provide for some stormwater infiltration.</p>		
<p><u>4.4 On-site parking</u></p> <p>c) Car parking and associated internal manoeuvring areas which are surplus to Council's specified parking requirements will count towards the gross floor area, but not for the purpose of determining the necessary parking.</p>	<p>Surplus parking is provided as detailed under Chapter E3. Any surplus parking and access is included as gross floor area.</p> <p>Given the proximity of the site to the railway station, a reduction in parking to meet the minimum requirements is considered appropriate.</p>	<p>Exceeds the minimum parking requirements</p>
<p><u>4.5 Site facilities and services</u></p> <p><i>Objectives</i></p>	<p>Elevated substation (due to flooding), multiple plant within the</p>	<p>No</p>

<p><i>a) To ensure that site facilities (such as clothes drying areas, mail boxes, recycling and garbage disposal units/areas, screens, lighting, storage areas, air conditioning units and communication structures are effectively integrated into the development and are unobtrusive.</i></p> <p><i>b) To ensure that site services and facilities are adequate for the nature and quantum of development.</i></p> <p><i>c) To establish appropriate access and location requirements for servicing.</i></p> <p><i>d) To ensure service requirements do not have adverse amenity impacts.</i></p>	<p>communal open space areas and visible from the public domain.</p> <p>Servicing (loading/waste collection) is adjoins the communal open space area and compromises amenity for residents.</p>	
5 Environmental management		
<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>5.2 Energy efficiency and conservation</u>		
<i>Objectives</i>		
<p><i>a) To reduce the necessity for mechanical heating and cooling.</i></p> <p><i>b) To minimise greenhouse gas emissions.</i></p> <p><i>c) To use natural climatic advantages of the coastal location such as cooling summer breezes, and exposure to unobstructed winter sun.</i></p>	<p>BASIX certificate provided however the building depth compromises achieving minimum sunlight access and natural ventilation which would require mechanical heating and cooling which is contrary to the objectives of this part</p>	No
<u>5.3 Water conservation</u>		
<i>Objectives</i>		
<p><i>a) To reduce per-capita mains consumption of potable water.</i></p> <p><i>b) To harvest rainwater and urban stormwater runoff for use.</i></p> <p><i>c) To reduce wastewater discharge.</i></p> <p><i>d) To capture, treat and reuse wastewater where appropriate.</i></p> <p><i>e) To safeguard the environment by improving the quality of water run-off.</i></p> <p><i>f) To ensure infrastructure design is complementary to current and future water use.</i></p>	<p>BASIX certificate provided however no details of water capture or re-use for the development.</p> <p>A WSUD report is required to address water quality.</p>	No

<u>5.4 Reflectivity</u>	Conditions could be imposed requiring reflectivity not to exceed 20% , no excessive glazing proposed.	Yes
<u>5.5 Wind mitigation</u>	No wind effects report is required (<35m building height)	N/A
<u>5.6 Waste and recycling</u>	<p>A site management plan has been submitted for construction works.</p> <p>A SWMMP has been submitted for the demolition works and for the ongoing use of the development.</p> <p>Commercial and retail waste storage for general and recyclable waste is provided in a dedicated storage room on the ground floor.</p> <p>Suitable waste storage and disposal is proposed, with garbage chutes for provided for residents, and recycling bins on each.</p> <p>Green waste is identified as being removed and disposed of by contractors. Adequate space should be provided for green waste bins to utilise the FOGO system. This would require further detail with regard to how the waste is transported to the basement waste storage area and would also require an increase in the waste storage rooms.</p>	Yes, however recommend FOGO be incorporate into the SWMMP.

6 Residential development standards

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>6.1 SEPP 65</u>	Refer SEPP 65/ADG assessment	
<u>6.2 Housing choice and mix</u>	The development provides 40% x 1 bed/studios & 4% x 3 bed units Over 10% adaptable units are proposed	No - variation sought
<u>6.6 Basement Carparks</u>	Satisfactory	Yes
<u>6.7 Communal open space</u>	Refer ADG	
<u>6.8 Private open space</u>	Refer ADG	
<u>6.9 Overshadowing</u> <i>Objective</i> <i>Minimise the extent of loss of sunlight to living areas and private open space areas of adjacent dwellings.</i>	The building is located in the northern portion of the site, 23m from the southern boundary (due to flooding constraints). This will minimise overshadowing to existing/future built forms to the south as much as practicable given the current planning controls	Yes
<u>6.10 Solar access</u>	Refer ADG	
<u>6.11 Natural ventilation</u>	Refer ADG	
<u>6.12 Visual privacy</u>	Refer ADG	
<u>6.13 Acoustic Privacy</u>	Refer ADG	
<u>6.14 Storage</u>	Refer ADG	

7 Planning controls for special areas

The site is not located within a special area.

8 Works in the public domain

Street tree planting and footpath upgrades will be required in accordance with Council's requirements.

CHAPTER E1: ACCESS FOR PEOPLE WITH A DISABILITY

An Access Report has been provided indicating the development can achieve the requirements for equitable and dignified access to the building, adaptable units, liveable units in relation to the relevant standards, national Construction Code and ADG requirements.

CHAPTER E2: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Design changes are required to better address the Principles of Crime Prevention Through Environmental Design, including:

- Remove deeply recessed entries and improve wayfinding
- Provide improved security for communal open space areas
- Demonstrate secure access to residential car park area is provided.

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

Council's Traffic Engineer has considered the proposal having regard to the provisions of this chapter and has identified issues with swept paths, the proposed 'grasscrete' service vehicle maneuvering area and the requirement for secure bicycle parking. It has also been noted that a surplus of residential and commercial parking has been provided, which is undesirable given the site's proximity to public transport.

6 Traffic impact assessment and public transport studies

6.1 Car Parking and Traffic Impact Assessment Study

A traffic impact assessment was submitted with the development (prepared by Varga Traffic Planning Pty Ltd Ref 20548 dated 21 December 2020).

6.2 Preliminary Construction Traffic Management Plan

Conditions of consent could be imposed to manage traffic management during construction.

7 Parking demand and servicing requirements

The Traffic Report submitted with the application identifies the following parking has been provided:

VARGA TRAFFIC PLANNING PTY LTD		
	Required	Proposed
Residential (94 apartments):	84.5 spaces	85 spaces
Visitors:	18.8 spaces	19 spaces
Commercial office (234m ²):	3.9 spaces	6 spaces
Café (235m ²):	21.0 spaces	21 spaces
TOTAL:	128.2 spaces	131 spaces

As noted above, the proposed development makes provision for a total of 131 off-street car parking spaces, comprising 85 residential spaces, 19 visitor spaces and 27 commercial/café spaces, thereby satisfying Council's requirements.

Council's Traffic engineer has considered the report and identified that a total of 12 commercial/retail car spaces are required, resulting in a surplus of 15 spaces.

Nine(9) surplus residential spaces have been provided as it appears that the car parking rates under Chapter E3 were used rather than the lesser rates under the Guide to Traffic Generating Developments (which is the lesser). It is noted that Objective 3J-1 of the ADG requires that development on land zoned B4 Mixed Use utilise the parking rate contained in the Guide to Traffic Generating Developments.

The parking rates for the affordable rental units as outlined in the ARHSEPP have not been discussed in the submitted Traffic report. .

Under the ARHSEPP, in the case of a development application not made by a social housing provider parking is to be provided as follows:

Affordable rental units	Parking rate	Required	Proposed
27 units proposed, comprising 3 studio units,	1 bedroom - 0.5 spaces 2 bedroom - 1.0 space	13 x 0.5 = 6.5 14 x 1 = 14	85 spaces are proposed which satisfies/exceeds the minimum requirements

10 x 1B units and 14 x 2B units	3 + bedrooms - 1.5 spaces	Total = 21 (rounded up from 20.5)	
---------------------------------	---------------------------	-----------------------------------	--

Further clarification is required on how the residential parking rates have been calculated and what result this has on the number of surplus car spaces.

The Traffic report states that 85 car spaces are required for residents however the ARHSEPP compliance table identifies that 77 car spaces are required (+19 visitor spaces)

Provision of parking for motorcycles and bicycles has been provided for each land use in accordance with the requirements of this chapter, however the bicycle parking needs to be secure.

8 Vehicular access

No specific concerns have been raised regarding the vehicular access from Council's Traffic engineer. However, from a site layout, pedestrian safety and design perspective, the location of the driveway divides the building and the pedestrian access from the communal open space which is considered to be a poor outcome.

9 Loading / unloading facilities and service vehicle manoeuvring

Although the loading and servicing is located at the rear of the building it compromises the amenity of the communal open space and relies on 'grasscrete' for manoeuvring which is not supported. A revised design must address this, which may involve investigating vehicle access from the adjacent laneway which would require removal of the overhanging structure and the access being widened within the subject site to accommodate two way traffic.

Waste servicing will occur on-site (refer further comments regarding waste servicing under Chapter E7)

10 Pedestrian access

Pedestrian access within the site is compromised by the potential conflicts with vehicles entering and leaving the driveway when moving between the building and communal open space.

11 Safety & security (Crime Prevention through Environmental Design) measures for car parking areas

Further information is required outlining the secure access to the basement parking areas for residents.

CHAPTER E6: LANDSCAPING

The revised proposal incorporates communal landscape areas, including areas for deep soil planting which have been found satisfactory by Council's landscape officer.

CHAPTER E7: WASTE MANAGEMENT

A Site Waste Minimisation and Management Plan (SWMMP) has been provided in accordance with this chapter.

The proposal involves demolition of all existing structures and a estimated volumes of demolition waste is included in the SWMMP.

The waste arrangements have been outlined in an operational waste management plan prepared by waste consultants Waste Audit and Consultancy Services. Garbage chutes are proposed for general waste and recycling bins are located at each level. Storage for bulky waste has been provided.

Green waste is proposed to be collected by a private contractor, however as the development can be serviced by Council waste vehicles, the provision of green waste bins for residents should be accommodated given that Council is currently introducing 'FOGO' (Food organics Garden organics) which allows households to use the green lidded bins to dispose of household organic waste.

The proposal provides separate commercial and residential waste storage rooms and on-site servicing arrangements.

CHAPTER E11 HERITAGE CONSERVATION

The application has been reviewed by Council's heritage officer who has made recommendations for some changes to the design to better respond to the TAFE building (local heritage item) to the south-west of the site. This is detailed in the body of the report.

CHAPTER E12 GEOTECHNICAL ASSESSMENT

The application has been reviewed by Council's Geotechnical Engineer in relation to site stability and the suitability of the site for the development, and was found to be satisfactory subject to conditions.

CHAPTER E13 FLOODPLAIN MANAGEMENT

The site is identified as being flood affected. A flood study has been provided by Rienco Consulting (Ref: 20037 Report 001 Rev 0). Council's stormwater engineer has reviewed the proposal with respect to the provisions of this chapter and has requested further information relating to inclusion of the 20% AEP flood event, and flood modelling relating to structures/obstructions that are proposed within the floodway.

With regard to the realignment of the piped watercourse, the proposed 90 degree bends in the pipe (as shown on the concept stormwater plan in Attachment 2) are of concern as this design may increase the risks of blockage, impact on hydraulic function and potentially increase the flood risk.

CHAPTER E14 STORMWATER MANAGEMENT

Council's stormwater engineer has assessed the proposal with respect to the provisions of this chapter and has requested revised plans and additional information. The proposal involves the realignment of an existing piped watercourse (refer Stormwater concept plan within Attachment 2). Further information is required, including survey details to verify the size, location, depth and alignment of the existing piped watercourse and extent of any existing building encroachment.

It is noted that information outlining the requirements relating to the piped watercourse has previously been given to the applicant as part of pre-lodgement advice (for a different design however the stormwater realignment advice remains applicable):

- *Section 9.4.3 of Chapter E14 requires that generally, no structure of a permanent nature be allowed on a common stormwater line (incl. piped watercourses). However, it appears that the piped watercourse may be encroached upon by an existing building. In this regard, Council may consider a proposal for development over that part of the piped watercourse that is already encroached upon, subject to the applicant addressing the following:*
 - *Provide survey verifying the size, location, depth, and alignment of the existing piped watercourse and extent of any existing building encroachment;*
 - *Provide measures to ensure the piped watercourse has a design service life commensurate with the design life of the proposed encroachment; and*
 - *Design to incorporate measures to ensure access to the pipeline for maintenance purposes.*

CHAPTER E15 WATER SENSITIVE URBAN DESIGN

A WSUD report is required but has not been provided.

CHAPTER E17 PRESERVATION AND MANAGEMENT OF TREES AND VEGETATION

The proposal involves retention of all trees within the site. Further information is required in the form of an updated Arborist Report to identify the current health of the trees and their suitability for retention.

CHAPTER E19 EARTHWORKS (LAND RESHAPING WORKS)

The earthworks are satisfactory with regard to this chapter subject to the imposition of suitable conditions.

CHAPTER E20 CONTAMINATED LAND MANAGEMENT

The proposal has been supported by a Preliminary Site Investigation report and a Detailed Site Investigation, prepared by EI Australia Pty Ltd. Council's Environment Officer has requested further information as outlined in the body of the report. In summary, the DSI has not captured the nature and extent of contamination. A NSW EPA accredited site auditor's Interim Advice Letter is required, stating that a site auditor will review the site assessment, remediation, containment of groundwater contamination, ongoing monitoring and validation if required.

CHAPTER E21 DEMOLITION AND HAZARDOUS BUILDING MATERIALS MANAGEMENT

Conditions of consent could be imposed on any consent granted requiring appropriate measures for the management of demolition works and hazardous building materials during works.

CHAPTER E22 SOIL EROSION AND SEDIMENT CONTROL

Conditions of consent could be imposed on any consent granted in regard to appropriate sediment and erosion control measures to be in place during works.

Attachment 7 - Draft reasons for refusal

- 1 In accordance with Section 4.15(1)(a)(i) of the Environmental Planning & Assessment Act 1979, the development is not acceptable when evaluated having regard to the design quality principles outlined in Schedule 1 of State Environmental Planning Policy No.65 – Design Quality of Residential Apartment Development (SEPP 65).
- 2 In accordance with Section 4.15(1)(a)(i) of the Environmental Planning & Assessment Act 1979, the proposal does not satisfy the relevant design criteria objectives of the Apartment Design Guide, particularly in regards to site analysis, public domain interface, visual privacy, pedestrian access and entries, vehicle access, bicycle and car parking, solar and daylight access, natural ventilation, apartment size and layout, communal open space, landscape design, common circulation and spaces, roof design, energy efficiency, and water management and conservation.
- 3 In accordance with Section 4.15(1)(a)(i) of the Environmental Planning & Assessment Act 1979, in the opinion of Council, it is not clear that the land is suitable for the proposed development having regard to Clause 7 of State Environmental Planning Policy No. 55 (Remediation of Land).
- 4 In accordance with Section 4.15(1)(a)(i) of the Environmental Planning & Assessment Act 1979, in the opinion of Council, the proposed development does not exhibit design excellence and therefore consent cannot be granted pursuant to Clause 7.18 of Wollongong Local Environmental Plan 2009.
- 5 In accordance with Section 4.15(1)(a)(i) of the Environmental Planning & Assessment Act 1979, the proposed development does not comply with the maximum floor space ratio under Clause 4.4A of Wollongong Local Environmental Plan 2009. The applicant has not provided a written request adequately addressing the matters required to be demonstrated by Clause 4.6(3), and consent cannot be granted. In addition, Council is not satisfied that compliance with the standard is unreasonable or unnecessary in the circumstances of the case, and that there are sufficient environmental planning grounds to justify contravening the development standard.
- 6 In accordance with Section 4.15(1)(a)(i) of the Environmental Planning & Assessment Act 1979, Council cannot be satisfied of the various matters required to be considered, as prescribed by Clause 5.21 – Flood Planning of Wollongong Local Environmental Plan 2009.
- 7 In accordance with Section 4.15(1)(a)(iii) of the Environmental Planning & Assessment Act 1979, the proposed development does not comply with the provisions of Wollongong Development Control Plan 2009 in a number of areas:
 - a Chapter D13 Wollongong City Centre
 - i Clause 2.4 (Building depth and bulk) - due to the building depth exceeding 18m.
 - ii Clause 2.6 (Mixed used buildings) – due to not create legible and safe access and circulation for residents
 - iii Clause 3.4 (Safety and security) – in relation to the deeply recessed lobbies and entrances.
 - iv Clause 4.3 (Vehicular driveways and manoeuvring) – in relation to minimising potential conflicts with pedestrians.
 - v Clause 4.5 (Site facilities and services) - in relation to the location of services and plant not being effectively integrated into the development and unobtrusive.
 - vi Clause 5.2 (Energy efficiency and conservation) – in relation to the non-compliant building depth not reducing the necessity for mechanical heating and cooling
 - b The development fails to comply with the provisions within Chapter E2: Crime Prevention Through Environmental Design in some areas including recessed entries, wayfinding, and security for communal open space areas.
 - c The development fails to demonstrate compliance with the provisions within Chapter E13 – Floodplain Management, including not meeting the minimum floor levels, not considering the

20% AEP flood event, and relating to structures/obstructions that are proposed within the floodway and increased flood risk.

- d The development does not adequately respond to the objectives of Chapter E14 - Stormwater Management.
 - e The development fails to demonstrate compliance with the provisions within of Chapter E15: Water Sensitive Urban Design in that a Water Sensitive Urban Design concept plan and report prepared in accordance with the requirements of Chapter E15 has not been provided.
 - f The development fails to demonstrate compliance with the provisions of Chapter E20 – Contaminated Land in that the Detailed Site Investigation has not captured the nature and extent of contamination.
- 8 In accordance with Section 4.15(1)(e) of the Environmental Planning & Assessment Act 1979, having regard to the above matters, it is considered that in the circumstances of the case, approval of the development would set an undesirable precedent for similar inappropriate development and is therefore not in the public interest.