

MO/GK
15743
25 May 2017

Ms Caroline McNally
Secretary
NSW Department of Planning and Environment
320 Pitt Street
SYDNEY NSW 2000

Attention: Emma Butcher (Planning Officer, Modification Assessments)

Dear Emma,

**WOOLOOWARE BAY TOWN CENTRE - MP10_0229 MOD 7 & MP10_0230 MOD 4
461 CAPTAIN COOK DRIVE, WOOLLOOWARE**

We refer to your email dated 10 May 2017 in relation to the above Section 75W Modifications Applications for the Concept Plan and Project Approval for the Woollooware Bay Town Centre. Further to our original application, and the Response to Submissions dated 31 March 2017, we have reviewed Sutherland Shire Council's further comments and have provided responses and clarifications in **Table 1**. This letter should also be read in conjunction with the original documentation by JBA and HDR Rice Daubney submitted with these Modification Applications.

Table 1 – Response to matters raised in Sutherland Shire Council letter dated 5 May 2017

Council Comment	Response
1. Design matters	
Council's previous comments still stand regarding the proposed design changes to the external elements of the building.	Noted, see previous Response to Submissions report.
The entry to the club is not visible from Captain Cook Drive or the waterfront open space, so removing trees to make it more visible doesn't seem logical. Once visitors find their way up to the elevated street, the location of the club should be obvious. The amenity of having trees in an otherwise hard built environment would be more valuable.	The amended Level 3 plan provided at Attachment 1 includes an additional three trees in comparison to the exhibited application, increasing the total number of trees proposed from 8 to 11. The reduction in the number of trees is a requirement of the project certifier to ensure that the covered parking level achieves sufficient unobstructed ventilation on the eastern side of the Level 3 roadway to avert the need for mechanical ventilation. The changes are considered acceptable as they achieve an appropriate balance of creating a highly amenable internal streetscape, providing clear internal street addresses and sight lines to key pedestrian building access points, accommodating pedestrian circulation and parking requirements, whilst ensuring a more sustainable building design outcome (natural ventilation). These changes are considered to be acceptable and should be supported.
2. Additional Building/ Floor Area	
<p>Council has reviewed the revised Traffic Report but notes that the following:</p> <ul style="list-style-type: none"> There is no "Annexure A: Proposed Gross Floor Area Plan" attached to the report with which to compare the GFA shown in the table on page 1 of the report. The Table on page 1 does not specify whether it shows GFA or GLA - it is presumed to be GFA. The total m² is not shown at the end of the table but when calculated is in excess of the maximum GFA shown on the architectural plans. <p>This should be clarified by the proponent.</p>	<ul style="list-style-type: none"> This is the same Gross Floor Area plan as that provided at Attachment C of the Response to Submissions. The numbers referred to are generally GLA. An updated Traffic Statement has been provided by McLaren Traffic Engineering which confirms this issue and provides additional clarification of the parking calculations. This statement is provided at Attachment 2.

Council Comment	Response
The explanation regarding the error in Condition A3 is accepted. Council would have expected the error to be corrected in the proposed amendment to Condition A3 of the Concept Approval. It is assumed 88,712m ² will be revised to 88,782m ² once MOD 6 is amended.	Noted.
3. Staging of Construction	
Council has reviewed the applicant's proposed new Condition F17. Revised wording is provided as follows: <i>"The approved traffic control signals at the Captain Cook Drive entry/exit to the car parking and loading dock areas must be fully operational prior to any use of those car park and loading dock entry/exit points"</i>	Noted, this revised wording is acceptable.
4. Parking	
Council accepts the TMAP prepared by McLaren for the purposes of the subject application.	Noted.

We trust that the information provided within and accompanying this letter is sufficient to assist the Department in the completion of its assessment of the abovementioned applications. Should you have any queries about this matter, please do not hesitate to contact me on 9409 4961 or at moliver@jbaurban.com.au.

Yours faithfully,



Michael Oliver
Principal Planner

Attachments:

- **Attachment 1** – Revised Level 3 Plan prepared by Turners
- **Attachment 2** – Updated Traffic and Parking Statement prepared by McLaren Traffic Engineering