

Project	Clyde River Motor Inn	Client ☐	Consultant ☐	Site ☐	Other ☒
Date	20.08.07				
re	Presentation of SD-05 to the NSW Department of Planning				
Attendance	Heather Warton, Margarate Petrykowski, Paulina Hon, Ashley Dunn + Linden Thorley				
Distribution	Paulina Hon, Roy Syne, File				

- 1 AD presented SD-05 explaining that the revised design took into account the recommended planning controls put forward by the Department of Planning (DoP) at the last meeting regarding the project. The design proposal has 64 rooms with 72 car parks. 18 meter height limits on North St and 16 meter limits on Clyde St have been adhered to and the colonnade along Clyde Street has been put in place. Vehicle access is via a widened laneway to the western boundary of the site.
- 2 MP and HW said that in general the revised design was one that they support but that the design needed to be resolved further. HW said that they would need to get a commitment from council to follow through on the colonnade, the building height controls and the building set backs in their DCP prior to recommending the minister approve the project.
- 3 MP said that the following areas needed to be resolved further:
 - Setbacks between habitable rooms on the north western corner.
 - Resolution of the colonnade and ramping on both the Clyde St and facades.
 - Resolution of the North Street Façade with respect to the placement of the fire safety equipment, hotel reception and the retail unit.
 - Landscaping and space for a pleasant pedestrian environment along the laneway.
 - Flooding issues and car parking.
- 4 AD said that the building was yet to be fully designed and that points raised by MP would be looked at in greater detail during design development, prior to the formal submission of the Development application.
- 5 Setbacks – MP said that greater setbacks were needed to the laneway and the north western corner of the building. MP said that the SEPP 65 guide makes recommendations about the distance between habitable rooms.
- 6 Strata – AD said that all apartments had been designed to meet the requirements of SEPP 65 to allow the possibility of selling off the apartments as a fallback position for the client. AD confirmed that the application was for serviced apartments and that should the client wish to strata and sell apartments off a future development application would need to be lodged. HW said that in order for this to happen the apartments must meet all requirements of SEPP 65.
- 7 Car parking – AD said that the current proposal for the car park was at grade and accessed off the laneway to the western side of the site. AD said that the current plan had a total of 72 parking spaces. AD said that the minimum number of spaces that the client would require is 66 but that this did not allow for any on site staff parking. The DoP asked what flood inundation levels were required by council for parking. AD said that for underground car parking the entrance to the car park must be AHD 2.9m but that he will check what the controls were for at grade parking. PH to check also.
- 8 DGR's - HW asked if there was any need for the department to revisit the DGR's. AD stated that in his view the previous list of DGR's were a somewhat generic list that didn't relate specifically to the project and that a review would be welcomed. The DoP to review the DGR's and arrange a further meeting to amend them.

- 9 Flood Study – AD stated that quotations from consultants to prepare the flood study requested in the previous set of DGR's had proven prohibitively expensive for the client. AD said that it was unreasonable to expect that the client bare the cost of the local area study, which will gather information for all sites in the town center that are in close proximity to the water. HW agreed that this was a reasonable point to make.
- 10 AD asked HW what the process would be to submit the Development Application. HW said that council would need to make a firm commitment to support the building heights and to adopt the colonnade. Issues relating to flood inundation and parking would also need to be resolved and the design for the building would also need to be developed.
- 11 Workshop 1 to forward an electronic copy of the SD-05 drawings presented to the DoP such that they can be forwarded to council for their comments. PH to find out what councils requirements for flood mitigation for the car parking would be. AD requested that PH cc the email to ESC to him.
- 12 AD stated that the client wanted to ensure that there was an open dialogue with council regarding the project. Workshop 1 to make contact with ESC after the DoP has contacted council to discuss the project. HW requested that all dialogue with council be documented in the DA submission.
- 13 Workshop 1 to prepare a table setting out how the building fits within the existing DCP and the current draft structure plan. Workshop 1 to email any concerns with the previous list of DGR's to PH for review.
- 14 Workshop 1 requested that all future correspondence from the DoP be directed to AD and not SPD town planners as was previously the case.