

**Save
Thirroul
Village**

Community
Meet Up

7 April 2022

Before we
start...

Let's recap some of
the community's
views



The
community
says NO!

“The imposing
visual impact of this
inappropriate
structure will
severely
compromise views.”

DA 2020/363 – Thirroul Plaza

We love our
views

"Infrastructure has
not kept up with
growth
development in the
Northwest Hawaiian
Islands ..."

"The size, scale and
build of this
development is
inappropriate for
this site and area."

SA 2020/162 - Thermal Plant

"Please put people's lives
above profit"

"New shops, yes. More cars
on road, NO.
It's a no deal."

DA 2025/185 - Thermal Place

"To lose the view of the
escarpment ... is a travesty."

DA 2025/185 - Thermal Place

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DA 2025/185 - Thermal Place

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DA 2025/185 - Thermal Place

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DA 2025/185 - Thermal Place



AGENDA

- Welcome & Intro
- Rules of Engagement
 - Developers / Architects unavailable
- Background / History of the Thirroul Plaza Proposal
 - History of the DA & Save Thirroul Village
 - Info on LEC process
- Overview of Current Proposal - What's Changed
- What hasn't changed
 - Intro by STV
 - Parking and economic issues – Mike Cullen, Planning Expert.
- How to make a submission (STV)
- Open Q&A



Background / History

Locality based DCPs – Wollongong Council Chapter D12 – Thirroul Village Centre

3.2 Objectives

1. The key objectives of the Thirroul Village Centre Precinct Plan are:

- a) To support retail frontage along Lawrence Hargrave Drive wherever possible
- b) To encourage retail activities along Lawrence Hargrave Drive
- c) To **encourage a viable village** through a variety of uses and activities
- d) To **create and consolidate open spaces for the local community**
- e) To create **a place that recognises cultural identity**
- f) To maintain efficient traffic flows whilst enhancing pedestrian amenity along LHD
- g) To provide adequate parking to maintain viable retail activity
- h) To **maintain a village character** with a safe pedestrian environment
- i) To **create a built form that compliments the existing urban fabric**
- j) To reinforce links to surrounding areas, in particular Thirroul Beach
- k) To **retain key views to the escarpment**



Background / History

Early 2020

First exhibition - Now up to 4th

August 2020

Developer executes its right to have matter determined in the Courts

November 2021

Conciliation between the Council and Developer fails – matter will go to full hearing

March 2022

Final documents for the hearing go on exhibition



Background / History

SAVE THIRROUL VILLAGE – who we are and why we formed.

The issues we will talk about tonight are what ***the developer should have listened*** to from the beginning.

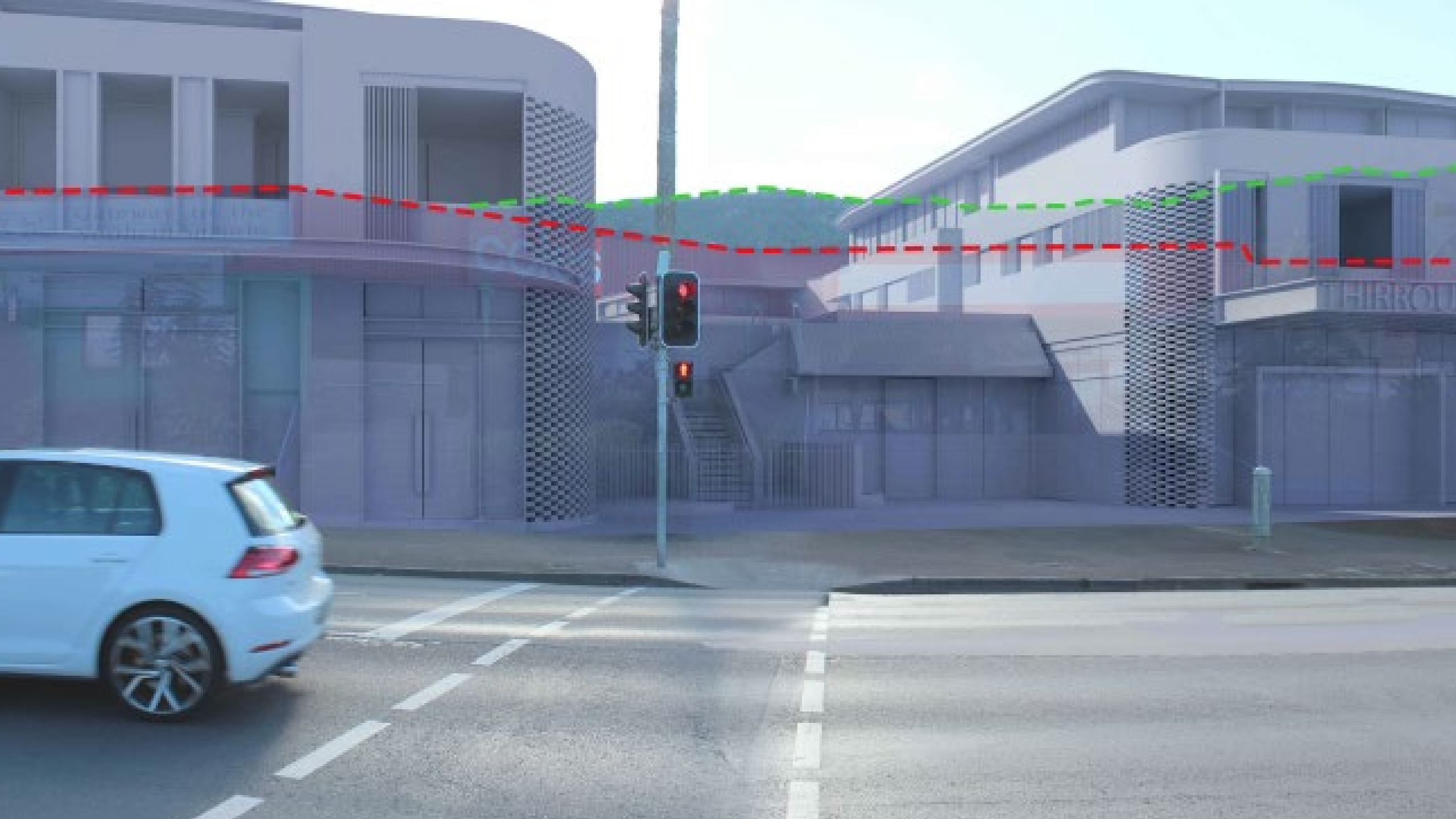




So, what's changed?

- A reduction to 77 **residential units** (from 80)
- A reduction of on-site **residential parking** spaces from 123 to 77 leaving residents and their visitors to park on local streets
- The only **view corridor** to the escarpment widened slightly to 14m - this still only makes up about 9% of total length of the site.
- Ground floor levels lifted to comply with **flood levels**, although the impact on the local stormwater network is still unclear.
- **Bollards** along the footpath on the southbound side of LHD from IGA to McCauley St and in front of Madam Choy and Saffrons, and in front of Anita's, in an attempt to protect pedestrians from four lanes of traffic, and reducing footpath activities such as outdoor dining.
- Meanwhile - **shop setbacks** have increased in the Plaza development to allow for outdoor seating.



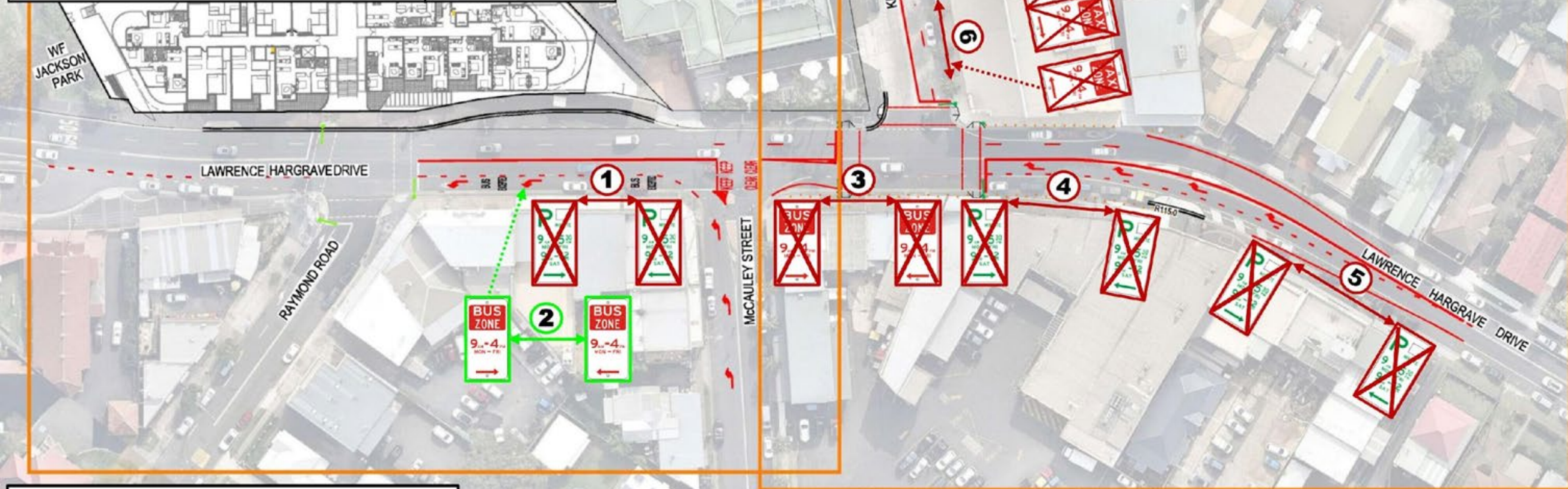






What hasn't changed?

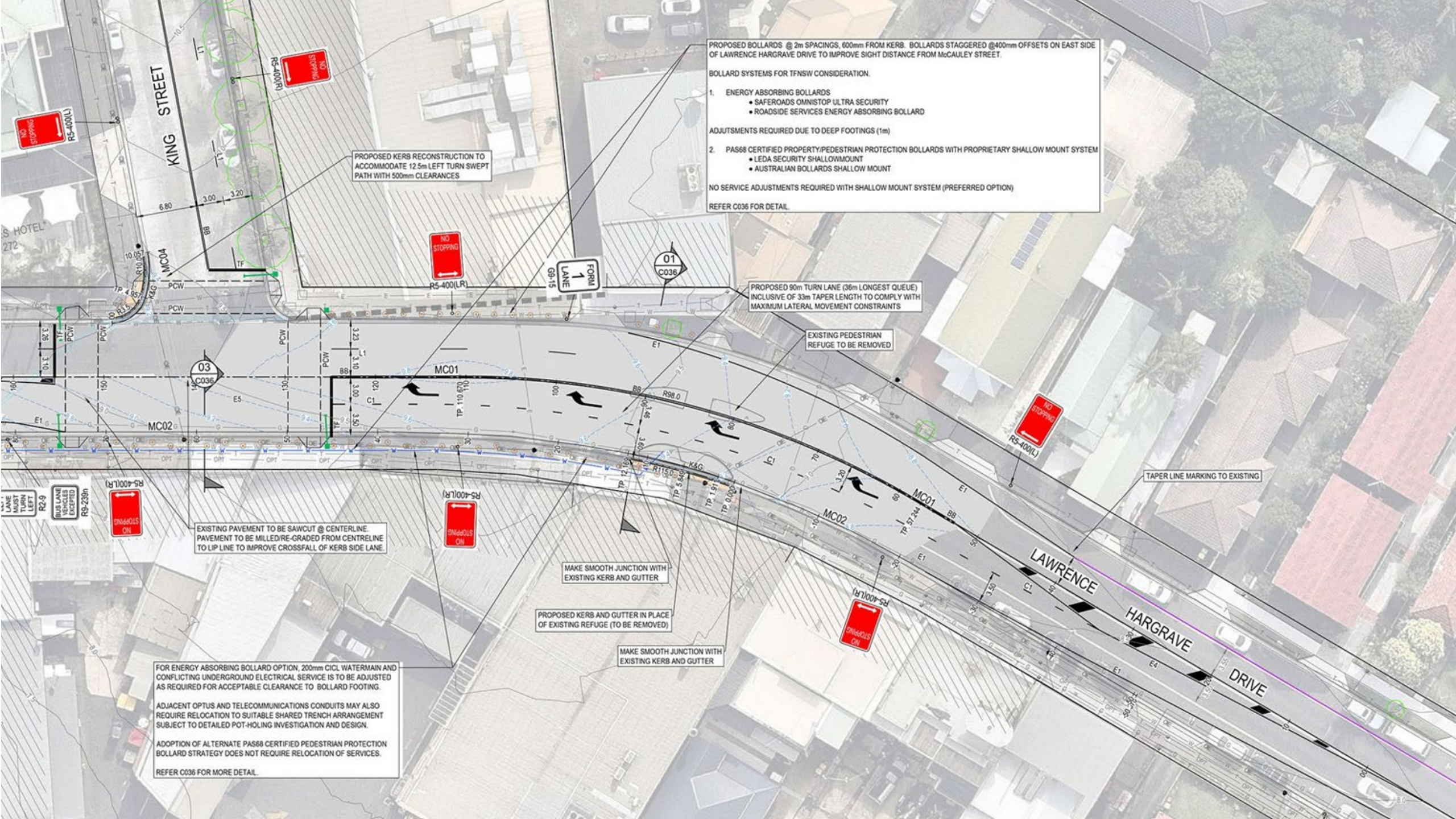
2	Relocated Bus Zone	0
3	Remove Bus Zone	0
4	Remove P30 Parking	-5
5	Remove P30 Parking	-6
6	Remove Taxi Zone	0
7	Relocated Taxi Zone	-2
8	New On-Street Parking	+5
9	Formalise Existing Parking	0
Net Parking Change		-14



SHEET 1

Legend:

Parking / Signage to be Removed



PROPOSED BOLLARDS @ 2m SPACINGS, 600mm FROM KERB. BOLLARDS STAGGERED @400mm OFFSETS ON EAST SIDE OF LAWRENCE HARGRAVE DRIVE TO IMPROVE SIGHT DISTANCE FROM MCCAULEY STREET.

BOLLARD SYSTEMS FOR TfNSW CONSIDERATION.

1. ENERGY ABSORBING BOLLARDS
 - SAFEROADS OMNISTOP ULTRA SECURITY
 - ROADSIDE SERVICES ENERGY ABSORBING BOLLARD

ADJUSTMENTS REQUIRED DUE TO DEEP FOOTINGS (1m)

2. PAS68 CERTIFIED PROPERTY/PEDESTRIAN PROTECTION BOLLARDS WITH PROPRIETARY SHALLOW MOUNT SYSTEM
 - LEDA SECURITY SHALLOWMOUNT
 - AUSTRALIAN BOLLARDS SHALLOW MOUNT

NO SERVICE ADJUSTMENTS REQUIRED WITH SHALLOW MOUNT SYSTEM (PREFERRED OPTION)

REFER C036 FOR DETAIL.

PROPOSED KERB RECONSTRUCTION TO ACCOMMODATE 12.5m LEFT TURN SWEEP PATH WITH 500mm CLEARANCES

PROPOSED 90m TURN LANE (36m LONGEST QUEUE) INCLUSIVE OF 33m TAPER LENGTH TO COMPLY WITH MAXIMUM LATERAL MOVEMENT CONSTRAINTS

EXISTING PEDESTRIAN REFUGE TO BE REMOVED

EXISTING PAVEMENT TO BE SAWCUT @ CENTERLINE. PAVEMENT TO BE MILLED/RE-GRADED FROM CENTERLINE TO LIP LINE TO IMPROVE CROSSFALL OF KERB SIDE LANE.

MAKE SMOOTH JUNCTION WITH EXISTING KERB AND GUTTER

PROPOSED KERB AND GUTTER IN PLACE OF EXISTING REFUGE (TO BE REMOVED)

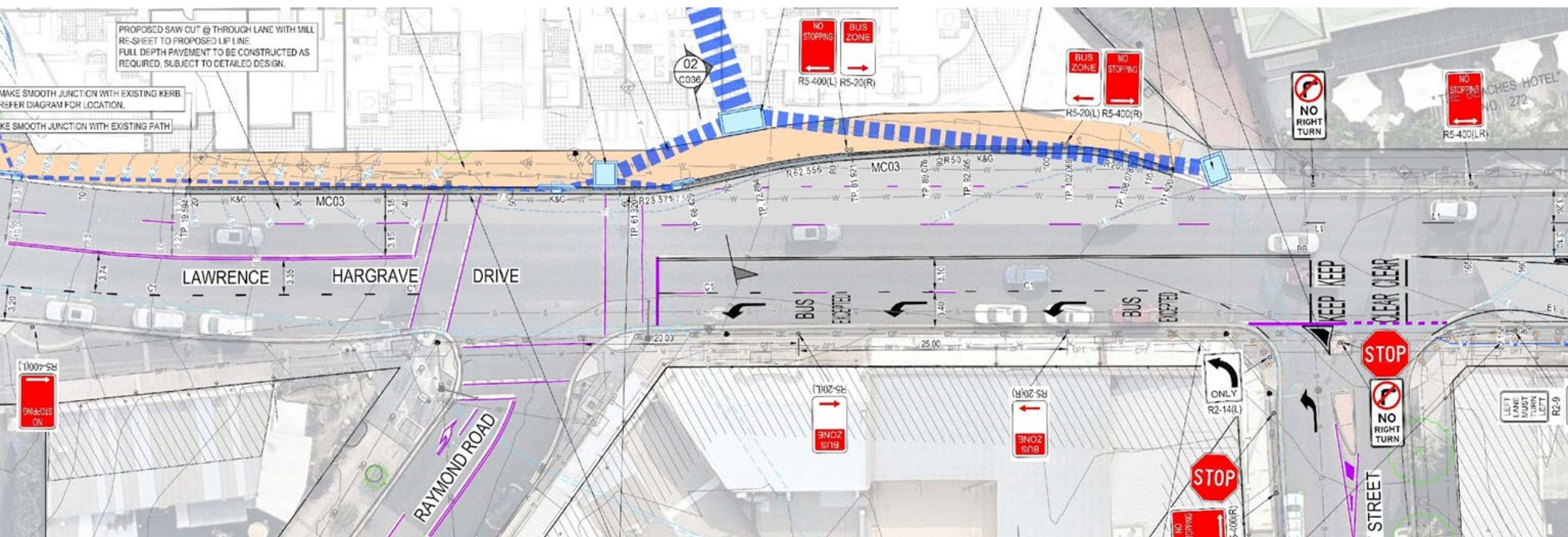
MAKE SMOOTH JUNCTION WITH EXISTING KERB AND GUTTER

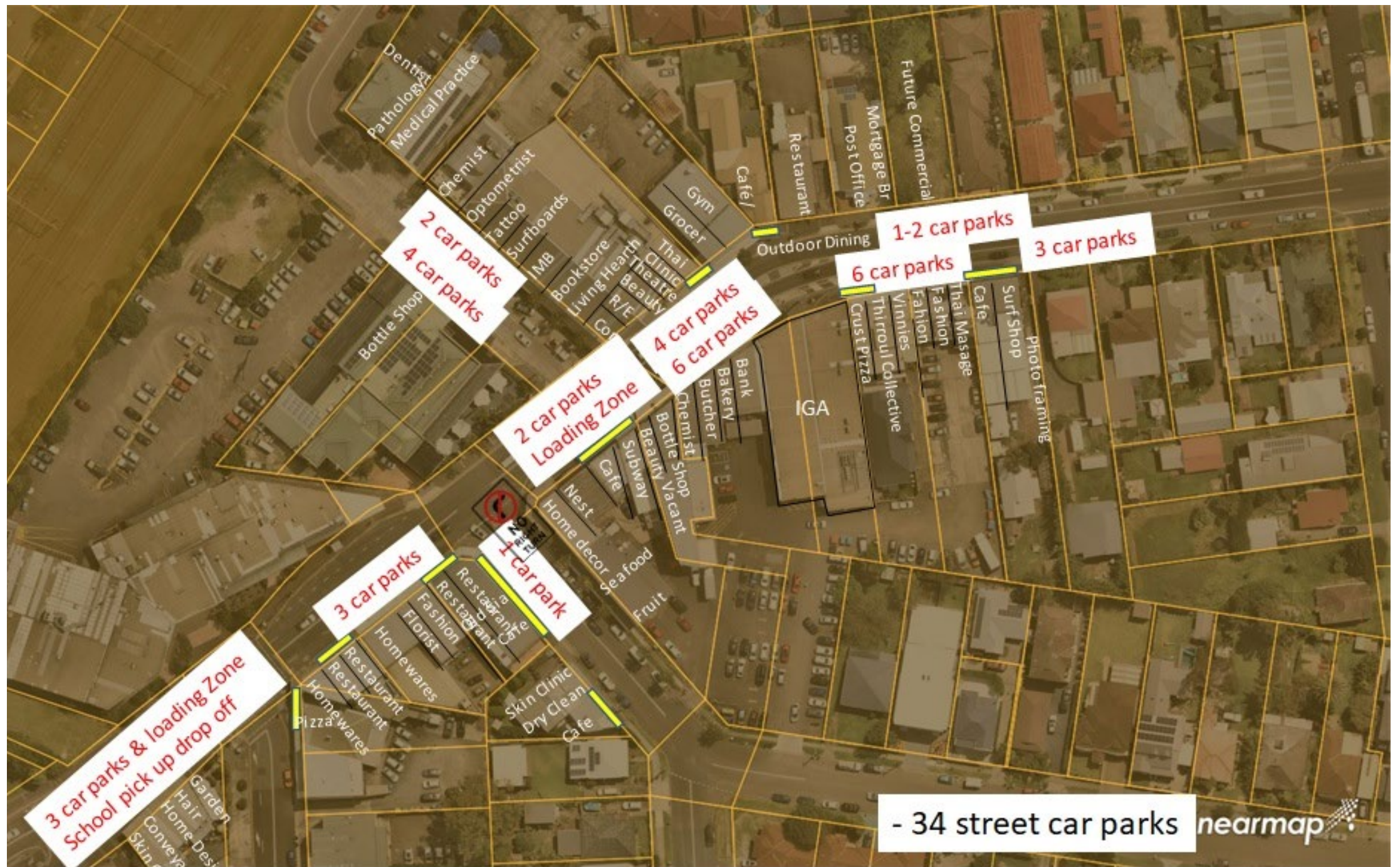
FOR ENERGY ABSORBING BOLLARD OPTION, 200mm CICL WATERMAIN AND CONFLICTING UNDERGROUND ELECTRICAL SERVICE IS TO BE ADJUSTED AS REQUIRED FOR ACCEPTABLE CLEARANCE TO BOLLARD FOOTING.

ADJACENT OPTUS AND TELECOMMUNICATIONS CONDUITS MAY ALSO REQUIRE RELOCATION TO SUITABLE SHARED TRENCH ARRANGEMENT SUBJECT TO DETAILED POT-HOLING INVESTIGATION AND DESIGN.

ADOPTION OF ALTERNATE PAS68 CERTIFIED PEDESTRIAN PROTECTION BOLLARD STRATEGY DOES NOT REQUIRE RELOCATION OF SERVICES.

REFER C036 FOR MORE DETAIL.





Bulk and Scale - Beaches hotel dwarfed by the Proposed Plaza Development







Maintains Village
Character..?







TRAFFIC

Its bulk and scale and its drain on the road network will completely change access and connectivity within the village, particularly for pedestrians and cyclists.

Attachment 4 - Alternative for consideration

TINSW highlights this sketch is not intended to imply this alternative option should or should not be adopted or that it is acceptable. It is merely to enable open discussions and consideration of all the options available. For all options, traffic analysis/modelling would still be required to demonstrate an acceptable level of performance and strategic design would still be required to demonstrate a compliant design can be achieved.

Low speed public road

Low speed (i.e. 10km/h shared zone) or perhaps 40km/h high pedestrian activity area with strong pedestrian connectivity across as shown indicatively with green arrows.

Narrow corridor, one lane each way for the most part, potentially parking along the corridor. Could explore options to narrow further by removing movements. The key movement to cater for is the right out onto LHD.

Additional pedestrian refuge

The alternative proposal that was rejected by developers

Incorporating residential development directly adjacent to Beaches and Anita's will put live music at risk



How to make your submission

- Visit savethirrourvillage.com.au
- Emailing council@wollongong.nsw.gov.au and referencing DA 2020/363 in your subject header.
- Identify if there are any changes to the plans and the issues you have raised previously.
- Theme the issues you have raised previously (summary).
- Find a friend! #ittakesavillagetosaveavillage



Where to from here?

- The Court will now decide Thirroul's fate
- LEC hearing 25-28 July 2022
- Opportunity to nominate to speak at the hearing
- Site visit on 25 July



**Save
Thirroul
Village**

Q & A