

JRPP No:	2010STH010
DA No:	DA-2010/574
PROPOSED DEVELOPMENT:	Replacement of western grandstand at WIN Stadium
APPLICANT:	NSW Communities
REPORT BY:	Theresa Whittaker, Senior Development Project Officer, Wollongong City Council (02) 4227 7481

Assessment Report and Recommendation

EXECUTIVE SUMMARY

Reason for consideration by Joint Regional Planning Panel

The proposed development must be considered by the Joint Regional Planning Panel as the proposed development is a Crown development with a capital investment value of more than \$5 million (Clause 13B(1)(c)).

Proposal

This development application seeks consent for the following:-

1. demolition of an existing substation;
2. construction of a new western grandstand incorporating seating for 5872 spectators; corporate function facilities ; an elevated walkway linking the western and northern grandstands; concession facilities (food, drink and merchandise sales) stand; associated amenities, media boxes, and back-of-house facilities;
3. two new ticket offices and turnstile entryways;
4. 440 sqm of ground floor lease areas fronting Harbour Street for future food and drink or commercial business premises;
5. provision of site services including new substation kiosks;
6. upgrade of existing car parking facilities; and
7. Reconfiguration of Harbour Street and associated road and public domain works.

Permissibility

The site is zoned SP3 Tourist pursuant to Wollongong Local Environmental Plan 2009 while the road reserve is zoned B4 Mixed Use. The proposed grandstand is best defined as a *recreation facility (major)* for the purposes of the LEP, while the ground floor lease areas may comprise a combination of *food and drink premises* and *neighbourhood shops* (depending on the nature of future occupants). The function areas are defined as *function centres*. Each of these uses is permissible with development consent in the SP3 zone.

The component of the development which encroaches into the road reserve contains part of the grandstand (roof, seating and concourse areas) and the function rooms. *Function centres* are permissible with consent in the B4 zone, while the grandstand component (defined as a *recreation facility (major)*) is prohibited (see main issues below)

Consultation

Neighbour notification and advertising has been carried out in accordance with the requirements of the Act and Regulation and Council's 'Public Notification and Advertising Procedures'. Consultation with the RTA and internal divisions of Council has also occurred.

There was five (5) public submissions received which raised concerns in relation to traffic and car parking impacts; road works; encroachments into the road reserve and associated road closures and lease arrangements; the applicant's Section 94A exemption request; accessibility and issues relating to the provision of accessible seating and facilities for disabled people and those with vision or mobility impairment; design of the grandstand and suitability of the site for the proposed development.

Main Issues

The main issues arising from the assessment of this application are:-

- permissibility of the works proposed within the road reserve, in this regard Council proposes to proceed with a planning proposal in accordance with Section 55 of the EP&A Act 1979, a separate report recommending this approach will be presented at an extra-ordinary Council meeting prior to the matter being heard by the JRPP;
- the design of the proposed development;
- car parking, traffic and transport impacts,
- the applicant's Section 94A exemption request.

RECOMMENDATION

- That the JRPP considers the merits of the proposal in it public meeting subject to Council having resolved to proceed with a planning proposal which seeks to address the issue of permissibility.
- Following its merit assessment, the JRPP defers the matter subject to the appropriate amendment being made to Wollongong Local Environmental Plan 2009
- Subject to the provisions of Clause 268I of the Environmental Planning & Assessment Regulations 2000 and clause 5.9 of the Procedures for the Operation of Joint Regional Planning Panels the JRPP concludes the business transacted substantially in the public meeting

ASSESSMENT REPORT

1 Background

The relevant development history of the various allotments within the subject site is as follows:-

Lot 101 DP 872951 & Lot 143 DP 786508, 9 – 11 Crown Street, Wollongong

<i>DA</i>	<i>Description</i>	<i>Decision</i>
<u>DA1991/315</u>	2 grand stands, additions to existing shed, eastern spectator hill and associated facilities	Approved 27/08/91
<u>DA 1993/521</u>	Trash and treasure markets	-
<u>DA- 1995/631</u>	Wollongong Entertainment Centre	Approved 18/12/95
<u>DA- 1996/787</u>	Physiotherapy, gymnasium and rehabilitation centre	Approved 21/02/97
<u>DA- 1996/817</u>	Revised plans for WEC	Approved 11/07/97
<u>DA- 2001/2162</u>	Additional ticket box/entrance and replacement score board	Approved 14/02/02
<u>DA- 2001/682</u>	Stage 1 – Construction of northern grandstand & ancillary function rooms. Stage 2 – construction of north-eastern wrap around grandstand	Approved 24/08/01
<u>DA- 2009/1521</u>	Upgrade of corporate boxes in the southern stand	Approved 27/01/10
<u>DA- 2009/1612</u>	Demolition of western grandstand	Approved 3/03/10
<u>DA- 2010/205</u>	Storage shed	Approved 6/05/10

Lot 106 DP 751299, Harbour Street, Wollongong (Integral Energy allotment)

<i>DA</i>	<i>Description</i>	<i>Decision</i>
<u>BA 1970/1313</u>	Substation	-
<u>DA- 1991/315</u>	2 grand stands, additions to existing shed, eastern spectator hill and associated facilities	Approved 27/08/91

The property does not have any outstanding customer service actions of relevance to this application.

It is noted that the demolition of the western grandstand (approved pursuant to Development Consent DA-2009/1612) is currently underway.

2 Site description

The site is legally described as Lot 143 DP 786508, Lot 101 DP 872951 and Lot 106 DP 751299, which are known as 9-11 Crown Street and Lot 106 Harbour Street, Wollongong. The overall area of the site is 8370sqm. The allotments are owned by Illawarra Venues Authority and Integral Energy, while the Harbour Street road reserve is in the ownership of Wollongong City Council.

The site is located on the eastern side of Harbour Street and is bounded to its east by the foreshore reserve, Crown Street to the north, Harbour Street to the west and public land to the south. The site is identified in Attachment 1. This application involves the land on which the existing western grandstand is located and land immediately south and west of the grandstand including the Harbour Street road reserve.

The site is currently occupied by the WIN Entertainment Centre (WEC), a training field and car parking areas to the south and the stadium which comprises separate grandstands to the north, south and west of the main playing field. The applicant indicates that the site has been used as a sporting ground or showground since at least 1911. The existing stadium has capacity for 19,392 people and is currently used for a range of sporting events including National Rugby League (NRL) games.

Council records identify that the site is affected by flooding and is classified as acid sulphate soils. In addition, there is a heritage item located within Andrew Lysaght Rest Park located to the east of the stadium which is a former cemetery.

3 Proposal

This development application seeks consent for the following:-

- Demolition of an existing substation;
- Construction of a new western grandstand comprising:
 - Capacity for 5872 spectators (ie. additional capacity of 3448)
 - 1158sqm (gross floor area) of corporate function facilities comprising two function rooms with areas of 415sqm each
 - An elevated walkway linking the western and northern grandstands
 - Concession facilities (food, drink and merchandise sales) on levels 1 and 3 of the grand stand
 - Associated amenities, media boxes, and back-of-house facilities;
- Construction of two new ticket offices and turnstile entryways;
- Provisions of 440sqm of ground floor lease areas fronting Harbour Street for future food and drink or commercial business premises;
- Provision of site services including new substation kiosks;
- Upgrade of existing car parking facilities; and
- Reconfiguration of Harbour Street and associated road works and public domain works including narrowing of the roadway, paving and landscaping along Harbour Street between Stewart and Burelli Streets.

The applicant is Communities NSW, a state government department and a Crown authority for the purposes of relevant legislation including the Environmental Planning & Assessment Act 1979. WIN stadium and WIN Entertainment Centre are operated and managed by the Illawarra Venues Authority.

The proposed replacement grandstand is a two-tiered rectangular form with a length of approximately 100m and a depth of 30m. The two tiered seating areas will be separated by a level of corporate and media facilities.

The following table has been provided by the applicant. It details the components of the ground stand:-

Grandstand Level	Components
Level 1 (ground level)	<ul style="list-style-type: none"> • corporate lobby entrance from Harbour Street • home and away team dug outs • concourse beneath lower level seating tier • 1 x 200m² and 1 x 240m² lease areas (use to be subject

	to future development consents) <ul style="list-style-type: none"> • concession areas (food, drink and merchandise sales) • public amenities
Level 2 and lower level seating tier	<ul style="list-style-type: none"> • seating for 2322, including 32 accessible seats • 2 x 415m² corporate function areas with associated lobby area, serverys and storage rooms • 8 x media boxes • public amenities
Level 3 and upper level seating tier	<ul style="list-style-type: none"> • seating for 3538 • catering concession areas (food, drink and merchandise sales) • public amenities • concourse

Access to the tiered seating will be via concourses and vomitories on Levels 1 and 3, whilst level 2 seating will be accessed through the corporate facilities. The corporate area will be accessed from a central lobby located at ground floor fronting Harbour Street, stairs and lifts.

A roof canopy will provide weather protection for all seats within the stand. The roof will be curved aluminium roof sheeting freely slung from a single steel truss supported by substantial columns. The roof is generally slim in form, similar to that present on the northern grandstand.

The overall height of the grandstand is 31.95m measured in accordance with the building height definition provided by WLEP 2009 (to the uppermost part of the roof structure).

The grandstand structure encroaches into the Harbour Street road reserve. Levels 2 and 3 and the roof of the grandstand encroach by 5.7m and 8.35m respectively. The footpath and ground floor lease areas are located directly below the proposed overhang. The structure is supported by columns also located within the road reserve, spaced at approximately 7m intervals.

Materials & Finishes

The grandstand structure is to be constructed of fair-faced concrete, furnished with grey coloured PVC fold-up seating. The roof structure will be supported by powder-coated steel columns and trusses, while the roof will be made from powder coated aluminium, painted in a low sheen paint to reduce reflectivity.

The box office and turnstile booths will be brick rendered structures, to be partially clad with brightly coloured powder-coated metal panels.

The ground level lease areas will feature glazed shop fronts while the corporate lobby entrance will be defined by a painted fibre cement sheet covered soffit featuring the stadium name.

The applicant has indicated that all of the proposed materials have been selected having regard to the corrosive nature of the coastal position of the grandstand.

Roadworks

The proposal involves a reconfiguration of Harbour Street between Stewart and Burelli Streets. The works involve narrowing of the street, leaving a single one-way northbound lane. A 40km per hour speed limit is proposed to be imposed in this section of Harbour Street.

The existing footpath adjacent to the existing western grandstand is very narrow, providing an undesirable pedestrian environment. The proposed reconfiguration of Harbour Street will involve widening of the public footpath adjacent to the stadium and associated landscape works. The aim is to provide an improved pedestrian-friendly environment and to improve facilities for people with disabilities and the mobility impaired.

Vehicular Access & Parking

Access to the existing car parking areas within the site will continue to be obtained via Harbour Street and Marine Drive.

There are 40 car spaces located within the undercroft area located beneath the northern grandstand.

An existing sealed area adjacent to the training field to the south of the western grandstand will be formalised, creating 36 car spaces.

60 bicycle spaces will also be provided for both staff and visitors/patrons.

Traffic & Transport Management

An existing major event traffic management plan (TMP) is in place to coordinate events held at the WIN Stadium which cater for between 5,000 and 15,000 visitors. During such events, traffic management arrangements, public transport coordination and special parking resources (Bank St car park, St Francis Xavier school grounds, Market Street car park station and Stewart Street Council car park) are employed. These measures will remain in place to cater for such events (ie up to 15,000 patrons).

As a result of the new development, a new large event TMP will be required to cater for the enlarged capacity of the stadium. The Illawarra Venue Authority (which manages the site) proposes to discourage private vehicular use to major events and will implement the following additional strategies for such events:-

1. Local Traffic and Pedestrian Management

- Additional pick up and set down areas;
- Temporary relocation of existing taxi ranks during peak event times to Stewart Street (ie: an hour either side of scheduled matches) and away from the central pedestrian activity area;
- Greater promotion of taxis as an alternative transport mode to and from the site;
- Closure of some surrounding streets to vehicular traffic to provide greater pedestrian amenity;
- Crown Street (Queens Parade to Marine Parade) to be made available only to buses and taxis, and managed by security staff/traffic controllers;
- Provision of 20 additional bike racks along Foreshore Cycleway near Quilkey Place to promote the use of bicycles to attend event days.

2. Buses and Trains

- Liaison with City Rail to increase local rail services on event days combined with the promotion of 'Park and Ride';
- Provision of a shuttle service between the Stadium and JJ Kelly Park to provide a "park and ride" facility;
- Use Crown Street (Queens Parade to Marine Parade) for bus priority and orderly ranking of buses;
- Increased frequency of shuttle bus services between Wollongong Rail Station and WIN Stadium on event days to match additional local rail services;
- Increased frequency of the 'Gong Shuttle' on event days;
- Liaison with bus service providers to inform them of event days and ensure the adequate provision of bus services;
- Implementation of a stronger and contemporary communications strategy to provide patrons with information and links to public transport web sites, WIN Stadium website etc;

3. Ticketing and Advertising

- Consideration of an integrated ticketing system which offers free public transport to the stadium as part of the entry fee to an event;
- Ongoing advertisements and education of the public in the lead up to large event days to relay information regarding dates, times, duration, and places of proposed traffic changes and road closures; suitable alternative routes around WIN Stadium and public transport schedules to highlight the importance of using public transport to commute to the Stadium.

4. Signage and Traffic Control Staff

- Implementation of signage notifying the above traffic management and car parking strategies, such as Variable Message Signs located on the F6 and Mount Ousley Road;
- Employment of additional trained security staff, traffic controllers and police officers to manage access needs for local road closures, bus and taxi ranks, pick up and set down areas, and intersection points.

The large event traffic management plan will be activated when it is expected that an event will attract more than 15,000 patrons/spectators.

Pedestrian Access

Pedestrian access will be via four gates located on Harbour Street which will direct patrons to the new turnstiles to be located at the northern and southern ends of the new grandstand.

Hours of Operation

When NRL games are held, the operating hours will vary depending on match requirements.

The ticket office box will operate as a 'Ticketek' agency and will be open 9am – 5pm Monday to Friday and 9am to 12pm on Saturdays except when used on game days, where the ticket boxes will be open up to 3 hours before game starting times.

The corporate function rooms are proposed to be available for use between 7.30am and 12am Monday to Saturday and 9.00am to 10.00pm on Sundays. The applicant proposes to make these facilities available for corporate breakfasts, lunches, parties, staff training days and the like, however it is recommended that a condition of consent be imposed restricting the use of the corporate function areas so that they operate only in conjunction with a major event which activates the required Major Event Traffic Management Plan. This is because there is insufficient car parking available within the site to cater for the demand created by the corporate functions areas. Further comment in relation to this matter is provided below in the referral from Council's Traffic Section (in Section 13.2 of this report).

Consent will be required for the future uses/occupants of the ground floor retail areas. At this time, hours of operation for these areas will be nominated.

4 Other Approvals Required

Roads Act 1993

Approval will be required under Section 138 of the Roads Act 1993 in relation to any construction work within the road reserve. This can be dealt with through conditions if the proposal is approved.

Water Management Act 2000

The applicant has stated that approval is required under Section 91 of the Water Management Act 2000 as the proposal involves an 'aquifer interference activity'. The proposed piling for the grandstand will need to be drilled to 5m below natural ground level which is expected to penetrate the water table (ground water has been detected at a depth of 2.3m below surface level).

Normally the requirement for approval under Section 91 of the Water Management Act 2000 would trigger the integrated development provisions (Division 5, Part 4) of the Environmental Planning & Assessment Act 1979 (EPAA), however pursuant to Section 90(2) of the EPAA, the provisions of this Division do not apply to development applications made by or on behalf of the Crown. Accordingly, the development is not integrated development for the purposes of the Act, however approval under the Water Management Act 2000 will be required to be obtained prior to commencement of construction. A condition of consent has been recommended for imposition in this regard.

5 Assessment under the provisions of Section 79C of the Environmental Planning and Assessment Act 1979 (EPAA)

In determining a development application, the consent authority must take into consideration matters referred to in Section 79C(1) of the EPAA as are of relevance to the development. The following table

summarises the relevant matters of consideration under Section 79C(1) and the significant matters are discussed in further detail below the table.

Section 79C(1) of the Environmental Planning and Assessment Act 1979
Section 79C(1)(a)(i) any environmental planning instrument
<p><u>State Environmental Planning Policies</u></p> <ul style="list-style-type: none"> • SEPP (Major Development) 2005 • SEPP No. 64 – Advertising and Signage • SEPP No. 55 – Remediation of Land • SEPP (Infrastructure) 2007 <p><u>Local Environmental Planning Policies</u></p> <ul style="list-style-type: none"> • Wollongong Local Environmental Plan (WLEP) 2009 <p><i>Detailed assessment is provided below the table.</i></p>
Section 79C(1)(a)(ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority
Nil
Section 79C(1)(a)(iii) any development control plan
<ul style="list-style-type: none"> • Wollongong Section 94A Development Contributions Plan 2009 • Wollongong Development Control Plan 2009 <p><i>Detailed assessment is provided below the table.</i></p>
Section 79C(1)(a)(iia) any planning agreement that has been entered into under Section 93F, or any draft planning agreement that a developer has offered to enter into under Section 93F
There are no planning agreements entered into or any draft agreement offered to be entered into under Section 93F which affect the development.
Section 79C(1)(a)(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)
<p>Clause 92 of the Environmental Planning & Assessment Regulation 2000 prescribes the following matters for consideration:-</p> <ul style="list-style-type: none"> • AS 2601-1991: The Demolition of Structures • In the case of land to which the Government Coastal Policy applies, the NSW Coastal Policy 1997 <p>The proposed development does not involve demolition and as such the provisions of AS 2601-1991 do not apply. It is noted that the demolition of the grandstand was approved on 3 March 2010 pursuant to Development Consent 2009/1612.</p> <p>The site is located within the NSW coastal zone however the NSW Coastal Policy 1997 only applies to the seaward part of the LGA.</p>

Section 79C(1) of the Environmental Planning and Assessment Act 1979
Section 79C(1)(b) the likely impacts of development
Context and Setting:

The site of the grandstand is constrained by its width (ie between the edge of the playing field and the Harbour Street road reserve). As mentioned above, in order to cater for the desired increased capacity, the grandstand has been designed to incorporate an overhang over the Harbour Street road reserve. As a consequence, the road reserve will be effectively narrowed by the grandstand. It is not considered that this will have an adverse impact on the locality however, as the development also incorporates public domain works including a widened footpath area which will improve the appearance and operation of the public domain in the locality. The design has been reviewed by Council's Design Review Panel and is considered to be acceptable.

Section 79C(1) of the Environmental Planning and Assessment Act 1979Vehicular Access, Car parking, Transport and Traffic:

Vehicular access points will be generally retained though the existing footpath crossing to the south of the existing western grandstand is to be repositioned and constructed in accordance with relevant standards to provide access to the training field and a car parking area. An existing driveway to the north of the stand will continue to provide access to a parking area (total 40 spaces) and loading dock beneath the northern grandstand.

The existing car parking arrangements underneath the northern grandstand the along Marine Drive are to be retained. There is an existing hardstand area to the south of the western grandstand adjacent to the training field which will be formalised to provide for a total of 36 car spaces including 2 disabled spaces.

As detailed above, reconfiguration works within Harbour Street are proposed involving a narrowing of the street to one northbound lane between Stewart and Burelli Streets. The RTA and Council's Traffic Section are supportive of the proposed arrangement and have advised that it will not have adverse impacts on the local network. The objective of the reconfiguration and public domain works within Harbour Street is to provide an improved pedestrian environment and to provide facilities for the disabled and mobility impaired. The streetscape works will vastly improve the public domain. It is noted that the works will result in the loss of 17 on-street car spaces. Provision has been made for compensatory parking within the car park area to be formalised to the south of the grandstand.

The entertainment precinct is serviced by public transport including bus and taxi services, with bus stops located adjacent to the WEC.

As noted above, traffic management plans are currently implemented by the Illawarra Venues Authority to support major events such as NRL games, given the lack of on-site car parking to service the development. The applicant has outlined additional measures to be employed as part of a major event traffic management plan which will be activated when an event is expected to cater for more than 15,000 patrons. The plans will encourage patrons to utilise public transport or a combination of private/public transport (eg 'park and ride') to reduce traffic congestion and parking impacts in the precinct during major events. The RTA and Council's Traffic Section are generally supportive of the traffic/transport management plans proposed.

Further comment in relation to car parking is provided within Section 13.2.

Pedestrian Access

There are numerous points of pedestrian access available to the stadium. Pedestrian access from Harbour Street will be available via the entry gates and turnstiles provided at the northern and southern ends of the western grandstand. Access will be at-grade, permitting disabled persons access into the grandstand and stadium.

Disabled Persons' Access:

Provision has been made for disabled persons' access and facilities throughout the building in accordance with the requirements of the Building Code of Australia (BCA). An Accessibility Report was submitted with the development application which states that subject to the implementation of the report's recommendations, the development will meet the relevant Australian Standards and requirements of the DDA

Section 79C(1) of the Environmental Planning and Assessment Act 1979Public Domain:

The proposed development incorporates encroachments and works within the Harbour Street road reserve. This will necessitate closure of portions of the public road and stratum air space which has been addressed by Council's Property Division. Levels 2 and 3 and the roof of the grandstand encroach over the road reserve by 5.7m and 8.35m respectively, with the lowest point of the projection being approximately 5.6m above ground level. The structure is to be supported by 14 columns within the road reserve approximately 7.2m west of the stadium boundary, spaced at approximately 7m intervals.

The proposal also involves narrowing of Harbour Street to form a northbound one-way lane between Stewart and Burelli Streets. This will enable the footpath adjoining the stadium to be widened. A plan of public domain works has been provided which incorporates landscaping and paving works.

The works will activate the Harbour Street streetscape of the site, will improve pedestrian safety and amenity and will increase the usability of the eastern side of Harbour Street, creating opportunities for outdoor dining and the like.

Street lighting

Street lighting on the western side of Harbour Street will be maintained. There is no street lighting located on the eastern side of Harbour Street, though under-awning lighting is proposed to be provided along this side of the street.

Utilities:

All utility services are available to the site, though some augmentation or adjustments may be required to facilitate the proposed development. The existing substation within the site is to be decommissioned and demolished, to be replaced with 2 substation kiosks. Conditions of consent have been recommended for imposition in relation to arrangements being made with the relevant service authorities.

Heritage:

There are items of local heritage significance located within the neighbouring land to the east. Andrew Lysaght Park contains gravestones, monuments and the former Roman Catholic cemetery. No works are proposed within the vicinity of these items and as such no impact on the heritage significance of these items is expected.

Land resources:

The proposal not anticipated to impact upon any valuable land resources.

Section 79C(1) of the Environmental Planning and Assessment Act 1979Water:

The site is presently serviced by Sydney Water. As noted above, some augmentation of existing water and sewer infrastructure may be required to support the proposed development. The developer will be required to make appropriate arrangements with Sydney Water in this regard.

The proposal is not expected to consume unreasonable volumes of water. It is noted that the development incorporates a rainwater tank to provide for field irrigation (which the applicant estimates will save 2.45ML of water per year). Additionally, water-efficient tapware and fittings will be used throughout the stand to reduce water consumption.

Stormwater Management

Stormwater will be disposed of the existing public drainage system in Harbour Street. Rainwater will be collected from the roof of the grandstand to be used for field irrigation. The stormwater designs have been considered by Council's Stormwater Division and are satisfactory.

Groundwater

The proposed development will involve penetrating the subsurface to a depth of approximately 5.0m. Groundwater has been detected at depths of between 2.3m and 3.0m below surface level. The potential impacts of the piling and structural works on ground water levels and quality have been assessed and are not expected to be permanent. A permit from the NSW Office of Water will be required in relation to the aquifer interference activity prior to the commencement of works. A condition of consent has been recommended for imposition in this regard.

Soils:

Some impacts on soil resources are expected during construction, however these impacts are unlikely to be unreasonable and can be mitigated through implementation of appropriate soil and water management controls during construction.

Air and Microclimate:

The proposal may have air quality impacts during construction; however these impacts will be of a short term nature only and can be mitigated using dust suppression. No long term air quality impacts are envisaged.

The grandstand is likely to impact on wind conditions within Harbour Street. The applicant has submitted a wind impact report which examines the impact of the grandstand on north-easterly, southerly and west-north-westerly winds. It concludes that the redevelopment will not have significant impacts on wind conditions, subject to mitigation measures being employed. This includes the planting of densely foliating evergreen trees on the western side of Harbour Street and the use of screens on the southern side of the ground level outdoor dining areas (if used for such purposes) to provide suitable wind conditions for outdoor dining. These issues can be dealt with via consent conditions.

Flora and Fauna:

There is likely to be some impact on existing street trees. Council's Landscape Section encourages the removal of the existing street trees and their replacement with a more suitable species. No impact on other flora or fauna is expected.

Some landscaping is proposed adjacent to Harbour Street which will be required to be carried out in accordance with Council's Public Domain Technical Manual.

Section 79C(1) of the Environmental Planning and Assessment Act 1979

Construction Waste Management:

The applicant has indicated that a detailed construction and environment management plan (CEMP) will be submitted after the appointment of a builder and prior to commencement of construction. This will incorporate a construction waste management plan. A condition will be attached to any consent granted that an appropriate receptacle be in place for any waste generated during the construction.

Operational Waste Management:

Waste will continue to be managed in accordance with current practices employed at the stadium. Waste is currently collected from the loading dock beneath the WIN entertainment centre.

Energy:

The applicant proposes the use of energy efficient lighting, occupancy sensors and photo electric lighting controls to reduce energy consumption.

Noise and vibration:

Noise and vibration impacts are likely to occur during construction of the proposed grandstand. Conditions can be imposed on a consent to ensure that construction impacts are not unreasonable.

An Environmental Noise Impact Assessment was provided with the development application which states that the main potential noise sources to be generated by the development are the public address system, spectators and operation of mechanical and air-conditioning plant. The noise impact assessment provides recommendations to ensure ongoing compliance with the specified noise criteria including setting maximum volumes on the speakers of the PA system; acoustic treatment of mechanical plant and the employment of security personnel to ensure that patrons behave appropriately outside the stadium.

Solar Access & Overshadowing

The applicant has provided shadow diagrams illustrating the overshadowing impacts of the proposed grandstand. The diagrams indicate that overshadowing impacts will not be unreasonable. During winter, by 12pm the proposed grandstand will not overshadow any surrounding land in the vicinity of the stadium or the beach.

Natural hazards:

The site is known to be flood affected. The floor levels of the commercial components (being the ground floor lease areas) have been set to ensure that they will not be affected during significant flood events. Council's Drainage Engineer is satisfied with the proposal in relation to this issue.

The site is located adjacent to the coastal foreshore and may be subject to future human-induced climate change impacts (ie sea level rise). The applicant states that the floor levels of the development have been set to prevent expected impacts of sea level rise. The replacement of the grandstand is not expected to exacerbate coastal or sea level impacts. This issue has been considered by Council's Environment Section who is satisfied with the proposal in relation to this issue.

Geotechnical assessments encountered groundwater at depths of between 2.3m and 3.0m below surface level. The proposal will involve piling and structural works which may interfere with ground water. Permanent impacts on ground water levels or flows are not expected. Council's Environment Section and Geotechnical Engineer are satisfied with the proposal in relation to these issues.

Section 79C(1) of the Environmental Planning and Assessment Act 1979Other hazards:

There are no technological hazards affecting the site that would prevent the proposal.

The land is not known to be contaminated. The applicant has provided a preliminary contamination assessment which indicates a low potential for contamination based on site history. Some potential sources of contamination were identified however if these contaminants are found to be present, they could be simply managed.

Council records list the site as acid sulphate soil affected. Approximately half of the field is classified as Class 4 acid sulphate soils while land further to the south (within the training field) is classified as Class 3 acid sulphate soils. The applicant has stated that the Department of Land and Water Conservation's Soil Acid Sulphate Soil Risk Map for Wollongong indicates that the site is located in an area of no known occurrence of Acid Sulphate Soils. The applicant has undertaken further soil testing which has identified the presence of acid sulphate conditions in boreholes taken to the south of the grandstand. The geotechnical report states that acid sulphate soils are unlikely to be encountered during the construction of the proposed grandstand.

Safety, Security and Crime Prevention:

The applicant has outlined the security and access restrictions to be implemented at the site. Access to the grandstand will be prevented outside of event times. The grandstand will be linked to the existing 'Back to Base' monitoring security system currently utilised within the stadium and WEC. During events, security will be provided in accordance with existing security management practices.

Council's Community Safety Officer has reviewed the proposal and has provided comments which are outlined below in Section 13.2.

The proposal has been assessed with regard to Chapter E2 of Wollongong Development Control Plan 2009 which deals with Crime Prevention Through Environmental Design. The assessment is detailed below in Section 11.

Social & Economic Impacts:

The proposal is not expected to create any negative social impacts. A number of significant social benefits will arise out of replacement of the western grandstand with a modern facility. These include an improved regional sporting facility with the potential to attract significant sporting events; creation of a large number of jobs both during and post construction; injection of \$28.9 million into the local economy through the construction of the replacement grandstand and improved streetscape and pedestrian facilities within the precinct.

Site Design and Internal Design:

The proposed configuration is satisfactory with regard to disabled persons' access and facilities, general compliance with the BCA, servicing and the like. The application does not result in any departures from development standards or Council's development control plans as outlined below.

A condition will be attached to any consent granted that all works are to be in compliance with the Building Code of Australia.

Section 79C(1) of the Environmental Planning and Assessment Act 1979Construction:

Construction impacts are likely to be significant and will extend over a number of months. Noise, vibration, dust generation and other impacts which will potentially impact upon the amenity of nearby residents can be mitigated through appropriate management. If approved, conditions should be imposed in relation to these issues.

Soil and water impacts during construction can also be minimised through the use of appropriate soil and water management. Conditions are recommended for imposition in this regard.

There is likely to be temporary road closures required during the construction period also. This issue can be dealt with via conditions.

Cumulative Impacts:

The proposal is not expected to have any negative cumulative impacts.

Section 79C(1)(c) the suitability of the site for developmentDoes the proposal fit in the locality?

The proposal is considered appropriate with regards to the zoning of the site and is not expected to have any negative impacts on the amenity of the locality or adjoining developments subject to compliance with consent conditions.

Are the site attributes conducive to development?

The site constraints are detailed above and include flooding and acid sulphate soils. These will not preclude the proposed development.

Section 79C(1)(d) any submissions made in accordance with this Act or the regulations

The application was notified in accordance with Council "Development Assessment and Compliance Notification Policy". At the conclusion of the notification period, there was five (5) submissions received which is discussed in Section 13.1 of this report.

Submissions from public authorities

Council consulted with the RTA in relation to the proposed development. The comments provided by the RTA are outlined in Section 13.3 below.

Section 79C(1)(e) the public interest

Approval of the proposed development will serve the public interest.

6 State Environmental Planning Policy (Major Development) 2005

Part 3 of the Major Development SEPP applies to regional development and provides that certain types of development must be determined by a regional panel.

The proposed development is a Crown development with a capital investment value of more than \$5 million (Clause 13B(1)(c)). Accordingly the proposal must be determined by the Joint Regional Planning Panel.

7 State Environmental Planning Policy No. 55 – Remediation of Land

SEPP 55 requires that, when assessing a development application, the consent authority must give consideration to whether the land to which the development application relates is contaminated. If so, consideration must be given to whether the land is suitable (in either its contaminated state or after remediation), for the purpose for which the development is proposed to be carried out.

The SEPP requires the consent authority to consider a preliminary investigation of the land as there may have been previous land uses which may have resulted in contamination.

A preliminary contamination assessment was provided with the development application which indicates that there is a low risk of contamination on the basis of the site history. The investigation confirms that the site is suitable for the proposed development.

This issue has been considered by Council's Environment Division who is satisfied with the preliminary assessment undertaken.

8 State Environmental Planning Policy (Infrastructure) 2007

The following provisions are relevant to the proposed development:-

Clause 104 – Traffic Generating Development

The proposed development is considered to be traffic generating development for the purposes of this SEPP. The application was referred to the RTA for comment in accordance with Clause 104 of the SEPP.

As per clause 104(3)(b), Council must take into consideration:-

- (i) any submission that the RTA provides, and
- (ii) the accessibility of the site concerned, including:
 - (A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and
 - (B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and
- (iii) any potential traffic safety, road congestion or parking implications of the development.

The RTA's comments on the proposed development are provided below in Section 13.3. Council's Traffic Section has considered the above matters in the assessment of the proposal; comments are provided below in Section 13.2.

9 State Environmental Planning Policy No. 64 – Advertising & Signage (SEPP 64)

The applicant has identified the proposed signage as follows:-

- Two (2) changeable billboard signs (comprising vinyl interiors with plastic frames) which are to be integrated into the northern-western grandstand balustrade structure above the kiosk substation. The billboard signs are to be 3m x 6m high and front lit with a series of spot lights attached to the top of the billboard and designed so as not to incur light spill outside the signage area. They will be changed on a monthly basis and include the name of the stadium alongside advertisements for upcoming events;
- Cantilevered flag poles attached to the underside of Level 3 on the Harbour Street façade to advertise upcoming events within and around the Entertainment Centre and Stadium; and
- Backlit acrylic signage above the ticket booth openings advertising the Ticketek offices. Signage zones measuring 300mm x 750mm are proposed for these signs.

The proposed signage must be assessed having regard to the relevant provisions of SEPP 64. The signs have been considered in relation to the aims and objectives of the SEPP as outlined in Clause 3, and in relation to the assessment criteria contained in Schedule 1. The signs are considered to be satisfactory.

10 Wollongong Local Environmental Plan 2009 (WLEP 2009)

Zoning & Permissibility

Lot 143 DP 786508, Lot 101 DP 872951, Lot 106 DP 751299 are zoned SP3 Tourist under the provisions of WLEP 2009. There is one zone objective, which is:-

- *to provide for a variety of tourist orientated development related uses.*

Comment: The development is considered to be consistent with this objective as it will replace an existing recreational facility with a modern grandstand. The facility will assist in drawing a larger group of spectators to the region and may encourage different sporting codes to utilise the facility. Further, the proposed grandstand incorporates corporate function rooms which will be used in conjunction with the grandstand during events. The proposed uses within the facility are consistent with the zone objective.

The grandstand is best defined as a *recreation facility (major)* for the purposes of the LEP, while the ground floor lease areas may comprise a combination of *food and drink premises* and *neighbourhood shops* (depending on the nature of future occupants). The function areas are defined as *function centres*. Each of these uses is permissible with development consent in the zone.

The road reserve adjacent to the site within which the grandstand will overhang, along with part of the function rooms, is zoned B4 Mixed Use. *Function centres* are permitted, while *recreation facility (major)* are prohibited. In relation to this matter as stated in the executive summary, Council proposes to proceed with a planning proposal in accordance with Section 55 of the EP&A Act 1979, a separate report recommending this approach will be presented to an extra-ordinary Council meeting prior to the matter being heard by the JRPP.

The objectives of the B4 zone are as follows:-

- 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.

Comment: Subject to the appropriate amendment being made to Wollongong Local Environmental Plan 2009 permitting the *recreation facility (major)*, the development would be considered to be consistent with these objectives as proposal contains a mixture of uses. This integrates corporate function rooms and other commercial and retail tenancies which will be used in conjunction with the grandstand. The facility will assist in drawing a larger group of spectators and sporting codes to the region on game days thereby supporting adjacent commercial centres without adversely affecting their viability at other times.

It is noted that Clause 2.5 (Schedule 1) of the LEP permits *offices premises* and *retail premises* with consent on part of the site. This applies to that part of the site generally to the north of the proposed replacement grandstand.

Part 4 - Principal development standards

The relevant development standards contained within WLEP 2009 are as follows:-

Clause 4.3 Height of buildings

This clause provides for a maximum height limit of 32m. The proposal complies in this regard, with an overall height of 31.95m.

Clause 4.4A Floor space ratio – Wollongong city centre

The LEP does not identify a maximum permissible floor space ratio in respect of the site.

Part 5 - Miscellaneous provisions

Clause 5.4 Controls relating to miscellaneous permissible uses

Clause 5.4 provides specific controls relating to a number of specific permissible uses. Of relevance to this proposal are the controls relating to neighbourhood shops as the applicant has indicated that one of the ground floor lease areas fronting Harbour Street may be occupied for this purpose. The retail floor area of a neighbourhood shop is restricted to 100sqm by Clause 5.4, the proposal complies in this regard. All future uses of the lease areas will require separate development consent and if consent is sought for a neighbourhood shop, it would be required to be restricted to 100sqm of floor area only.

Clause 5.5 Development within the coastal zone

Clause 5.5 relates to land within the coastal zone. The site is located within the coastal zone and accordingly the matters listed in clause 5.5 require consideration. These issues are:-

Matter for Consideration	Comment
(a) existing public access to and along the coastal foreshore for pedestrians (including persons with a disability) with a view to: (i) maintaining existing public access and, where possible, improving that access, and (ii) identifying opportunities for new public access,	The proposal will not impact on public access to or along the coastal foreshore. The grandstand is located approximately 140m from the coastal foreshore area. Existing pathways will not be affected.
(b) the suitability of the proposed development, its relationship with the surrounding area and its impact on the natural scenic quality, taking into account: (i) the type of the proposed development and any associated land uses or activities (including compatibility of any land-based and water-based coastal activities), and (ii) the location, and (iii) the bulk, scale, size and overall built form design of any building or work involved, and	The proposal development is considered to be suitable for the site. The grandstand will replace that existing with a modern facility which will be better integrated with the northern grandstand and will improve the public domain and activate the Harbour Street frontage of the site. The land uses proposed are appropriate having regard to the zoning of the site. The bulk, size, scale and overall built form are considered to be acceptable. The proposal was reviewed by Council's Design Review Panel; refer to comments below.
(c) the impact of the proposed development on the amenity of the coastal foreshore including: (i) any significant overshadowing of the coastal foreshore, and (ii) any loss of views from a public place to the coastal foreshore, and	The proposed development will have no significant impacts on the amenity of the coastal foreshore. In relation to (i), the grandstand will not have any overshadowing impact on the foreshore. In relation to (ii), there is not expected to be any loss of views of the coastal foreshore from public places.
(d) how the visual amenity and scenic qualities of the coast, including coastal headlands, can be protected, and	The proposed grandstand will not have an adverse impact on the visual amenity or scenic quality of the coast.
(e) how biodiversity and ecosystems, including: (i) native coastal vegetation and existing wildlife corridors, and (ii) rock platforms, and (iii) water quality of coastal waterbodies, and (iv) native fauna and native flora, and their habitats, can be conserved, and	The proposed development will have minimal if any impact on biodiversity or ecosystems given that it involves the replacement of an existing grandstand only. Street trees are the only vegetation to be affected by any of the proposed works.
(f) the effect of coastal processes and coastal hazards and potential impacts, including sea level	The site may be subject to future human-induced

Matter for Consideration	Comment
<p>rise:</p> <p>(i) on the proposed development, and</p> <p>(ii) arising from the proposed development, and</p>	<p>climate change impacts (ie sea level rise). The floor levels of the development have been set to manage expected impacts of sea level rise. The replacement of the grandstand is not expected to exacerbate coastal or sea level impacts. This issue has been considered by Council's Environment Section who is satisfied with the proposal in relation to this issue.</p>
<p>(g) the cumulative impacts of the proposed development and other development on the coastal catchment.</p>	<p>No adverse cumulative impacts are expected.</p>

In addition, Clause 5.5(3) states that consent must not be granted to development on land within the coastal zone unless the consent authority is satisfied that:

- (a) the proposed development will not impede or diminish, where practicable, the physical, land-based right of access of the public to or along the coastal foreshore, and
- (b) if effluent from the development is disposed of by a non-reticulated system, it will not have a negative effect on the water quality of the sea, or any beach, estuary, coastal lake, coastal creek or other similar body of water, or a rock platform, and
- (c) the proposed development will not discharge untreated stormwater into the sea, or any beach, estuary, coastal lake, coastal creek or other similar body of water, or a rock platform.

The consent authority can be satisfied of these issues. The development will not impact upon public access to or along the coastal foreshore; the development will not have a negative effect on water quality and will not discharge untreated stormwater into the sea.

Clause 5.10 Heritage conservation

The site is not listed as a heritage item and is not located within a conservation area however the adjoining north-eastern public reserve (Andrew Lysaght Rest Park) contains locally listed heritage items including a former Roman Catholic cemetery, gravestones and monuments. Each of these items are identified as having local heritage significance.

Council's Heritage Officer has reviewed the proposed development and considers it to be satisfactory.

Part 7 - Local provisions – general

Clause 7.1 Public utility infrastructure

Consent must not be granted for development unless the consent authority is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when it is required.

The subject site is serviced by reticulated power, water, gas and telecommunications facilities.

Clause 7.3 Flood planning area

The land is known to be flood prone. Preliminary flooding levels (probable maximum flood and 1 in 100 year flood event) have been identified for the site by Council.

This clause requires that consent must not be granted for development on flood prone land unless the consent authority is satisfied in relation to all the following matters:

- (a) all habitable floor levels of the development will be above the flood planning level,
- (b) the development will not adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties,
- (c) the development will not significantly alter flow distributions and velocities to the detriment of other properties or the environment of the floodplain,
- (d) the development will not affect evacuation from the land,

- (e) the development will not significantly detrimentally affect the floodplain environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses,
- (f) the development will not result in unsustainable social and economic costs to the community as a consequence of flooding,
- (g) if located in a floodway area—the development will not be incompatible with the flow conveyance function of, or increase a flood hazard in, the floodway area.

Council's Stormwater Division has assessed the proposed development with regard to the above matters and considers them to be satisfied.

Clause 7.5 Acid Sulfate Soils

The site is classified on Council's mapping system as containing a combination of Class 3, 4 and 5 acid sulphate soils. The proposal involves works which require the preparation and submission of an acid sulphate soils management plan. The applicant supplied with the application a preliminary contamination and waste classification assessment report which states that the *Acid Sulphate Soil Risk Map* for Wollongong (1997) indicates that the site is located within an area of no known occurrence of acid sulphate soils.

Additional soil testing has been undertaken which has identified the presence of acid sulphate conditions within an area to the south of the grandstand (west of the training field). The analysis has found that it is unlikely that any acid sulphate soils will be encountered during construction of the proposed grandstand. On this basis, it is considered that an Acid Sulphate Soils Management Plan is not required.

Part 7 Local provisions—Wollongong city centre

Clause 8.2 Wollongong city centre – land to which this Part applies

Part 8 of the LEP applies to the proposal as the subject land is located within the Wollongong City Centre.

Clause 8.5 Design excellence

Clause 8.5 applies to development involving the construction of a new building or external alterations to an existing building. It requires that consent must not be granted to development unless, in the opinion of the consent authority, the proposed development exhibits design excellence.

In considering whether development to which this clause applies exhibits design excellence, the consent authority must have regard to the following matters:

Matter for Consideration	Comment
(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,	The design, materials and detailing are appropriate having regard to the proposal's function, its coastal location and relationship to the streetscape. As detailed below, Council's Design Review Panel has reviewed the proposal and is satisfied with the design and treatment. Conditions of consent are proposed which seek to minimise material reflectivity.
(b) whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,	The form and external appearance of the proposed development will improve the quality and amenity of the public domain. The ground floor retail areas will address and activate the streetscape during and outside of events while the proposed public domain works will enhance the aesthetic appearance of the street and vastly improve pedestrian safety and amenity.
(c) whether the proposed development detrimentally impacts on view corridors,	The proposed development will not detrimentally impact on the view corridors identified within the

Matter for Consideration	Comment
	<p>LEP. The existing western grandstand is sited at the termination of two nominated framed street views from west to east down Burelli and Stewart Streets. The existing grandstand is unattractive and exhibits little architectural merit, while the replacement stand will improve the street views.</p> <p>Some nearby developments may experience view impacts as a result of the proposed development. The centre of the roof canopy and the top of the roof truss are 12 metres and 20 metres higher respectively than the existing western grandstand. The stand complies with the applicable height controls and view impacts are unlikely to be unreasonable.</p>
(d) whether the proposed development detrimentally overshadows an area shown distinctively coloured and numbered on the Sun Plane Protection Map,	There are no areas identified on the Sun Plane Protection Map within the vicinity of the site. The proposal will not have adverse shadowing impacts on either the coastal foreshore or nearby properties. Residents on the western side of Harbour Street will continue to receive a minimum 3 hours of direct sunlight.
<p>(e) how the proposed development addresses the following matters:</p> <ul style="list-style-type: none"> (i) the suitability of the land for development, (ii) existing and proposed uses and use mix, (iii) heritage issues and streetscape constraints, (iv) 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, (v) bulk, massing and modulation of buildings, (vi) street frontage heights, (vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity, (viii) the achievement of the principles of ecologically sustainable development, (ix) pedestrian, cycle, vehicular and service access, circulation and requirements, (x) impact on, and any proposed improvements to, the public domain. 	The proposed development is considered to be acceptable with regard to these matters where relevant.
<p>Clause 8.5(5) states that consent must not be granted to development having a capital value of more than \$1,000,000 on a key site unless a design review panel has reviewed the design of the proposed development. The site is identified as a Key Site in LEP 2009 and the proposal has a capital investment value greater than \$1 million; accordingly the proposal has been reviewed by a design review panel.</p> <p>The Panel provided a number of comments in relation to the proposed grandstand which are outlined below, along with the applicant's response:-</p> <p><i>Panel comment:</i> "The overall concept for the development of the stadium facilities and the introduction of retail outlets servicing Harbour Street was considered commendable by the panel. However it is recommended that further consideration be given to the following issues:</p>	

Public Domain

The dependency on the partial closing of Harbour Street to create an adequate spill out space from the stadium is not ideal. However given the constraints of the site it is an understandable outcome of the proposal.

The rear of the stadium is suspended over Harbour Street, encroaching into the street by 6m at level 2 and 8.5m at the upper level. The overhang of the level 2 floor has been utilised to provide a colonnade at street level. The proposed colonnade and the introduction of retail outlets in this location are considered to be a positive step toward activating the street. However further development of the treatment of the pavement, the extent and profiles of curbs (preferably flush with the road) the creation of more meaningful external spaces and the incorporation of proposed sculptures / statues should be considered. The connection of this public space with the rest of Harbour Street and the convention centre will play an important role in the overall success of the proposal.”

Applicant's response:

“The proposed pavement treatment on the eastern and western sides of Harbour Street and within the site and the kerb profiles are detailed on the landscape plans submitted on 20 July 2010. The pavement will be quartz/blue metal aggregate concrete with honed finish as specified in accordance with Council's Public Domain Manual.

As set out within our package of information, dated 23 June the civil designers and stormwater consultants identified that providing a pavement flush with the road would not be practical for the following reasons:

- it would result in drainage issues and potential impacts on the retail/ commercial units, as kerb and guttering will not be in place to prevent flooding; and
- without the kerb and gutter, bollard at 1.8m spacing will be required for pedestrian safety, which would be more of an impediment to pedestrians than the kerb.

The kerb and gutter is being retained, as shown on the architectural, civil and landscape/ public domain plans.

Due to the constrained nature of the site, it is difficult to provide meaningful spaces, however the increased widths of the pavements adjacent to both the northern and southern ticket offices, provide more circulation space for patrons and also an area for a sculpture outside the northern egress gates, denoted by an oval.”

Panel comment:

“Expression of structure

The roof structure is designed to hover independently over the solid mass of the tiered seating. The structure is supported by four posts located at the northern and southern ends of the stand. The proposed roof and supporting structure could potentially be very dramatic however the posts currently appear to be visually too light to support the dramatic bridged roof structure. The design should acknowledge the work these supports are doing and the architecture should do the same. Careful consideration of the relationship between the back of the tiered seating and the roof should also help to emphasise that the roof is hovering independently over the mass of the tiered seating.”

Applicant's response:

“The posts have increased in size from 450mm diameter to 900mm diameter following further lateral wind analysis of the entire structure. The connection between the columns and the truss is resolved to a pin jointed connection refer drawing attached (truss joint). The underside of the roof has been raised to the maximum height permitted to maximise the visual separation between the upper tier and the roof structure.”

Panel comment:

“Circulation

The northern entry turnstiles require patrons to enter the stadium, turn back sharply in the opposite direction towards the egress gates and then enter a narrow pinch-point between the egress gates and the stairs to access the upper levels of the stadium. This configuration is far from ideal and may lead to crowd congestion within the stadium. Further development of the configuration of the northern stairs to the upper levels of the stadium is required.”

Applicant's response:

“The northern entry stairs and egress have been amended as shown on plan DA 2100_D to provide patrons with a greater area of circulation space to access the stairwells and exit the stadium. In regard to the latest UDRP comments of 21 July 2010, the northern stairs are not intended to be amended further as it is considered the proposed design provides significant improvement to the egress from the ground level to Harbour Street and ingress/ egress from the upper floors of the grandstand.”

Panel comment:

“Patron comfort

It is recommended that further wind studies are undertaken to examine the impact on patrons occupying the upper levels of the stand adjacent to the slot between the roof and tiered seating. It is necessary to develop a clear understanding of this issue at an early stage of the design development, as it may potentially influence the appearance of the structure.”

Applicant's response:

“Windtech prepared a supplementary statement which was included within our letter of 23 June 2010. It confirmed that the continuous 2.04m impermeable screen along the top of the grandstand seating area will be sufficient to provide adequate wind conditions for the spectators within the seating area of the grandstand.”

Panel comment:

“Detail treatment of colonnade

The topography of Harbour Street results in the underside of the soffit to the street colonnade being reduced to 4.2m. Because the soffit is 6m deep and west facing there is a potential that this space could be dark and uninviting. Careful consideration should be given to the selection of materials and lighting in this area to ensure that this space feels as light and open as possible.”

Applicant's response:

“The indicative lighting scheme demonstrates that it has been well considered and will provide a safe and secure of patrons space. The proposed materials are:

- Smooth Polished concrete columns
- High quality public domain light fittings
- Exposed aggregate concrete to Wollongong Council Foreshore specification
- Anodised aluminium fanned and clear glazed
- Soffit CFC board layed in stretcher bond pattern, 10mm expressed joints with stainless steel fixings”

Panel comment:

“Detail treatment balustrades corporate access corridor

Light weight balustrades / screens have been used for the level 3 concourse, the level 2 corridor servicing the corporate area and the connection to the northern stand. The prolific use of light weight materials addressing the street is potentially harsh. Further detail of the proposed screens and balustrades is required to clarify the proposal. Consideration should be given to the function of each of these spaces and an appropriate method of enclosing the space demonstrated.

It is suggested that enclosing the corporate access corridor to form a more solid element will help to define a break between the ground floor retail and the upper level stadium. It would also provide a far more comfortable and appropriate point of access into the corporate areas. It is suggested that the

enclosed corridor could appear to be suspended between the stadium columns and possibly broken down into smaller elements that relate to both the structure of the stadium and the access points of the corporate areas.”

Applicant's response:

“Photomontage of the proposed screening and planting have been submitted with the revised DA drawings. Allan Jack + Cottier have previously submitted details of the screen material as it would look with and without the plant material.

Furthermore, it is considered that the vegetation will:

- soften the form of the stadium providing an unifying element;
- provide screening to the service corridor;
- provide solid form to the corporate function area; and
- screen and provide further shelter to the corridor circulation zone.

The landscape architects have carefully considered this detail and the selection of plants which will grow in this context.

We also note that the corridor will primarily function as a service corridor, however natural light will filter through the screen.”

Panel comment:

“Vistas from Stewart Street and Burelli Street

The applicant’s approach of retaining an openness of the vistas when approaching the stadium from Stewart Street and Burelli Street by creating low level lightweight links to the northern and southern stands is considered appropriate. However further development of how the light weight link from the northern stand connects to the new western stand as outlined above could help to more clearly define the edges of the new stand.”

Applicant's response:

“Details of the screening proposed for the upper level are shown on drawings A7101A & A7102 A as submitted by Allan Jack + Cottier.”

Panel comment:

“Summary / Conclusion

The proposal is generally a well considered response to the tight constraints of the site that will provide a reasonable level of amenity for its patrons and has the potential to greatly improve the quality of Harbour Street.

However the proposal would benefit from further development of the public domain, refinement of internal circulation, a clearer expression of structure and further development of detail elements as described above.”

Having regard to the assessment provided in the above table in relation to the matters for consideration outlined in Clause 8.5, and the applicant’s response to the comments provided by the Design Review Panel, the proposed development is considered to exhibit design excellence as required by the LEP.

11 Wollongong Development Control Plan 2009

PART B – LAND USE PLANNING CONTROLS

No relevant provisions.

PART C – SPECIFIC LANDUSE CONTROLS**C1 – ADVERTISING AND SIGNAGE**

<i>Controls/ objectives</i>	<i>Comment</i>	<i>Compliance</i>
8 General requirements for advertising signs and structures		
<u>8.1 Advertising Signage must relate directly to lawful use of the land</u>	Proposed signage relates to the use of the grandstand/ stadium and to the Ticketek box office only. Will advertise upcoming events and display logos etc	Yes
<u>8.2 Design and Location</u>	Acceptable	Yes
<u>8.3 Proportion</u>	Acceptable	Yes
<u>8.4 Colour</u>	Billboards above the ticket booth will be changeable. Complimentary colours proposed.	Yes
<u>8.5 Illumination</u>	The billboards will be lit by way of spotlights designed so as to not incur any light spill beyond the signage area.	Yes
<u>8.6 Rationalisation of Advertising Signage</u>	Rationalisation not considered necessary.	Yes
<u>8.7 Advertising Signs and Structures maintained in good repair and in a clean and tidy condition</u>	Applicant indicates that signs have been designed and are located so as to ensure easy maintenance and cleaning	Yes
<u>8.8 Advertising Signs must be displayed in English Language</u>	Yes	Yes
<u>8.9 Advertising Signs or Structures – Public Safety</u>	Acceptable	Yes
9 Specific controls for advertising signs and structures	Application indicates proposed billboard signage above the ticket box and entry turnstile and banners to be hung from concourse above footpath	

<i>Controls/ objectives</i>	<i>Comment</i>	<i>Compliance</i>
<u>9.1 Fascia Signs</u>	N/A	N/A
<u>9.2 Flush Wall Signs</u>	Billboards to be placed on wall above ticket box and turnstiles would constitute flush wall signs.	Yes
<ul style="list-style-type: none"> o Max 1 per building elevation o Must not exceed 10% of the elevation of the building o Must be attached to the wall; must not protrude above parapets or eaves, over vents, windows or other openings; must not obscure architectural elements of the building 		
<u>9.3 Projecting Wall Signs</u>	None proposed	N/A
<u>9.4 Under Awning Signs</u>	None proposed	N/A
<u>9.5 Pole or Pylon Signs</u>	None proposed	N/A
<u>9.6 Top Hamper Signs</u>	None proposed	N/A
<u>9.7 Window Shopfront Signs</u>	None proposed	N/A
<u>9.8 Drop Awning Signs</u>	None proposed	N/A
<u>10 Location of certain names and logos</u>	Acceptable	Yes
<u>11 Multi-occupancy buildings</u>	No common signs are proposed and may not be appropriate in the circumstances	Yes
<u>12 Business identification signage for service stations</u>	N/A	N/A
<u>13 Advertising signs on heritage buildings</u>	N/A	N/A

PART D – LOCALITY BASED DCPS/PRECINCT PLANS

Chapter D13 - LOCALITY BASED DCP – Wollongong City Centre

Section 2 - Building form

<i>Controls/ objectives</i>	<i>Comment</i>	<i>Compliance</i>
2.2 Building to street alignment and street setbacks		
<ul style="list-style-type: none"> - Build to street alignment - Minor projections into front setback up to 450mm for sun shading devices, entry awnings and cornices 	Grandstand is built to the street alignment at ground level and overhangs the road reserve as noted above.	No but considered to be acceptable in the circumstances given the constraints of the site. The treatment of the colonnade and street

			façade is appropriate.
2.3	Street frontage heights in commercial core	N/A site is not located within commercial core	N/A
2.4	Building depth and bulk	N/A to the SP3 Tourist zone	N/A
2.5	Side and rear building setbacks and building separation		
	<ul style="list-style-type: none"> - commercial uses up to 24m in height – min 3m side setback; min 9m rear setback (note: DCP defines all non-residential uses as ‘commercial’) - commercial uses above 24m – 6m to side setback; 12m to rear 	<ul style="list-style-type: none"> Side setback >3m. Rear setback >9m Side setback >6m Rear setback >12m. 	Yes
2.6	Mixed use buildings		N/A
	<ul style="list-style-type: none"> - provide flexible building layouts which allow variable tenancies or uses on the first two floors of a building above the ground floor. 	Ground floor retail/commercial spaces could be used for a variety of purposes subject to compliance with the LEP; uses will be the subject of future development applications.	Yes
	<ul style="list-style-type: none"> - provide safe pedestrian routes through the site, where required. 	Safe pedestrian access is provided into and around the development.	Yes
	<ul style="list-style-type: none"> - front buildings onto major streets with active uses. 	Ground floor uses will activate the streetscape. Glazed shopfronts are proposed which is preferable.	Yes
	<ul style="list-style-type: none"> - avoid the use of blank building walls at the ground level. - 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. 	Kitchen ventilation systems for the catering areas are subject to consent conditions which seek to ensure appropriate positioning.	Yes
2.7	Deep soil zone	N/A	N/A
2.8	Landscape design		
	<ul style="list-style-type: none"> - The following documents must be considered for site planning and landscape design: <ul style="list-style-type: none"> i) Chapter E6–Landscaping in the DCP ii) Wollongong City Centre Public Domain Technical Manual (Appendix 2 to this DCP). - Remnant vegetation must be maintained throughout the site wherever practicable, particularly significant trees. - a long-term landscape management plan must be provided for all landscaped areas, in particular the deep soil landscape zone. - the plan must outline how landscaped areas are to 	<p>Landscape plan has been prepared which addresses these issues. If approved, conditions will be applied requiring compliance with Council’s Public Domain Technical Manual.</p> <p>A number of Cocos Palms (street trees) should be removed during the streetscape works as these trees are undesirable.</p>	Yes

	be maintained for the life of the development. - chapter E17 Preservation and Management of Trees and Other Vegetation in this DCP provides for the protection of all trees with a girth greater than 200mm or a height over three metres, or a spread over three metres		
2.9	Planting on structures	N/A	N/A
2.10	Sun access planes	N/A	N/A
2.11	Development on classified roads	N/A as the site does not front a classified road	N/A

Section 3 - Pedestrian Amenity

	<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
3.2	Permeability		
	<ul style="list-style-type: none"> - through site links, arcades, shared ways and laneways are to be provided as shown in Figure 3.1. - where possible, existing dead end lanes are to be extended through to the next street as redevelopment occurs. - new through site links should be connected with existing and proposed through block lanes, shared zones, arcades and pedestrian ways and opposite other through site links. - existing publicly and privately owned lanes are to be retained. - the design and finish of new through site links need to be provided in accordance with Council's City Centre Public Domain Manual. 	<p>There are no existing through site links, arcades, shared ways and laneways through the site though Figure 3.1 does identify two existing pedestrian links through the site in alignment with both Stewart and Burelli Streets.</p> <p>Existing pedestrian pathways within and around the site will be maintained.</p>	Yes
3.3	Active street frontages		
	<ul style="list-style-type: none"> - active street fronts are encouraged in the form of non residential uses on ground level. - active street fronts in the form of non-residential uses on ground level are required along streets, lanes and through site links shown in Figure 3.4 for all buildings in the Commercial Core and Tourist zones, and for mixed use buildings in the Mixed Use (city edge) and Enterprise zones. - active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street. 	<p>Glazed shop fronts provided to the ground floor retail/commercial spaces which may be occupied by retail uses such as food and drink premises or a neighbourhood shop. Consent will be required for future uses of the premises. Clear glazing will assist in activating the street and will offer opportunities for passive surveillance of the street.</p> <p>Ground floor retail spaces will be directly accessible from the footpath. Footpath and floor levels will be required to be designed to ensure level access.</p>	Yes

	<ul style="list-style-type: none"> - restaurants, cafes and the like are to consider providing openable shop fronts. - provide multiple entrances for large developments including an entrance on each street frontage. 		
3.4	Safety and security		
	<ul style="list-style-type: none"> - building design to provide for casual surveillance of access ways, entries and driveways 	<ul style="list-style-type: none"> - glazed shopfronts of ground floor retail/ commercial spaces provide opportunities for casual surveillance of the street 	Yes
	<ul style="list-style-type: none"> - avoid creating concealment opportunities in pathways, stairwells, hallways and car parks 	<ul style="list-style-type: none"> - minimal concealment opportunities 	Yes
	<ul style="list-style-type: none"> - provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering. 	<ul style="list-style-type: none"> - entrance to the corporate lobby and stadium entry points (turnstiles) are in prominent positions and are readily identifiable 	Yes
	<ul style="list-style-type: none"> - provide adequate lighting of all pedestrian access ways, parking areas and building entries. Such lighting should be on a timer or movement detector to reduce energy consumption and glare nuisance. 	<ul style="list-style-type: none"> - street lighting will be retained. Under awning lighting and other lighting to be provided around the site 	Yes
	<ul style="list-style-type: none"> - provide clear lines of sight and well-lit routes throughout the development. 	<ul style="list-style-type: none"> - provided 	
	<ul style="list-style-type: none"> - where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway. 	<ul style="list-style-type: none"> - casual surveillance will be available from retail areas 	Yes
	<ul style="list-style-type: none"> - provide security access controls where appropriate. 	<ul style="list-style-type: none"> - during events, security will be provided in accordance with WIN's existing security practices. The development will also be linked to the existing 'Back to Base' monitoring system. 	Yes
		<ul style="list-style-type: none"> - the applicant indicates that public access into the corporate lobby will be monitored and restricted on event days and closed at all other times. 	Yes
3.5	Awnings		
	<ul style="list-style-type: none"> - continuous street awning required across frontage - awning design to match building facades and be complementary to adjoining buildings - specific design requirements and dimensions to be satisfied 	<ul style="list-style-type: none"> - grandstand does not incorporate a permanent awning, though it has been designed to provide a colonnade which will provide weather protection of the footpath area. Retractable awnings are proposed between the supporting columns. 	No but intent has been satisfied
	<ul style="list-style-type: none"> - provide under awning lights to facilitate night-time use and improve public safety. 	<ul style="list-style-type: none"> - lighting to be provided beneath the canopy 	Yes

3.6	Vehicle footpath crossings		
	<ul style="list-style-type: none"> - one vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted. - in exceptional circumstances, a double lane crossing with a maximum width of 5.4 metres may be permitted for safety reasons 	<p>The existing driveway to the north of the western grandstand will be retained, providing access to the car park and loading dock beneath the northern grandstand.</p> <p>An existing driveway entrance to the south of the stand will be replaced with a new crossing further to the south. Design and location of the driveway is acceptable to Council's Traffic Section.</p>	Yes
3.7	Pedestrian overpasses and underpasses	None proposed	N/A
3.8	Building exteriors		
	<ul style="list-style-type: none"> - consider new buildings in terms of appropriate alignment and street frontage heights; setbacks, appropriate finishes and materials; façade proportions - balconies and terraces should be provided on low rise parts of buildings; gardens encouraged - articulate facades so that they address the street and add visual interest. - high quality/durable materials and finishes to be used on external walls with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass. - finishes with high maintenance costs, those susceptible to degradation or corrosion from a coastal or industrial environment or finishes that result in unacceptable amenity impacts, such as reflective glass, are to be avoided. - avoid expanses of any one material - limit opaque or blank walls for ground floor uses to 30% of the frontage - maximise glazing for retail uses, break glazing into sections to avoid large expanses - highly reflective finishes and curtain wall glazing are not permitted above ground floor level - materials sample board and schedule to be submitted - minor projections up to 450mm from building 	<ul style="list-style-type: none"> - design and finishes are appropriate. - concerns initially raised by the Design Review Panel have been addressed by the applicant as detailed above in Section 10. - vegetative screen proposed adjacent to Level 02 and Level 03 concourse areas. - ground floor retail spaces address Harbour Street. Façade detailing provides visual interest and activates the streetscape. - durable self-cleaning materials are proposed including powder coated metal panels, glazing and fair-faced concrete. Materials have been selected having regard to the corrosive nature of the coastal location of the site. - variety of materials to be utilised - glazing provided to retail areas. - reflectivity to be limited. Conditions are recommended for imposition in this regard. - detailed sample board has been provided - the grandstand projects into 	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>

	<p>walls may extend into the public space providing it does not fall within the definition of gross floor area and there is a public benefit, such as:</p> <ul style="list-style-type: none"> i) Expressed cornice lines that assist in enhancing the streetscape, ii) Projections such as entry canopies that add visual interest and amenity, and iii) Provided that the projections do not detract from significant views and vistas <p>- the design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.</p>	<p>the road reserve as discussed elsewhere within this report.</p> <p>- no roof plant rooms or lift overruns proposed.</p>	<p>No, but overhang is considered to be acceptable</p> <p>Yes</p>
3.9	Advertising and signage		
		<p>The proposed signs are detailed above and have been assessed in relation to the provisions of SEPP 64 and Chapter C1 of the DCP. The signs are acceptable with regard to all of the relevant controls.</p>	Yes
3.10	Views and view corridors		
	<ul style="list-style-type: none"> - existing views shown in Figure 3.12 are to be protected to the extent that is practical in the planning and design of development. - the redevelopment of sites with potential to open a blocked view shown in Figure 3.12 must take into account the restoration of that view. - align buildings to maximise view corridors between buildings. - remove or avoid installation of built elements that obstruct significant views. - carefully consider tree selection to provide views along streets in Figure 3.12 and keep under storey planting low where possible. - site analysis must address views with the planning and design of building forms taking into account existing topography, vegetation and surrounding development. 	<ul style="list-style-type: none"> - site is located outside of the distant panoramic view field nominated by the DCP. Framed views along Stewart and Burelli Streets from west to east are identified in the DCP. - replacement of the grand stand will improve the quality of views obtained along Burelli and Stewart Streets. The grandstand will be more visually interesting and attractive than the existing grandstand. - landscaping and street trees will be required to comply with Council's Public Domain Technical Manual which specifies suitable tree species. 	Yes

Section 4 - Access, parking and servicing

	<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
4.2	Pedestrian access and mobility		
	<ul style="list-style-type: none"> - main building entries to be clearly visible from primary frontage; enhanced with awnings, signage or high quality architectural features that improve the clarity of building address and contribute to visitor and occupant amenity 	<ul style="list-style-type: none"> - corporate lobby entrance is readily identifiable due to the entry treatment and building identification signage proposed. 	Yes

	<ul style="list-style-type: none"> - facilities and car parking for disabled people to comply with AS 1428.1 and AS2890.1 and the DDA 1992 - at least one main pedestrian entrance; convenient barrier-free access to ground floor - the development must provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access. 	<ul style="list-style-type: none"> - disabled persons' car parking has been provided within the car park to the south of the western grandstand; will be required to comply with relevant standards. 	Yes
	<ul style="list-style-type: none"> - pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours in accordance with Council's Public Domain Technical Manual. 	<ul style="list-style-type: none"> - the development will comply with relevant Australian Standards and the DDA. Conditions of consent have been recommended in this regard. 	Yes
	<ul style="list-style-type: none"> - entrance levels and paths to comply with grades in AS1428.1, AS2890.1 and DDA 1992 	<ul style="list-style-type: none"> - materials and finishes are required to comply with Council's Public Domain Technical Manual. Council's Landscape Officer is satisfied with the treatment proposed. - building entrance levels and footpaths will comply with the longitudinal and cross grades specified in AS 1428:1 2001, AS/NZS 2890.1 2004 and the DDA. 	Yes
4.3	Vehicular driveways and manoeuvring areas		
	<ul style="list-style-type: none"> - vehicle access is to be designed to minimise the impact on the street, site layout and the building façade design; and be integrated into the building design. 	<ul style="list-style-type: none"> - vehicular access has been appropriately designed. Vehicle entry cannot be integrated into the design due to the function of the building and its position in relation to the other grandstands. 	Yes
	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - vehicles will enter and leave in a forward direction 	Yes
	<ul style="list-style-type: none"> - 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. - driveway widths must comply with the relevant Australian Standards. - car space dimensions, driveway grades, vehicular ramp width/grades and passing bays must comply with relevant standards. 	<ul style="list-style-type: none"> - conditions will be imposed requiring compliance with relevant controls including applicable standards. 	Yes
4.4	On-site parking		
	<ul style="list-style-type: none"> - On-site parking must comply with AS2890.1 2004 – Parking facilities 	<ul style="list-style-type: none"> - applicant has indicated that car parking areas will comply with relevant 	Yes

	<ul style="list-style-type: none"> - On-site vehicle, motorcycle and bicycle parking is to be provided in accordance with Part E of this DCP. - to accommodate people with disabilities, minimum of 1% of the required parking spaces as an appropriately designated and signed disabled parking space. 	<p>standards. This will be conditioned if consent is granted.</p> <ul style="list-style-type: none"> - see Part E assessment below. - 2 disabled persons' car spaces have been provided within the car park. 	Yes
4.5	Site facilities and services		
	<ul style="list-style-type: none"> - mailboxes – accessible location; integrated into a wall secure and sufficient size for newspapers, etc 	<ul style="list-style-type: none"> - mail boxes not detailed on the plans though can be conditioned if consent is granted 	Can be dealt with via condition
	<ul style="list-style-type: none"> - communication structures, air conditioners and service vents – to be located away from street frontages; integrated into roof space; setback from edge of roof 	<ul style="list-style-type: none"> - not detailed on the plans but can be conditioned if consent is granted 	Can be dealt with via condition
	<ul style="list-style-type: none"> - waste storage and collection - adequate areas required on site for handling and storage; access preferred from side streets; designed and located to allow adequate manoeuvring, no adverse noise impact on sensitive receivers and screened from view. Must be located within the basement or at ground level with no visual impact 	<ul style="list-style-type: none"> - The development will adequately accommodate waste handling and storage within the WIN Stadium and Entertainment Centre complex (see 5.6 below). 	Yes
	<ul style="list-style-type: none"> - service docks and loading/unloading areas – provide adequate area on site; preferably locate access from side streets; screen service doors and docks; circulation to comply with AS 2890.1. 	<ul style="list-style-type: none"> - existing loading dock and facilities located beneath the northern grandstand service the entire stadium. 	Yes
	<ul style="list-style-type: none"> - fire and emergency services – access to site required if vehicles cannot park within the road reserve due to distance to hydrant 	<ul style="list-style-type: none"> - emergency vehicle access to site is available. 	Yes
	<ul style="list-style-type: none"> - utility services – provision to be made for all essential services (water, power, sewerage, telecommunications and stormwater drainage) 	<p>Applicant states that all services are available to the site and can be extended to service the proposed development. Conditions can be imposed in this regard if consent is granted to the proposal.</p>	Yes

Section 5 - Environmental Management

	<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
5.2	Energy efficiency and conservation		
	<ul style="list-style-type: none"> - improve the control of mechanical space heating and cooling by designing heating/cooling systems to target only those spaces which require heating or cooling. - insulate hot water systems, install water saving devices, such as flow regulators, 3 stars rated shower heads, dual 	<ul style="list-style-type: none"> - applicant indicates that the development incorporates energy efficient tT5 fluorescent lighting, occupancy sensors and photo electric lighting 	Yes

	<p>flush toilets and tap aerators.</p> <p>-reduce reliance on artificial lighting</p> <p>- all Class 5-9 buildings to comply with the BCA energy efficiency provisions.</p>	<p>controls.</p> <p>- water saving fittings to be used throughout</p> <p>- compliance with BCA to be required</p>	<p>Yes</p> <p>Yes</p>
5.3	Water conservation		
	<p>- incorporate the following water saving measures – energy efficient fixtures, taps, appliances; stormwater capture and reuse; select water efficient plants for landscaping; use non-potable water for watering landscaping and landscape features; operating details for pools and water features.</p>	<p>- a rainwater re-use system will be installed. Roof water to be collected and then used for irrigation of the playing field. The applicant indicates that this will save 2.45ML of water per year.</p> <p>- water efficient tapware and timed urinal flushing devices will be installed.</p>	<p>Yes</p>
5.4	Reflectivity		
	<p>- new buildings should not result in glare that causes discomfort or threatens safety to drivers or pedestrians</p> <p>- visible light reflectivity from building materials should not exceed 20%</p>	<p>The applicant states that reflectivity from building materials will not exceed 20%.</p>	<p>Yes, can be conditioned</p>
5.5	Wind mitigation		
	<p>- to ensure public safety and comfort, the following maximum wind criteria shall be met by new buildings – 16 metres/second</p> <p>- site design for new buildings shall include:- setback tower from lower structures to protect pedestrians from strong wind downdrafts at the base of the tower; ensure that tower buildings are well spaced to allow breezes to penetrate the city centre; ensure usability of open terraces and balconies.</p>	<p>Wind effects report has been lodged with the DA which provides certain recommendations to ensure that the maximum wind criteria can be met.</p>	<p>Yes</p>
5.6	Waste and recycling		
	<p>- all development must comply with Council's Technical Policy for the Management of All Wastes Associated with Building Sites</p> <p>- waste management plan to be provided that addresses recycling and reuse of construction and demolition materials; use of sustainable building materials; handling methods and location of waste storage areas; procedures for ongoing sustainable management of wastes including estimated volumes, required bin capacity and on-site storage requirements</p>	<p>- a detailed Construction & Environment Management Plan (CEMP) will be prepared and submitted for approval following the appointment of a builder and prior to the commencement of any construction activities on site. This plan will include a waste management plan which will address material management, waste and material re-use, and incorporate any mitigation measures necessary to</p>	<p>Yes</p>

prevent any potential adverse impacts.

-existing waste management arrangements will be extended to accommodate the new grandstand. This includes the provision of 40 'bin stations' (comprising 1 x 240 litre bin for general waste and 1 x 240 litre bin for recyclables) throughout the stadium and Entertainment Centre complex. A compaction unit for organic compostable food and general waste and a cardboard and clean paper compaction unit is located in the waste storage compound in the north western corner of the Stadium complex. Bins will be assembled at Gate D adjacent to the waste compound) and for collection by a waste contractor as required on a weekly basis.

Section 7 – Planning Controls for Special Areas

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
7.5 Design excellence		
The proposal is required to be reviewed by the Design Review Panel in accordance with the requirements of the LEP prior to determination of the application.	The proposal has been reviewed by the Design Review Panel as required. This is outlined above.	Yes

Section 8 - Works in the public domain

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
Public domain works		
- works within the public domain in the Wollongong City Centre are required to comply with the Wollongong City Centre Public Domain Technical Manual and any other specific Council requirements.	- Council's Landscape Officer is satisfied with the proposal in this regard. A condition should be imposed requiring compliance.	Yes

PART E – GENERAL (CITY WIDE) CONTROLS

CHAPTER E1: ACCESS FOR PEOPLE WITH A DISABILITY

- The Disability Discrimination Act 1992 (DDA) requires that every area and facility open to the public should be open and available to people with a disability.
- Access and facilities for people with a disability must be provided in accordance with the DDA, BCA and relevant Australian standards including AS1428.1.

An Accessibility Report was submitted with the development application which states that subject to the implementation of the report's recommendations, the development will meet the relevant Australian Standards and requirements of the DDA.

CHAPTER E2: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

This Chapter outlines the objectives and general requirements of Crime Prevention Through Environmental Design. There are 3 central principles which are natural surveillance, access control and territorial reinforcement (ownership). This chapter outlines requirements in relation to lighting, natural surveillance and sightlines, signage, building design, land use mix, landscaping, spaces safe from entrapment, management and maintenance, public open spaces and parks, community facilities, bus stops and taxi ranks and public toilets.

The applicant has responded appropriately to each of the relevant requirements as follows:-

- Lighting

Applicant's response:

The development will incorporate appropriate lighting to ensure that shadows and glare are avoided which might put users at risk. Further the existing street lighting on the western side of Harbour Street is to be retained and the glass facades of the lease areas, which will be internally lit, will also provide light to Harbour Street.

- Natural Surveillance

Applicant's response:-

The development will not impact upon the site lines along Harbour Street and will also encourage natural surveillance from the proposed lease areas fronting Harbour Street.

- Signage

Applicant's response:

The building identification for the development will be designed to provide clear way finding for patrons, identify if certain areas are accessible or not, and provide clear warnings where necessary.

- Building Design

Applicant's response:

The development will integrate well into the Stadium complex and also provide an upgrade to public domain along Harbour Street. In addition it will also be an environmentally sensitive development, as described in the SEE which incorporates elements, such as glazing to seek to reduce the temptation for graffiti.

- Land Use Mix

Applicant's response:

The development promotes natural surveillance of Harbour Street, and provides a mix of uses compatible with the development itself and surrounding land uses.

- Landscaping

Applicant's response:

The proposed public domain works will create a more attractive streetscape which in conjunction with the lease areas on the ground floor of the development will activate Harbour Street and attract users.

- Spaces safe from entrapment

Applicant's response:

The proposal has been designed so as to reduce the risk of entrapment and as far as possible provide a safe and secure development.

- Management and maintenance

Applicant's response:

IVA will ensure prompt maintenance and repair to any damages within the development and maintain the area to the highest degree possible.

- Community Facilities

Applicant's response:

The development itself is a community facility which will be used both during the day and night for events and corporate functions.

The link way between the northern and western grandstands will also ensure that staff are able to safely access the grandstand when it is not in use.

- Bus stops and taxi ranks

Applicant's response:

The use of public transport is to be maximised during event days.

The development will utilise the existing bus stops, located to the north of the Entertainment Centre on Crown Street, which is well lit and overlooked from the WIN Entertainment Centre main concourse.

- Public Toilets

Applicant's response:

Toilets are located within the development and will be for use by patrons only.

Council's Community Safety Officer is generally satisfied with the proposal in this regard, subject to the imposition of conditions.

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

- Section 6.1 - a car parking/ traffic impact assessment study has been submitted in support of the DA as required.
- Section 6.2 - a preliminary construction traffic management plan may be required where construction activities may have a significant impact on traffic movement, on-street parking and/or pedestrian safety. Council's Works Division has reviewed the proposal and has applied appropriate conditions in relation to construction.
- Section 6.3 - A public transport strategy is required for certain developments. The applicant's Traffic Impact Assessment Report addresses public transport.
- Section 7 deals with parking demand and servicing requirements. Section 7.1 outlines the requirements relating to car parking, motor cycle, bicycle requirements and delivery and servicing vehicles. All car parking, motorcycle and bicycle requirements is required to be fully provided on-site in accordance with the required rates outlined in the DCP. The DCP identifies the following car parking requirements for the development:-
 - Food and drink premises: 1 car parking space per 25sqm GFA; 1 bicycle space per 200sqm GFA and 1 motor cycle space per 25 car parking spaces. Access for a small rigid vehicle is required for servicing purposes.
 - Function centre: 1 car parking space per 2 staff plus 1 car parking space per 5sqm; 1 bicycle space per 25sqm GFA and 1 motor cycle space per 25 car parking spaces. Access for a large rigid vehicle is required for servicing purposes.
 - It is noted that the DCP does not specify car parking requirements for the grandstand component of the development.

- Where parking rates are not identified for a particular land use, a car parking and traffic impact study must be provided. The applicant has provided a Traffic Impact Study (TIS) prepared by a suitably qualified traffic consultant which outlines the car parking needs of the proposed development. The TIS identifies that the car parking requirement for the new floor areas is 12 spaces for the retail/commercial component, 4 spaces for the neighbourhood shop and 172 spaces for the new function rooms. In addition, 17 on-street parking spaces will be lost as a result of the proposed development. 36 car spaces are proposed to be provided within the area to the south of the western grandstand alongside the training field. Council's Traffic Section has provided comments in relation to the car parking requirements of the development below in Section 12.1. It is noted that no additional car parking is proposed to be provided for the additional stadium capacity. Car parking and traffic will be managed through Traffic Management Plans.
- Section 7.2 requires the provision of disabled access and facilities in accordance with AS 2890.1, the BCA and the DDA. Two (2) disabled persons' car spaces are provided within the car parking area to the south of the western grandstand. Conditions of consent are recommended requiring compliance with AS 1428.1 and the BA.
- Section 7.3 relates to bicycle parking / storage facilities and change facilities and requires the provision of suitable bicycle parking facilities in accordance with the required rates in compliance with AS 2890.3.
- 1% of the number of car parking spaces shall be provided for disabled persons. The proposal complies in this regard.
- Section 7.4 provides for a waiver or reduction of the number of car spaces required for a particular site if the reduced provision can be justified in the accompanying Car Parking and Traffic Impact Assessment study having regard to the amount of public car spaces in the locality; proximity to public transport nodes; opportunity for cross utilisation with another use; and an empirical assessment of car parking. As noted above, Council's Traffic Section and the RTA has provided comments in relation to the car parking requirements of the development below in Section 13.2 and 13.3.
- Section 7.6 states that car parking shall be provided in accordance with AS2890.1. Conditions of consent have been imposed in this regard.
- Section 7.12 outlines car parking and access construction requirements which include the requirement for car parking areas to be constructed of a hard standing all weather material and marked in accordance with AS 2890.1.
- The loading dock and service area beneath the northern grandstand is utilised for the entire stadium.
- The development satisfies the requirements relating to pedestrian access, safety and security measures for car parking areas and landscaping of car parking areas. Conditions of consent have been recommended for imposition in relation to some matters.

CHAPTER E6: LANDSCAPING

A landscape concept plan has been provided in accordance with the requirements of this chapter of the DCP. The landscape plan is satisfactory to Council's Landscape Section subject to conditions.

CHAPTER E7: WASTE MANAGEMENT

A site waste minimisation and management plan is required to be provided in relation to the construction phase and in the case of commercial development and uses such as food premises and entertainment facilities. It must address where and how waste will be managed. The applicant has indicated that a detailed construction and environment management plan (CEMP) will be submitted after the appointment of a builder and prior to commencement of construction. This will incorporate a waste management plan which will address material management, waste and material re-use and will incorporate mitigation measures where required. A condition of consent has been recommended for imposition requiring an appropriate receptacle be in place for any waste generated during the construction.

Existing waste management arrangements currently employed at the stadium will continue to be used and extended to service the western grandstand.

CHAPTER E11 HERITAGE CONSERVATION

This Chapter of the DCP applies to the land and the land is located adjacent to a heritage item.

Section 14 relates to development in the vicinity of a heritage site and states that development on land adjacent to a heritage item should not detract from the identified significance or setting of the heritage building. This issue has been considered by Council's Heritage Officer who is of the opinion that the proposed development will have no impact on the heritage significance of the neighbouring Andrew Lysaght Rest Park which contains a former Roman Catholic cemetery, gravestones and monuments.

CHAPTER E13 FLOODPLAIN MANAGEMENT

The land is known to be flood prone and as mentioned elsewhere within this report, Council's Stormwater Section has reviewed the proposal and is satisfied that the development has been appropriately designed with regard to flooding. Specifically, floor levels are set above the 1 in 100 year flood level. Conditions of consent have been recommended for imposition in relation to flooding.

CHAPTER E14 STORMWATER MANAGEMENT

This chapter of the DCP outlines Council's requirements for stormwater drainage design and onsite stormwater detention for all developments within the City of Wollongong. The drainage design has been reviewed by Council's Stormwater Section and is acceptable subject to conditions.

CHAPTER E18 THREATENED SPECIES

The proposed development is not expected to have any impacts on threatened species, populations, endangered ecological communities or their habitats. The proposed works occur within existing disturbed areas.

CHAPTER E20 CONTAMINATED LAND MANAGEMENT

This chapter outlines Council's procedures policy in dealing with the assessment of known or potentially contaminated land and the remediation of contaminated land.

Section 5 of this chapter states that all development applications are required to be subject to a detailed site history assessment & preliminary visual site inspection in order to determine as to whether or not the site is or was previously used by a potentially contaminated land use activity.

A preliminary contamination assessment was provided with the development application which indicates that there is a low risk of contamination on the basis of the site history. The investigation confirms that the site is suitable for the proposed development. This issue has been considered by Council's Environment Division who is satisfied with the preliminary assessment undertaken.

CHAPTER E22 SOIL EROSION AND SEDIMENT CONTROL

This chapter requires that Development Applications for significant developments (developments equal to or greater than 2,500m² of GFA) be accompanied by a Soil and Water Management Plan. A concept erosion and sediment controls plan has been submitted with this development application which is acceptable. Conditions have been recommended for imposition in relation to site management, sedimentation and erosion control and dust suppression measures.

12 Wollongong Section 94A Development Contributions Plan (2009)

A Section 94A levy of 1% of the cost of carrying out the proposed development would normally apply to the proposed development if consent was granted to the development.

It is noted that Clause 9 of the Plan identifies a number of exemptions from the levy, which includes 9(j):-

- “(j) An application for or on behalf of the NSW Government for public infrastructure, such as hospitals, police stations, fire stations, education facilities and public transport infrastructure”.

A comprehensive submission arguing the case for an exemption is required to be provided. The applicant has submitted a request which is detailed below.

Clause 13 of the Plan requires that a detailed cost estimate report be provided with a development application where the cost of carrying out the development is \$1,000,000 or more. The detailed cost estimate report must be in accordance with Schedule 2 of the Plan. Clause 14 prescribes that this cost estimate must be prepared by (where the proposed development cost is \$10,000,000 or more) a quantity surveyor who is a registered member of the Australian Institute of Quantity Surveyors. A detailed cost estimate report was provided as required by the Plan.

Applicant's Exemption Request

The applicant has requested an exemption from the Section 94A levy, as follows:

"Communities NSW seeks an exemption from the payment of Section 94A levies. The development is considered to be exempt from payment of contributions under Clause 9(j) of the Section 94A Plan, being both a Government infrastructure project and a use/development that contributes to the social or physical infrastructure within the locality.

Council cannot impose Section 94 levies on a development unless there is an increased demand on local infrastructure being generated by the development. Currently, the Western Grandstand accommodates 2,412 patrons/spectators and the overall WIN Stadium employees 61 full time staff comprising permanent on-site Illawarra Venues Authority staff, and contracted event staff. Up to 220 casual employees are also employed as support staff on large event days.

The development will create an additional 20 full time jobs, ensuring the WIN Stadium and WIN Entertainment Centre will employ up to 80 full time staff, and will provide for 3,660 additional patrons. The increase in jobs and seating capacity is adequately catered for by the proposed scope of works (Section 4) and is not expected to increase the demand on the types of community facilities for which Council collects levies (eg City Centre Public Transport, footpaths and cycle ways, City wide car parks and public transport facilities) above and beyond the proposed works in kind.

Further, over the past 5–10 years, the number of patrons visiting the site have remained constant and projections into future years indicate a significant increase is not expected.

Traffic flow are sporadic confined to events when the CBD working population is not at a peak ie Saturday/Sunday.

The expected demands on local infrastructure normally associated with new commercial development, being for public domain and town centre improvements, is not considered applicable to the proposed development. The creation of locally and regionally based jobs is in fact considered to be a significant social and economic benefit.

An exemption from the payment of Section 94A Contributions can also be supported on the following grounds:

- the proposal's principal purpose is to replace, upgrade and improve an existing obsolete facility;
- there is no significant increase in patrons or employees;
- the proposal will mitigate environmental impacts and seek to provide its own car parking and public domain enhancements, drainage and site entrance works as part of the project; and
- the development is a regional sports stadium that has wide community recreational benefits.

The Department of Planning's Circular No D6 (21 September 1995) deals with Crown development applications and conditions of consent. It provides summary guidelines for appropriate categories of contributions towards off-site works for Crown development providing an essential community service. Recreation facilities are not identified as a specific facility that should consistently be required to make payments towards drainage, upgrading of local roads and local traffic management.

It is anticipated that Council will apply the principles of the Department of Planning's Circular D6 for Crown Development, and adopt the general approach applied to projects providing improved social

infrastructure facilities for the wider community. Therefore, consistent with the Circular, no contributions are proposed or deemed necessary for open space, community facilities, parking, local roads, or any other local physical or social infrastructure or service or any regional infrastructure.”

Council Comment:

This request has been considered by Council’s Strategic Project Officer - Development Contributions who has provided the following comments:-

“The seating capacity of the stadium will increase by 3448 as a result of the proposed replacement grandstand. In addition to this, the development incorporates large corporate function areas, retail areas and associated amenities.

The proposed development is considered to have an impact on public parking and traffic during events at the site. The corporate function area and retail areas operating independent of events will have a similar impact as any other like development in the City and need to be assessed as such.

The proposed works included to Harbour Street public domain are a benefit but not considered to be a substitute for the monetary contribution required under the S94A plan as majority of the proposed works would be required by Council’s Landscape Division as a normal condition of consent and are not in excess of what is directly related to the proposed development.

Lack of car parking provision and potential loss of existing car parking as a result of the redevelopment of the western grandstand is a significant public concern that Council may be expected to address as such discrepancies in the SEE, civil design drawings and traffic report in relation to car parking have been required to be addressed in additional information submitted by the applicant.

As a result it is considered that the shortfall in car parking not addressed , with the utilization of traffic management plans for events, relates only to the corporate function areas and the use of these areas has been recommended by Council’s Traffic Division to only be permitted to occur when the large scale traffic management plan for events is activated. It is considered that shared use of the function rooms would occur during such events.

In consideration of points raised in the applicant’s submission and in accordance with the intention of Clause 9(j) of Councils Section 94A Plan, I am satisfied that the grandstand component of the development will provide public community infrastructure with a material public benefit via the increased capacity and quality of sporting infrastructure in the city. The same benefit is not directly associated with the corporate function area and retail areas.

Given the comments above and on the basis that the corporate function areas use is restricted in accordance with the actual provision of car parking I recommend a part exemption be granted only for that part of the proposed development which is considered public community infrastructure being the grandstand & ancillary areas such as the ticketing, Food and beverage outlet areas.

In this case the applicable levy is as follows:

Item	Area (m2)	Value of Development	Levy at 1%
Corporate Function Area	1158	\$ 3,552,744	\$ 35,527
Retail Area	440	\$ 1,349,920	\$ 13,499
		Total	\$ 49,027

13 Consultation

13.1 Notification Policy

The application was notified for a period of 30 days in accordance with Council’s ‘Public Notification and Advertising Procedures’. A notice was placed in the local newspaper and letters of notification were sent to neighbouring and nearby property owners. At the conclusion of the notification period, there were five

(5) submissions received. The main concerns identified in the submissions are summarised and discussed below:-

1. Mr T Frank

- a) Is the location of the facility appropriate with regard to proximity to public transport and a good road network? And in terms of impact of lighting, noise and traffic on the residential area?
- b) Traffic congestion during major events, lack of car parking and poor accessibility. The improved facility will increase the number of patrons likely to come to the site.
- c) Loss of on-street parking is not being off-set by additional parking provision within the site. Underground parking or parking on the fields should be considered.
- d) The proposed overhang over the road reserve will impact on the locality and on the future development of neighbouring sites. The stand should be setback as far as the WIN entertainment centre and a larger forecourt area provided for people to mingle. People will overhang the footpath, posing a potential safety hazard. Where will a large number of people wait until the gates are open?
- e) Greater setback would provide a more desirable street scale and address given the height of the grandstand.
- f) Are there political motives guiding the process? has there been a political disclosure statement submitted by the applicant? Is the work due to be started and advertising the development simply a statutory requirement?
- g) Is the demolition application a separate application?
- h) The development of the stadium is disjointed. There has been no attempt to integrate the grandstands into a single development. This is a highly visible site and requires better attention to the design and detailing. The proposal is mediocre.

The following comments are provided in response to the above submission:-

- In regards to (a), the site is appropriately zoned for the grandstand and the site has been occupied for such purposes since around 1911. The site is located within the Wollongong City Centre and public transport is available within proximity. The impacts of lighting and noise have been considered during the assessment of the application and are dealt with by conditions.
- In relation to (b), the increased capacity of the stadium and corporate function areas will have traffic impacts on the surrounding road network. Traffic Management Plans (TMP) are required to manage medium and large scale functions. The applicant's Traffic Consultant states that the large event TMP aims to reduce reliance on car transport to the stadium through encouraging use of public transport.
- In relation to (c), 13 on-street car spaces are being removed from Harbour Street as a result of the proposed public domain works. 36 spaces are proposed to be constructed to the south of the western grandstand to the west of the training field. This includes 13 spaces to make up for the loss of on-street car parking proposed.
- In relation to (d), the proposed overhang over the road reserve will not have an unreasonable impact on the locality or on the future development of neighbouring sites. It is noted that the existing western grandstand abuts the road reserve and only a very narrow footpath exists on the eastern side of Harbour Street. The western elevation of the existing grandstand is uninteresting and does not contribute to the streetscape and pedestrian amenity is poor. This proposal incorporates streetscape/public domain works which will improve the pedestrian environment significantly, improving pedestrian safety and amenity. The grandstand structure incorporates ground floor retail/commercial areas with glazed shopfronts which will activate the streetscape outside of events which currently does not occur. The design of the structure has been considered by Council's Design Review Panel in accordance with the requirements of WLEP 2009, as detailed above. The proposal was considered to be satisfactory subject to a number of issues being considered further. This has occurred and the design is now considered to be satisfactory.
- Further in relation to (d), the width of the grandstand and footpath area fronting Harbour Street is constrained by the position of the playing field and other grandstands. It is not possible to provide a wider footpath/forecourt area than that proposed. As noted above, the proposal involves public domain works including the provision of a wider footpath on the eastern side of Harbour Street (6.6m along most of the width of the grandstand). This will improve pedestrian amenity and safety. A wider footpath area is available further to the north adjacent to the WIN entertainment centre which

will provide additional area for people to gather before and after events. During events (over 10,000 patrons), road closures are and will continue to be implemented in Harbour Street (between Burelli and Stewart Streets) to facilitate safe pedestrian movement in the precinct. Police officers and road management contractors will be employed to supervise pedestrians.

- In relation to (e), it is not possible to provide a greater setback to the stadium given the constraints mentioned above.
- In relation to (f), the proponent is NSW Communities, a State government department who will fund the construction of the western grandstand. The development application has been publicly notified and assessed in accordance with the relevant provisions of the Environmental Planning & Assessment Act 1979 and Regulation 2000. In accordance with the EPAA and as required by Wollongong City Council, the applicant's disclosure of political donations and gifts was set out on the Application Form submitted with the DA at the time of lodgement.
- In relation to (g), an earlier development application was submitted and approved in relation to the demolition.
- In relation to (h), the applicant has noted that the site and budget constraints affecting the site have prevented continuous seating being provided from the Northern Grandstand to the Southern Grandstand. However the Western Grandstand will be integrated with the Northern Grandstand through the provision of the pedestrian bridge at Level 2. Further, the design of the development has been reviewed by the Design Review and Advisory Panel as detailed in Section 9 above. The design was considered to be acceptable subject to some changes being made.

2. Access Reference Group

The following summarised comments were provided by the Access Reference Group (ARG) in relation to the proposed development:-

(a) Seating

- There are 24 designated accessible seats at ground level, 8 on the second level and none on the top level. This does not comply with the standards; there should be seating adjacent to wheelchair spots so that companions can sit beside people using the accessible seating.
- The plans do not indicate that there is seating for people with ambulatory disabilities.
- Media boxes will obstruct the vision of the people using the accessible seating on the second level and companion seating should be provided with these accessible spots.
- The type of seating is not specified. It is not specified if the seating will be fixed or movable, or flip up to accommodate multiple configurations that may be required for people with disabilities.
- The designated accessible seating is not equitably distributed throughout the stadium. There is no designated accessible seating in the upper level for people with disabilities.
- The proposed grand stand features 6072 seats, with 32 designated accessible seats. Access to Premises Standards (Table D3.9) requires the following number of wheelchair spaces, for seating between 800 to 10,000; that there would be 16 places plus 1 additional space for each additional 100 seats or parts thereof in excess of 800 seats. The grouping and location of these seating is to be provided as follows; not less than 2 single spaces; and not less than two and not more than 5 spaces in any other group and the location of spaces is to be representative of the range of seating provided.

It is noted that an access consultant prepared an accessibility report for submission with the development application. This consultant has reviewed the ARG submission and has provided the following comments in response to the above concerns:-

- To meet the performance requirements of BCA (2010) Part D3.2, (1 wheelchair space per 100 up to 200 seats + 1 per 200) - 32 wheelchair seating spaces, with dimension to meet the requirements of AS1428.1 (2009) are proposed.
- Level 01 includes 8 wheelchair spaces and 5 adjacent companion seats. In our opinion, the wheelchair seating spaces are located equitably to meet the intent of the DDA to be representative of the public seating provided in the lower tier. Located in the front row the spaces allow lines of sight comparable to general viewing with no seats provided in front of the wheelchair spaces.

- Level 02 includes 4 wheelchair spaces and 2 adjacent companion seats. In our opinion, the wheelchair seating spaces are located equitably to meet the intent of the DDA to be representative of the seating provided at Level 2. Access to the rear of the lower seating tier is proposed via the northern end of Corporate area 1 and the southern end of Corporate area 2. An operational management strategy will be required for the allocation of spaces and to facilitate access to these seats by people with a disability.
- Level 03 - it is not proposed to include wheelchair seating spaces in the upper seating tier. The base design of the upper tier creates design constraints which restrict the ability of the designers to provide wheelchair spaces with lines of sight comparable to general viewing in the upper tier. The passenger lift will provide vertical access to Level 3. The path of travel from the concourse to a number of seating rows at the vomitory entries in the upper tier include a limited number of steps to seats, which in our opinion could be accessed by people with ambulant disabilities which will enhance accessibility in the upper tier.
- The 7 'companion seats' adjacent to the wheelchair spaces are provided with additional circulation space which in our opinion provide enhanced amenity to meet the anticipated requirements of people with ambulant disabilities.
- The proposed seating layout includes the provision of removable seats which will provide flexibility in the provision of wheelchair seating spaces, seating for people with ambulant disabilities and their companions. If anticipated bookings indicate additional spaces/seats are required for an event, these provisions can then be facilitated.
- In order to meet the intent of the DDA and the proposed changes to the BCA (2011) the location of wheelchair seating spaces is to be representative of the seating provided. As wheelchair seating spaces are not proposed to be included in the upper seating tier, it is recommended that an operational management strategy be prepared to ensure that wheelchair users are treated as fairly as other spectators. The operational management strategy should include a ticketing/booking system to allow for flexibility to accommodate groups (which may wish to include use of a wheelchair space) to sit together and a consistent/same price for seating across all levels of public seating, thus meeting the intent for equitable access. If the upper tier seating is proposed to be cheaper than the lower tier seating, groups accessing the lower tier due to the location of the wheelchair spaces, should not be required to pay an additional ticketing cost, as they do not have the option of sitting in the upper tier. Secondly, it is recommended that an operational management strategy be prepared which includes a ticketing/booking system to make available the 'companion seats' which are provided with additional circulation space for people with ambulant disabilities. If approved, conditions of consent should be imposed in relation to these two recommendations.

(b) Toilets

- Both of the designated accessible toilets located on the ground floor are drawn as right hand side transfer toilets. Where there are two toilets present the standards require that one should be left handed and one should be right.
- There is no designated accessible unisex toilet located on the third level.

The applicant's access consultant has provided the following comments in response to the above concerns:-

- Level 01 includes two unisex accessible sanitary facilities (WC 13 and WC 16) each indicated to be located conveniently to the wheelchair spaces at the rear of the lower seating tier, in areas adjacent to gender specific facilities. The unisex accessible sanitary facilities are now indicated with a mirror image configuration to provide a layout suitable for both right and left hand use to comply with AS1428.1.
- Level 02 one (1) unisex accessible sanitary facility is indicated on the western side adjacent to gender specific toilets.
- Levels 01, 02 and 03: each gender specific sanitary facility includes a cubicle for people with ambulant disabilities to meet the requirements of AS1428.1 (2009). In our opinion, a unisex accessible sanitary facility is not required on Level 03 where wheelchair seating spaces are not proposed.

(c) People who are blind or with vision impairment

- Directional tactile indicators for people who are blind or have a vision impaired from the bus/ taxi drop off zones.

The applicant's access consultant has provided the following comments in response to the above concerns:-

- It is our understanding that points of arrival to the entries at the northern (Gate A) and southern (Gate C) ends of the new grandstand are proposed via the following:
 - event bus/taxi drop off zone
 - event managed accessible parking on Harbour Street
 - event managed accessible parking under the Northern Grandstand
 - event managed accessible parking in the South Carpark
 - pedestrian crossings (3) located in Harbour Street, including adjacent to the Steelers Club on the western side of Harbour Street
- It is our understanding that event managed drop off zones on Harbour Street may include varying bus/taxi stops and consequently it is our opinion that the provision of permanent directional tactile indicators may not provide long term meaningful way finding guidance for people who are blind or have vision impairment.
- The applicant notes that the bus/ taxi drop off zone has been removed from the proposed development. Tactile indicators will be provided as necessary in accordance with the relevant BCA provisions and Australian Standards.

(d) Signage

- Recommendation to use international symbols / pictures where possible.

Comment:-

- All statutory signage for accessible facilities and accessible parking is to comply with the specifications of the BCA and AS1428.1. Conditions of consent have been imposed in this regard.

(e) Parking

- ARG recommend that the required amount of accessible parking is made available to support the size of this development.

Comment:-

An existing hardstand area to the south of the new grandstand is to be redeveloped to provide 36 car spaces including two (2) accessible parking spaces. In addition, there are four (4) accessible parking spaces located beneath the existing northern grandstand. The access consultant recommended that the accessible parking comply with AS2890.6 and the BCA. Further, it is recommended that (i) the temporary provision of accessible parking spaces for events is to include spaces with dimensions and gradients to meet the requirements of AS2890.6 (2009) and (ii) an operational management strategy to facilitate use of accessible spaces is to be developed. Conditions of consent have been imposed in this regard.

(f) Kerb

- The Kerb Ramp located on the pedestrian crossing on the southern side of Stewart St is not positioned in direction of travel. It is recommended that kerb ramps be eliminated and that a raised traffic calming structure be installed between the Steelers Club and Harbour Sts.

The applicant's access consultant has provided the following comment in response to the above concern:-

- Pedestrian crossings, traffic calming paving and kerb ramps aligned in the direction of travel are now indicated on Harbour Street on the southern & northern sides of Stewart Street and the southern side of Burelli Street.

(g) Fire Safety

- In the event of fire there is no evidence of a fire safe place on each level of the grandstand for people with disabilities unable to take the stairs to find refuge in the case of a fire.

The applicant's access consultant has provided the following comments in response to the above concerns:-

- An operational management strategy is required to provide assisted emergency evacuation from level 02 and 03 for people with a disability.

(h) Other

- Clarification is requested about floor levels for leased shops at ground level. ARG recommend that these shops be accessible for people with disabilities.
- ARG recommend that wheelchair access is provided into the northern grandstand off the northern end concourse.
- ARG recommend that an accessible distance be maintained on the pathway between the building and the parking on Harbour St at the southern end where the Norfolk pines are located.
- Is the second level restricted for corporate use only or is this area accessible to the public?
- A person with a mobility disability using the lift from the corporate area cannot access the rear ground floor concourse without going out into Harbour St and having to come around through turnstiles.
- ARG recommend amenities associated with the leased areas on Harbour St be available for use when WIN stadium is not in operation.
- ARG recommend that this development complies with the latest Access to Premises standards available and DDA to ensure that it is compliant upon completion.

The applicant's access consultant has provided the following comments in response to the above concerns:-

- The footpath on the eastern side of Harbour Street is proposed to be redeveloped to include kerb & gutter and level access at the doorways of the four (4) tenancies.
- An accessible link is indicated from the external corridor on the eastern side of Level 02 to the existing corporate facilities of the Northern Grandstand via 2 sets of double outward opening doors and 2 ramped walkways.
- An accessible link is indicated from the external corridor on the eastern side of Level 02 to the existing corporate facilities of the Northern Grandstand via 2 sets of double outward opening doors and 2 ramped walkways.
- An operational management strategy will be required for allocation and assisting people with disabilities to access the 4 wheelchair spaces and 2 companion seats on Level 02
- An operational management strategy will be required for equitable provision of access to concessions/food and beverage concessions if these outlets are not available in the leased tenancies on Harbour Street.
- The latest editions of Australian Standards are referenced as a design requirement and in principle design based on AS1428.1 (2009) will in our opinion meet the BCA (2010) and the intent of the DDA.

Conditions of consent have been imposed to ensure compliance with the above recommendations.

3. Mr P Hartley, Vision Australia

- With regards to the accessibility report, specifically to point 3.1- Access Provisions- Points of arrival. Is it possible for directional tactile ground surface indicators be put in place from one (or some) of the designated points of arrival to the proposed Northern and Southern entrances to the new grandstand. This would enable blind or low vision people to have greater access and orientation to the new grandstand and ground.

Comment:-

- This matter was considered above in relation to the submission from the Access Reference Group. The applicant's access consultant provided the view that the provision of permanent directional tactile ground surface indicators may not provide long term meaningful way finding guidance for people who are blind or have vision impairment.

- The applicant has indicated that tactile indicators will be provided as necessary in accordance with the relevant BCA provisions and Australian Standards.

4. Mrs E Collins

- No objection to replacement of the grandstand, however objection is raised to the increased seating capacity. There are major traffic problems in the area when major events occur. This will be exacerbated by the increased seating capacity proposed.
- Traffic problems result already from the lack of onsite parking facilities.

Comment:-

- As discussed elsewhere within this report, there is no additional on-site car parking proposed to cater for the additional seating capacity proposed. The applicant proposes to deal with traffic associated with events through the implementation of a traffic/transport management plan (TMP). There is a TMP currently used by the Illawarra Venues Authority which applies to events attracting between 5,000 and 15,000 people. This plan will be extended with additional strategies applied to encourage increased use of public transport and the like ('park and ride' etc) which will apply to major events, being those expected to attract above 15,000 people. The implementation of these TMPs is supported by the RTA and Council's Traffic Division.

5. Mr Ron Knowles

- Neighbourhood Forum 6 has in the past raised considerable concern in relation to inadequate provision of carparking with construction of Wollongong Entertainment Centre and no provision of "free public transport" in ticketing for events at WEC and WIN Stadium.
- A number of questions were asked. These are:
 - a) Does Council accept as accurate the figures including modal split number of passengers per motor vehicle in the Bitzios Consulting Traffic report?
 - b) In relation to the encroachment over/ into the Harbour Street road reserve, does Council agree with this encroachment and what will be the terms of a lease agreement especially what moneys will be paid to Council?
 - c) In the notification letter there is a section '*Applicant seeks departure from Local Environment Plan Development –No*'. The applicant is seeking considerable departure from Council's planning, principally exemption from Section 94A and increased height. Is the 'No' in that section correct?
 - d) What are Council's future plans for Harbour Street? The applicant is seeking narrowing of Harbour Street; Harbour Street only becoming one way and speed limits maybe as low as 10kph. It will impact on the local community, especially Stewart Street. What changes and increased number of motor vehicles will occur on other streets?
 - e) When will Council install traffic lights at Bank and Corrimal Street intersection?
 - f) The applicant is seeking exemption from Section 94A Contribution Plan. Does Council agree with this exemption or will Council insist on payment of Section 94A Contributions?
 - g) Was Neighbourhood Forum advised of this DA?
 - h) Will Council insist that "free public transport" be included in any ticketing?
 - i) Will Council seek increased frequency of Gong Shuttle to provide realistic public transport to discouraged reliance on the private motor vehicle?

The following comments are provided in relation to the above questions:-

- In relation to (a), Council's Traffic Section has reviewed the applicant's traffic report and has no concerns with the figures cited.
- In relation to (b), Council's Property Division has raised no objection to the proposed encroachment over/into the Harbour Street road reserve, subject to partial road closures being undertaken. Conditions of consent have been recommended for imposition in this regard. A report was presented to the 27 July 2010 meeting of Council in relation to this issue. The JRPP will be updated with details

as to Council's resolution prior to the Panel meeting. The arrangements made in relation to the road closure/lease are not matters for consideration in the determination of this application.

- In relation to (c), it is correct that the proposal does not involve any departures from Wollongong Local Environment Plan 2009. The applicant does seek an exemption from the requirement to pay a Section 94A levy, however this is not a departure from the LEP. There is also no height variation sought; the height is compliant.
- In relation to (d), Council has no objection to the works proposed within Harbour Street in conjunction with this development. The traffic report lodged with the application included modelling of the impacts of the proposed works on the local road network. No concerns were raised in relation to this issue by either the RTA or Council's Traffic Section.
- In relation to (e), Council has not scheduled the installation of traffic lights at Bank and Corrimal Street intersection though provision has been made for this signalisation within Council's Access and Movement Strategy.
- In relation to (f), Council is prepared to give a partial waiver of the Section 94A levy. This issue is addressed in Section 11 of this report.
- In relation to (g), the Neighbourhood Forum was not directly advised of this DA in writing, however the proposed development was advertised in the local newspaper.
- In relation to (h), Council cannot insist that "free public transport" be included in any ticketing. The RTA and Council encourages the implementation of integrated ticketing at the venue as part of the traffic management plans.
- In relation to (i), the applicant indicates that it will seek increased frequency of the 'Gong Shuttle' during major events to further encourage public transport use.

13.2 Internal consultation

Geotechnical Engineer

Council's Geotechnical Engineer is satisfied with the proposal subject to the imposition of recommended conditions.

Stormwater

Initial concerns raised in relation to the stormwater management and flooding have been resolved through the submission of amended plans and additional information. The proposed development is now considered to be satisfactory subject to the imposition of recommended conditions of consent.

Landscaping

Initial concerns raised have been resolved through the submission of amended plans and additional information. The proposed development is now considered to be satisfactory subject to the imposition of recommended conditions of consent.

Traffic

Initial concerns raised in relation to traffic, parking and access have been largely resolved through plan amendments and where required, recommended conditions.

The following summarised comments have been provided in relation to car parking:-

The car parking requirement for new floor areas is **12 spaces for the retail/commercial component, 4 spaces for the neighbourhood shop and 172 spaces for the new function rooms** (based on the floor area of the function rooms being 860m²).

There is no parking proposed to be provided to support the new stand or function rooms. The applicant has requested that a condition of consent be imposed restricting the use of the corporate function rooms, as follows:

"Restricted Use of Function Rooms

At times other than during major events, the use of the corporate function rooms within the western and northern grandstands shall be restricted such that not more than 770sqm of function room(s) (either singularly or in

combination) shall be used at any one time unless a Transport Management Plan is submitted to and approved by the Local Traffic Committee prior to the event(s)."

This is not supported as it relies on linking the subject application with development approval (DA-2001/682) for the northern grandstand.

It is recommended that use of the new corporate function rooms only be permitted to occur when the major event traffic management plan (15,000+ visitors) is activated. As such events, the function rooms would be used in conjunction with the grandstand (i.e. patrons to the main event will be the same patrons using the function rooms). During such events, local parking resources are fully occupied and other transport modes are more highly utilised.

The resulting car parking requirement for new floor areas (when applying the above restriction to the corporate function areas) is **16 spaces**.

The car parking provision requirement due to loss of on street parking in Harbour Street is **17 spaces** (13 spaces between Burelli Street and Stewart Street and 4 spaces south of Burelli Street).

The resulting total parking provision requirement for the development is **33 car parking spaces**. The civil drawings submitted by the applicant show the provision of **36 car parking spaces**.

It is recommended that the following condition be imposed in relation to on-site car parking provision:

"The development shall make provision for a total of 36 car parking spaces, and 60 (5 staff and 55 visitor) bicycle parking spaces. This requirement shall be reflected on the final design plans. Any change in the above parking numbers shown on the approved DA plans shall be dealt with via a section 96 modification to the development. The approved parking spaces shall be maintained to the satisfaction of Council at all times."

A number of other conditions of consent have been recommended for imposition.

Building

The proposed development is satisfactory subject to conditions.

Property

In order to accommodate the overhang of the grandstand, the closure of portions of the public road and stratum airspace within Harbour Street will need to be undertaken. The applicant has made an application for a road closure which was considered by Council at its July meeting. A resolution of Council to close the road and lease the land and airspace to the Illawarra Venues Authority must be obtained prior to commencement of construction of the grandstand and any associated works.

Conditions of consent have been recommended for imposition in relation to this matter.

Environment

The development application and supporting documents were reviewed and the proposal is considered to be satisfactory subject to the imposition of conditions in relation to numerous issues such as potential soil contamination, acid sulphate soils, acoustic treatment, material reflectivity and the like.

Health

The development application is considered to be satisfactory subject to the imposition of recommended conditions of consent.

Community Safety Officer

Council's Community Safety Officer has raised a number of concerns which have been sought to be addressed through recommended conditions of consent.

Works and Services

The proposed development is satisfactory subject to recommended conditions.

Strategic Project Officer - Development Contributions

Council's Development Contributions Officer has provided comments in relation to the Section 94A levy exemption sought by the applicant. These comments are outlined in Section 12 above.

Heritage

Council's Heritage Officer has reviewed the proposal. It was noted that the development is not affected by any heritage listings and considers that given the past disturbance of the site, the proposal will not have potential impacts on Aboriginal sites.

The proposal is therefore considered satisfactory.

13.3 External consultation

RTA

The following comments were provided by the Regional Development Committee in relation to the proposed development:-

"The Committee has reviewed the submitted information and does not object to the proposal in principle subject to the following being comments being addressed:

- The Committee supports the continued use of the existing traffic management plan (TMP) for events likely to attract up to 15,000 people. This plan should be reviewed on an ongoing basis in consultation with the RTA, Council and NSW Police. Where necessary, the proponent shall implement any reasonable measures necessary to improve traffic management and road safety.
- The Committee supports the implementation of a "large event" TMP for events likely to attract in excess of 15,000 people. The Committee recommends that the 15,000 threshold be applied to the entertainment precinct and not solely WIN Stadium. That is, where the combined patronage of simultaneous events at the Wollongong Entertainment Centre (WEC) and WIN Stadium is likely to exceed 15,000, the "large event" TMP should be implemented. The Committee recommends that the "large event" TMP be developed in consultation with the RTA, Council and NSW Police prior to the first event and be reviewed post implementation. Where necessary, the proponent shall implement any reasonable measures necessary to improve traffic management and road safety. Once the plan has been established and implemented a number of times, it should be reviewed on an ongoing basis in consultation with the RTA, Council and NSW Police. Again, where necessary, the proponent shall implement any reasonable measures necessary to improve traffic management and road safety.
- All costs associated with implementing both TMP's should be borne by the proponent.
- The Committee supports integrated ticketing being implemented for events likely to attract in excess of 15,000 people. Similarly to the "large event" TMP, the Committee recommends that the implementation of integrated ticketing be linked to an expected precinct patronage in excess of 15,000 and not solely WIN stadium.
- The Committee supports the one way arrangement for Harbour Street (south to north) as it will provide a significantly wider footpath for pedestrians without significantly compromising network traffic flows.
- The Committee notes the lack of kerb and gutter on the eastern side of Harbour Street aimed at creating a more pedestrian friendly environment during closures of Harbour Street. Whilst the Committee supports this arrangement in principle, it highlights that clear definition and separation must be provided between the road and the road related area.
- The Committee does not support the proposed parking on the eastern side of Harbour Street. This parking would require people to exit the passenger side into the traffic stream. This is undesirable. Further, as there will be only one lane on Harbour Street, there would be a potential for vehicles exiting parking spaces on the western and eastern side to collide. The Committee recommends that the parking on the eastern side of Harbour Street in the one way section be removed.

- The Committee does not support the narrow footpath in the vicinity of the northern and southern ticketing booth access points. The Committee recommends that the wider footpath width within the proposed one way section of Harbour Street be extended either side to provide a safe pedestrian environment outside the ticket areas. That is, the footpath width outside the ticketing area should be consistent with wider footpath area in the one way section of Harbour Street. The Committee notes that this may result in a loss of parking however considers that it is more important to provide a safe pedestrian environment at this location.
- The Committee considers that it is vitally important to encourage people to travel to the events by private coaches as well as public transport. In this regard, the Committee recommends that a designated coach drop off area be provided within close proximity to the Stadium. Drop off areas should be adequately sign posted and designed in accordance with relevant standards. The proponent must also address where the coaches will park after drop off.
- The Committee considers that suitable arrangements are provided for disabled access to the ground. In this regard, disabled parking should be available within close proximity to the ground.
- Whilst the Committee considers it important to encourage the use of public transport and private coaches, the Committee acknowledges the need to provide private car drop off areas. In locating these spaces, consideration must be given to minimising vehicle movements within the immediate vicinity of the Stadium and therefore the drop off zones should not necessarily be located within the immediately vicinity of the ground. The drop off areas should be adequately signposted and patrolled during events. Good pedestrian connections should be available between the drop off areas and the stadium (i.e. footpaths, signalised crossing opportunities).
- The Committee supports the 40km/h high pedestrian zone proposed on Harbour Street in principle however it would need to be demonstrated to the RTA that the zone is compliant with all relevant standards and complete with appropriate speed management threshold infrastructure.
- Council highlighted a number of concerns with regard to the loading dock, bicycle parking, paid parking arrangements. The Committee considers that the proponent should address these issues to the satisfaction of Council.
- The Committee requests further details of the mode share survey undertaken by the proponent on 19 March 2010. The Committee considers that further investigation of the survey will assist in marketing strategies aimed at achieving a mode share. In particular, the Committee notes that post code was recorded in the survey and is interested in how mode share relates to origin of trip. This data should be provided to the RTA and Council.”

Comment: the above recommendations have been considered during the assessment of this development application. Plan amendments have been made where required to address a number of the concerns raised, such as in relation to the width of the footpath area, implementation of drop-off areas, and location of proposed car parking on the eastern side of Harbour Street. Other matters have been addressed through recommended conditions, such as the implementation of traffic management plans in respect of events catering for up to 15,000 people and events catering for over 15,000 people. The developer will also be required to promote integrated ticketing to further encourage the use of public transport to the stadium.

NSW Communities

In accordance with Section 89 (1) (b) of the Environmental Planning & Assessment Act 1979, Council's draft conditions were forwarded to the applicant, NSW Communities for approval. The applicant agreed to the conditions outlined in Attachment 5 to this report subject to a number of amendments. Council has made all amendments with exception to condition number 157 in relation to the use of the function centre.

The proposed condition read as follows:

“Restricted Use of Function Rooms

The use of the corporate function rooms within the western grandstand shall only occur during major events where the Major Event Traffic Management Plan is activated (ie for events attracting more than 15,000 attendees). ”

The applicant provided the following comments to amend the condition:

“use of corporate function rooms should be unrestricted when an event traffic management plan is submitted and approved by the Traffic Management Committee, irrespective of the size of the event. Therefore if these areas are to be used then a TMP is to be in place.”

Comment: It is considered that the condition as originally proposed by Council should not be amended because at major events (15,000+ visitors) the function rooms would be used in conjunction with the grandstand (i.e. patrons to the main event will be the same patrons using the function rooms). During such events, local parking resources are fully occupied and other transport modes are more highly utilised.

14 Conclusion and Recommendation

This application has been assessed having regard to the relevant matters for consideration prescribed by Section 79C(1) of the Environmental Planning and Assessment Act 1979.

The proposed development has been considered with regard to all relevant provisions contained within the applicable environmental planning instruments including SEPP (Major Development) 2005, SEPP (Infrastructure) 2007, SEPP 64 in relation to the proposed signage and SEPP 55. The proposed development within the allotment is permissible with development consent whilst the proposed grandstand components are prohibited in the B4 Mixed Use zone which applies to the road reserve adjacent to the site. Subject to the appropriate amendment being made to Wollongong Local Environmental Plan 2009 permitting the *recreation facility (major)*, the development would be considered to be consistent with the objectives of the B4 zone. The proposed development is consistent with all other development standards and miscellaneous provisions including particularly the design excellence provisions.

The proposal has been examined with regard to its environmental, social and economic impacts and is considered to be acceptable subject to the imposition of the recommended conditions. Detailed consideration has been given to the comments provided within public submissions in this assessment and the applicant has provided responses and addressed concerns through plan amendments and further information where required. It is considered that these concerns are now generally resolved.

The site is considered suitable for the proposal and on balance, the proposed development is considered to be in the public interest.

The applicant has been consulted in regard to the draft conditions outlined in Attachment 5 to this report and has agreed to the imposition of each of the conditions. However, Council does not agree with the amendments made to condition number 157 as outlined above.

It is recommended that:

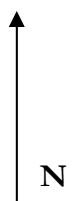
- The JRPP considers the merits of the proposal in it public meeting subject to Council having resolved to proceed with a planning proposal which seeks to address the issue of permissibility.
- Following its merit assessment, the JRPP defers the matter subject to the appropriate amendment being made to Wollongong Local Environmental Plan 2009
- Subject to the provisions of Clause 268I of the Environmental Planning & Assessment Regulations 2000 and clause 5.9 of the Procedures for the Operation of Joint Regional Planning Panels the JRPP concludes the business transacted substantially in the public meeting

ATTACHMENTS

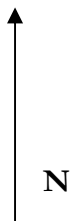
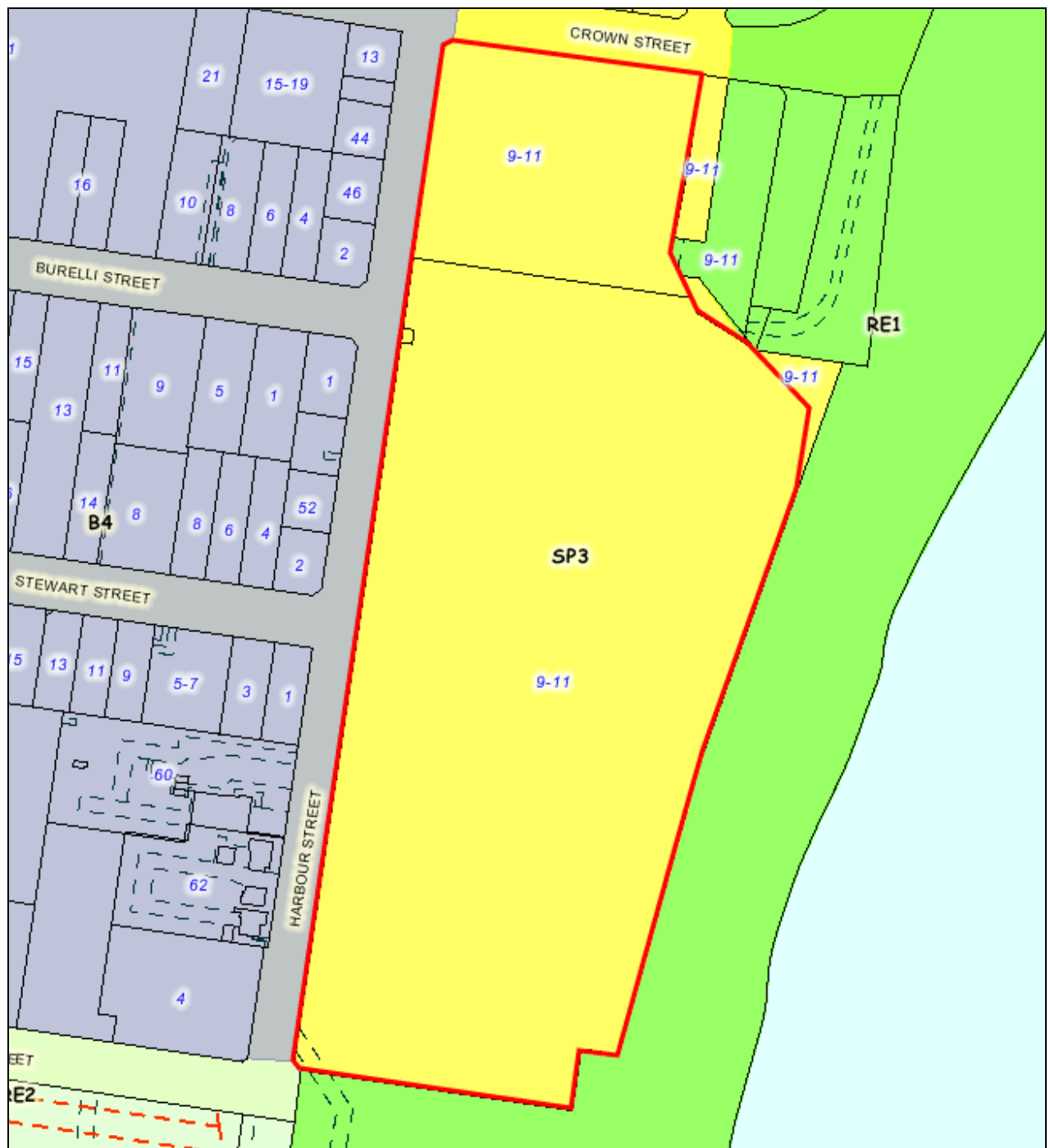
1. Aerial Photograph
 2. Zoning Map
 3. Plans
-

4. Submissions of Objection
5. Draft Conditions

Attachment 1 – Aerial Photograph



Attachment 2 – Zoning Map





04 VIEW FROM NORTH GRANDSTAND
LOOKING SOUTH WEST



03 VIEW FROM PLAYING FIELD
LOOKING SOUTH WEST



02 VIEW FROM NEIGHBOURING APARTMENTS
LOOKING NORTH EAST



01 VIEW FROM HARBOUR STREET
LOOKING SOUTH EAST

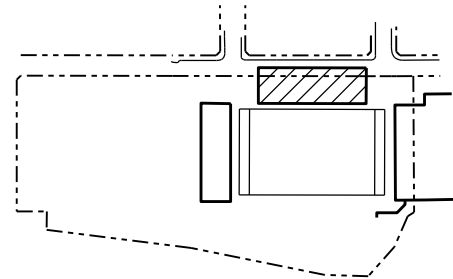
Revisions			
No	Date	Description	Rev App'd
A	29.04.10	ISSUE FOR DEVELOPMENT APPLICATION	JG MH
B	16.07.10	ADDITIONAL INFORMATION FOR COUNCIL	JG MH
DA APPROVAL			

Do not scale drawings. Use figured dimensions only. Check & verify levels and dimensions on site prior to the commencement of any work, the preparation of shop drawings or the fabrication of components.

This drawing is the copyright of Allen Jack + Cotter Architects and is protected under the Copyright Act 1968. Do not alter, reproduce or transmit in any form, or by any means without the express permission of Allen Jack + Cotter Architects.

Nominated Architects: Keith Cotter AM 2264, Glynn N Evans 2839, Michael Heenan 5264, Peter Ireland 666, Reginald Smith 3312, Peter Stronach 3312.

Site Location Plan



Client

Communities NSW

Architect

AJ+C
ALLEN JACK + COTTER
79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
ph +61 2 9311 8222 fx +61 2 9311 8200 ABN 53 003 782 250

Project
REPLACEMENT OF
WESTERN GRANDSTAND
at WIN STADIUM, WOLLONGONG

Proj No. 10005

Drawing Title
PHOTOMONTAGE VIEWS

Drawing Status
NOT FOR CONSTRUCTION

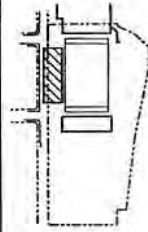
Scale
NTS

Drawing No
DA_2600

Issue
B

AREA - EXTENT OF WORKS
8420m²

AREA WITHIN SITE BOUNDARY
5240m²



Site Location Plan

Communities NSW

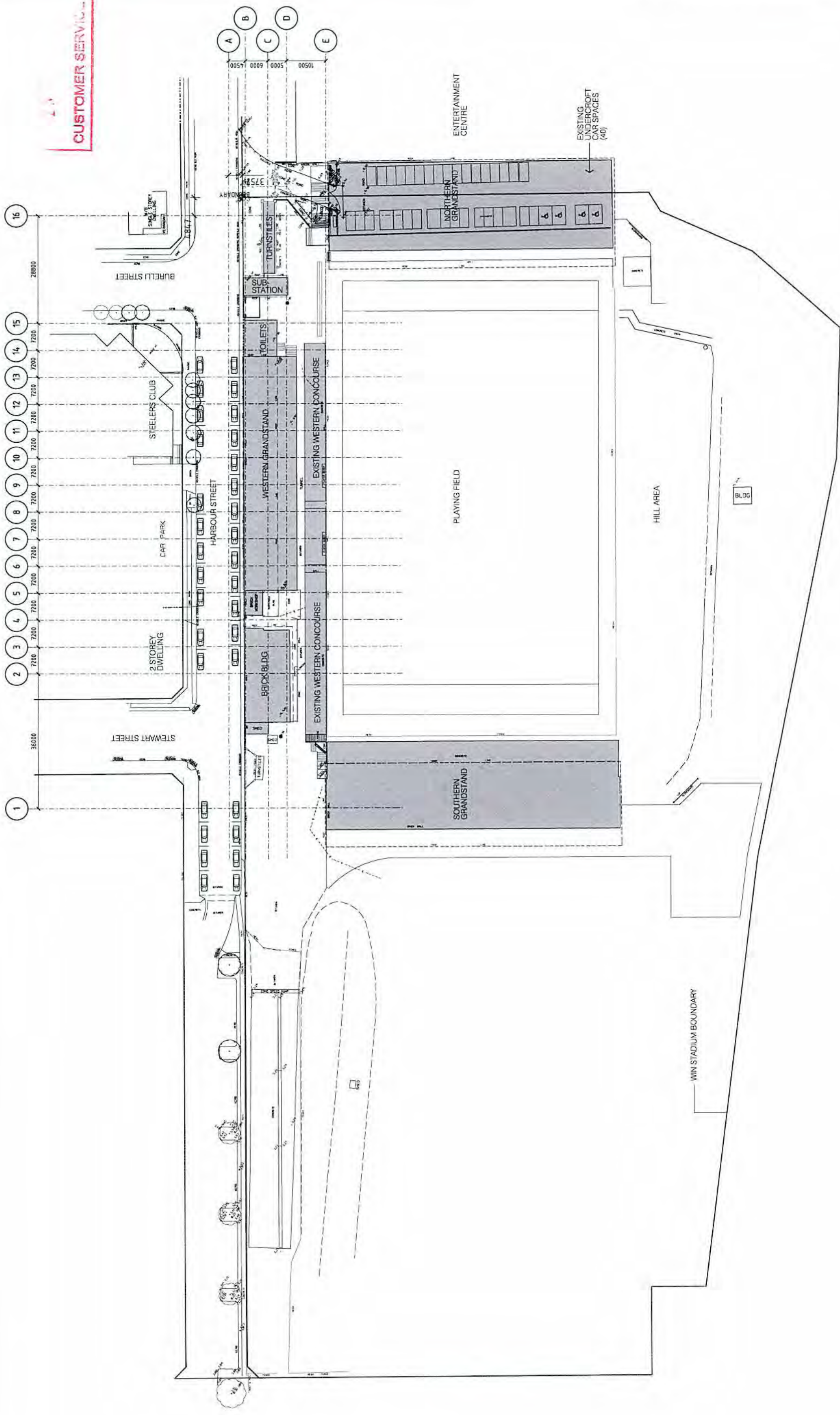
AJ+C
Audi/Koch-Commerz
79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
ph +61 2 9311 8222 fx +61 2 9311 8200 ABN 53 003 782 260

Project
REPLACEMENT OF
WESTERN GRANDSTAND
at WIN STADIUM, WOLLONGONG

Drawing Title
Site Plan

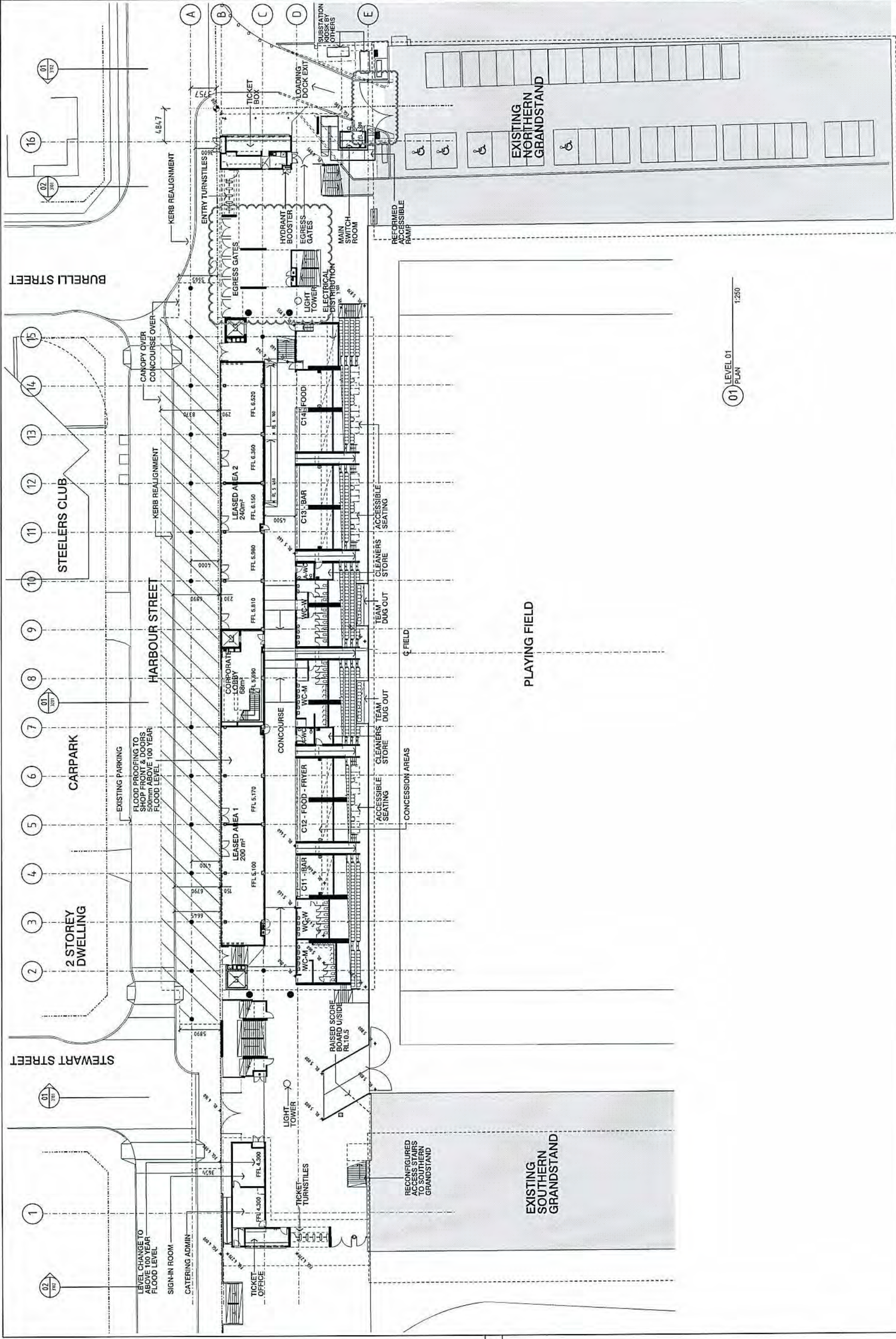
Drawing Title
Site Plan

Scale 1:500
Drawing No. DA 1000
Issue B



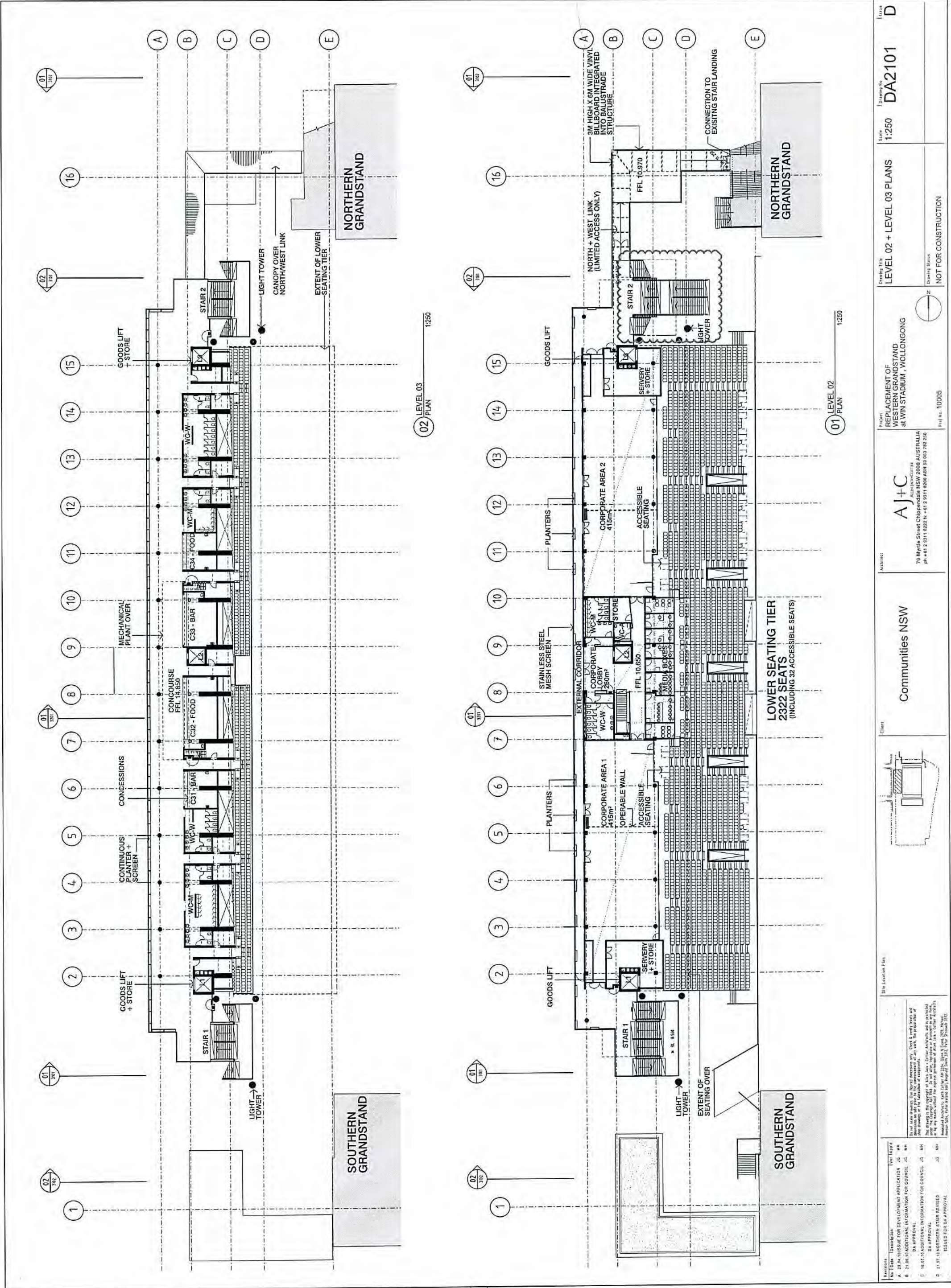
CUSTOMER SERVICE

REVISIONS No. 1 Date 21/08/19 Description A 21/08/19 ADDITIONAL INFORMATION FOR COUNCIL JD MH DA APPROVAL	Client 	Architect AJ+C AJ+C Pty Ltd 79 Myrtle Street Chippendale NSW 2008 AUSTRALIA GPI +61 2 9371 8222 A +61 2 9371 8205 AHN 53.003 782 250	Project REPLACEMENT OF WESTERN GRANDSTAND at WIN STADIUM, WOLLONGONG	Drawing Title EXISTING CARPARK PLAN	Scale 1:500	Issue DA 1001	Issue A
					Scale 1:500	Issue DA 1001	Issue A
NOT FOR CONSTRUCTION				Drawing Status NOT FOR CONSTRUCTION		Scale 0 10 20 40m	

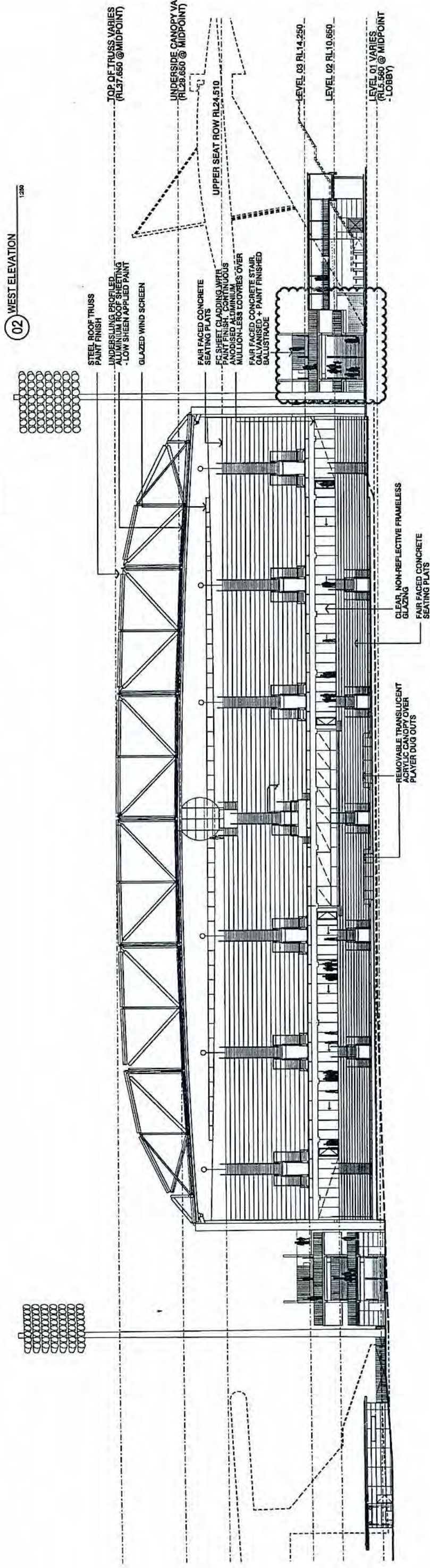
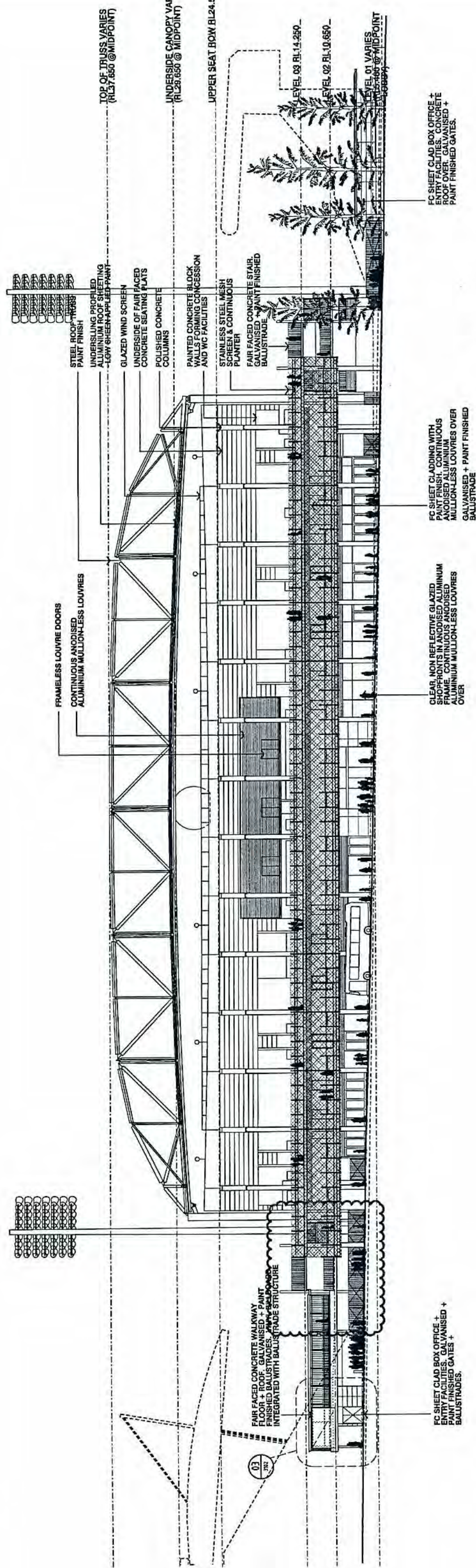


01 LEVEL 01 PLAN
1:250

Revisions		Site Location Plan		Client		Communities NSW		AJ+C		Project		Drawn By		Scale		Drawing No.		Issue	
A. 28.04.15 ISSUE FOR DEVELOPMENT APPLICATION. JG WIP				728 Myrtle Street, Wollongong NSW 2520		AJ+C		Project: REPLACEMENT OF WESTERN GRANDSTAND at WIN STADIUM, WOLLONGONG		DA2100		1:250		DA2100		D		NOT FOR CONSTRUCTION	
B. 21.05.15 ADDITIONAL INFORMATION FOR COUNCIL. JG WIP																			
C. 18.07.15 ADDITIONAL INFORMATION FOR COUNCIL. JG WIP																			
D. 21.07.15 NIGHTPERS STAFF REVISED. JG WIP																			
E. 21.07.15 NIGHTPERS STAFF REVISED. JG WIP																			



Revisions		No. Issue Description		For Approval
A	21.04.15	ISSUE FOR DEVELOPMENT APPLICATION	JG	40
B	21.06.15	ADDITIONAL INFORMATION FOR COUNCIL	JG	40
C	18.07.15	ADDITIONAL INFORMATION FOR COUNCIL	JG	40
D	21.07.15	NORTHERN STAIR REVISED	JG	40
ISSUED FOR DA APPROVAL				
This document is the property of AJ+C. It is not to be used for any other purpose without the written consent of AJ+C. It is to be used only for the purpose of the project for which it was prepared. It is not to be used for any other project without the written consent of AJ+C.				
AJ+C				
79 Myrtle Street Chippendale NSW 2008 AUSTRALIA ph +61 2 9311 8222 fax +61 2 9311 8200 asb 03 032 782 220				
Project: REPLACEMENT OF WESTERN GRANDSTAND at WIN STADIUM, WOLLONGONG				
Drawing Title: LEVEL 02 + LEVEL 03 PLANS				
Scale: 1:250				
Drawing No: DA2101				
Issue: D				
NOT FOR CONSTRUCTION				



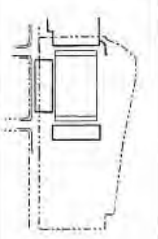
02 WEST ELEVATION 1250

01 EAST ELEVATION 1-250

Revisions	Description	For Page
A	21/04/10 ISSUE FOR DEVELOPMENT APPLICATION - JC	40
B	21/04/10 ADDITIONAL INFORMATION FOR COUNCIL - JC	40
C	16/07/10 ADDITIONAL INFORMATION FOR COUNCIL - JC	40
D	31/07/10 PROPOSED DATE 16/08/20	40
	ISSUES FOR DA APPROVAL	

To not scale to permit the proposed development. Draw & work levels and dimensions are shown for information only. The preparation of this drawing is the responsibility of the architect and is provided for the convenience of the client. The architect is not responsible for the construction of the proposed development.

Residential Architects, South Coast Art 23/11, Suite 8, Level 20/21, Wollongong, New South Wales, 2500. Tel: 02 9333 3333. Fax: 02 9333 3334.



Client

Communities NSW

Architect

AJC
Architects
79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
ph +61 2 9331 8222 fx +61 2 9331 8200 aen 53 032 762 256

Project

REPLACEMENT OF
WESTERN GRANDSTAND
at WIN STADIUM, WOLLONGONG

North

Drawing Title

NORTH + SOUTH ELEVATIONS

Scale

1:250

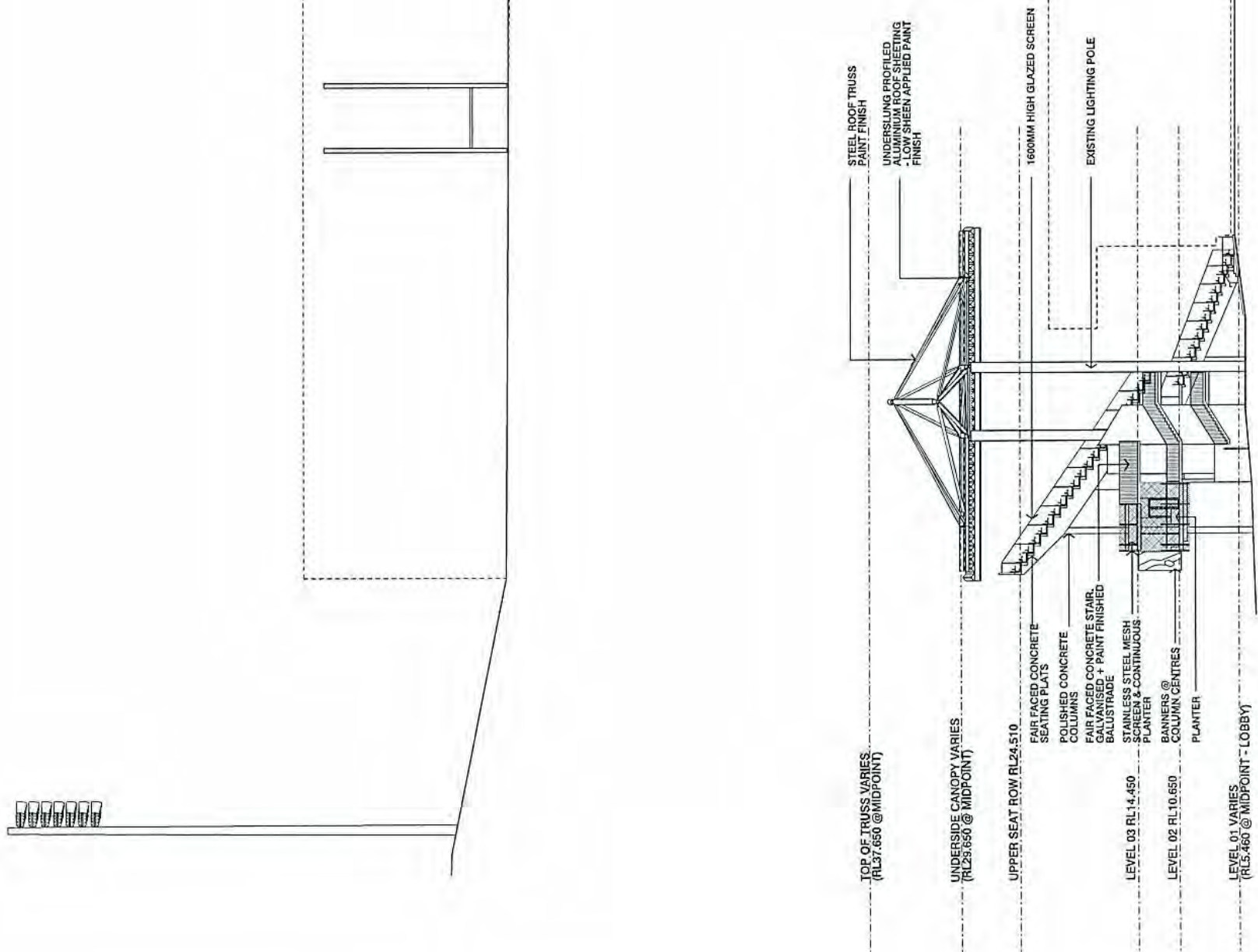
DA3101

Issue

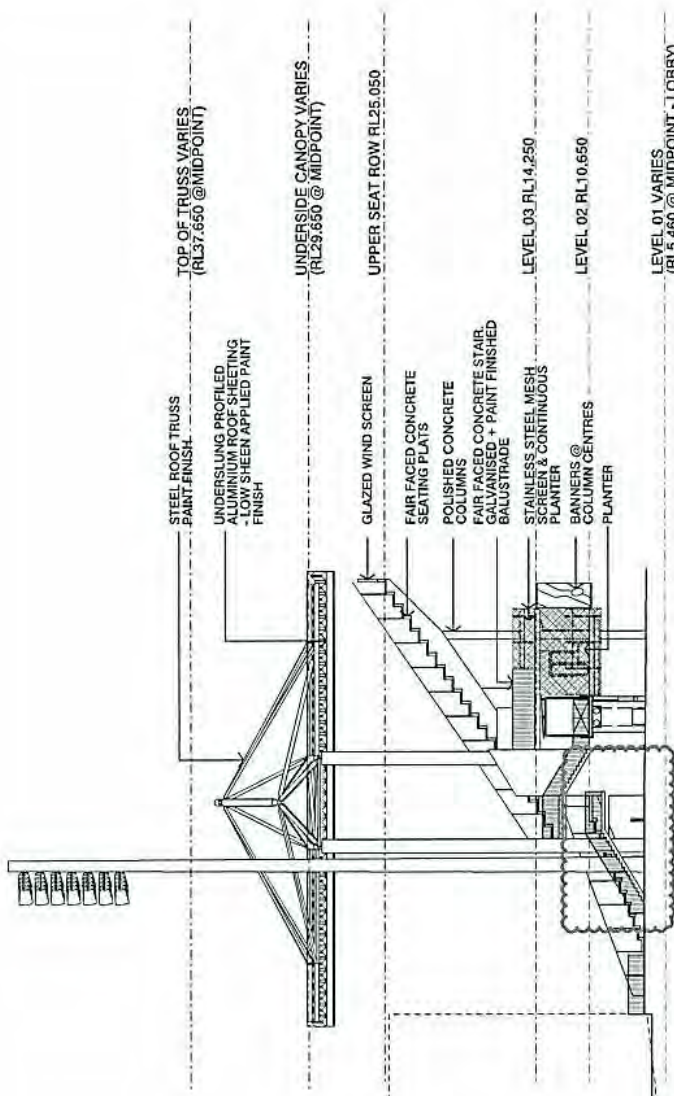
D

NOT DATE 1 TIME 21/07/2010 15:00:00 BY 938666

REF: D:\Projects\DA3101\0205_WestGrandstand\Architect\Main\DA3101_0205_Elevations.dgn



02 NORTH ELEVATION 1:250



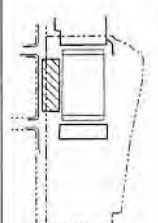
01 SOUTH ELEVATION 1:250



Revisions	Date	Description	Rev. 12/29/02
A	29.04.10	ISSUED FOR DEVELOPMENT APPLICATION JO	
B	21.05.13	ADDITIONAL INFORMATION FOR COUNCIL JO	
		2A APPROVAL	
C	18.07.15	ADDITIONAL INFORMATION FOR COUNCIL JO	
		2A APPROVAL	

Do not use *Salvia*. Use instead lavender oil. Check a variety source and determine we are prior to the commencement of any work, the preparation of *Salvia* or the *Salvia* of *Salvia*.

Site Location Plan



Client

Communities NSW

Architect

 $A|+C$

79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
ph +61 2 9311 8222 fx +61 2 9311 8200 ABN 53 003 782 250

Project
REPLACEMENT OF
WESTERN GRANDSTAND
at WIN STADIUM, WOLLONGONG

Drawing Title

Drawing title
SECTION A-A

Scale
1:100

Drawing No
DA3201

C 19561

WIN Stadium Wollongong

Replacement of Western Grandstand

FOR TENDER

DWG.	TITLE	ISSUE
2957.L01	Notes & Schedules	B
2957.L02	Site Plan	B
2957.L03	Survey	B
2957.L04	Demolition Plan	B
2957.L05	Setout Plan	B
2957.L06	Landscape Construction Plan	B
2957.L07	Planting Plan	B
2957.LD01	Construction and Paving Details	B
2957.LD02	Planting Details	B

Prepared for:

AJ+C
ARCHITECTS

Prepared by:



Environmental Partnership
Environmental Partnership (NSW) Pty Ltd
2 River Street Birchgrove Sydney NSW 2041
Ph: (02) 9555 1033 Fax: (02) 98165292
Email: admin@epnsw.com.au
ABN 63 088 175 437



JULY 2010