ATTACHMENT 6

CHAPTER D13 – WOLLONGONG CITY CENTRE

The site is located within the Wollongong City Centre, as defined in WLEP 2009 and WDCP 2009. Chapter D13 applies to the development and prevails over other parts of the DCP where there is any inconsistency.

2 Building form

Objectives/controls	*Comment*	*Compliance*
2.1 General		
Building form and character refers to the individual elements of building design that collectively contribute to the character and appearance of the built environment. The Wollongong City Centre LEP includes provisions for land use, building heights and sun access planes, floor space ratio and design excellence. The development provisions in this section of the DCP on building form are intended to encourage high quality design for new buildings, balancing character of Wollongong with innovation and creativity. The resulting built form and character of new development should contribute to an attractive public domain in central Wollongong and produce a desirable setting for its intended uses.	It is considered that the development complies with the objectives of the zone and complies with the height and FSR requirements contained within the WLEP 2009. It is considered that the application provides for appropriate built form within this location	Yes
2.2 Building to street alignment and street setbacks		
Commercial Core Build to the street alignment or specified setback with 4m minimum further setback above street frontage height. Balconies may project up to 600 mm into front building setbacks, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building façade, measured at that level. Balconies are not permitted to encroach above the public road reserve. The Commercial Core, Mixed Use (city edge) and Enterprise Corridor zones are subject to requirement for corner properties to provide a 6m x 6m corner splay.	The building is setback 4m to Flinders Street. The building is setback 3.6m to Gipps Street. The balconies on building A and B project into the setback by a maximum of 500mm. The corner is already splayed in this location	Yes
2.3 Street frontage heights in commercial core		
The street frontage height of buildings in the Commercial Core are not to be less than 12m or greater than 24m above mean ground level on the street front as shown in Figure 2.3.	Not located within the city centre	N/A
2.4 Building depth and bulk		
The maximum floorplate sizes and depth of buildings are Non-residential in Commercial Core above 24m height 25m is 1,200m2 Residential and serviced apartments in Commercial Core above 24m height is 18m and 900m2	Building A: 900m^2 approx. Building B: 700m^2 approx. Building C: 680m^2 approx. The buildings comply with the maximum floor plates. The building depths do not comply as they are greater than 18m Building A: 19m/14m approx.(EW/NS) Building B: 19.5m approx. (NS) Building C: 20m approx. (NS)	Yes No – Variation sought
2.5 Side and rear building setbacks and building separation		
Residential (up to 12m in height – Level 4): Habitable rooms with balconies: 6m min. side	The building complies with the setbacks as they are mainly habitable rooms without openings.	No – Variation sought

Objectives/controls	*Comment*	*Compliance*
Habitable rooms with balconies: 6m min. rear Habitable rooms no openings 4.5m **Residential (12m to 24m in height – Level 9):** Habitable rooms with balconies: 9m min. side Habitable rooms with balconies: 9m min. rear	However there is one encroachment within Building B on level 8 and 9 that has a balcony fronting the rear boundary with a setback of 4.7m. This does not comply with the required 9m.	
2.6 Mixed used buildings		
Provide flexible building layouts which allow variable tenancies or uses on the first two floors of a building above the ground floor. Minimum floor to ceiling heights are 3.3 metres for commercial office and 3.6 metres for active public uses, such as retail and restaurants in the B3 Commercial Core zone. In the B4 Mixed Use zone, the ground floor and first levels of a building shall incorporate a minimum 3 metre floor to ceiling height clearance, to maximise the flexibility in the future use of the building. Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook. Locate clearly demarcated residential entries directly from the public street.	The proposed development complies with the ceiling height requirement. The ground floor allows for a flexible layout and it is possible that commercial could be provided on the second floor of the development. Separate commercial loading dock has been provided Separate residential entry has been provided.	Yes
2.7 Deep soil zone		
All residential developments must include a deep soil zone (See Figure 2.14). The deep soil zone shall comprise no less than 15% of the total site area preferably provided in one continuous block and shall have a minimum dimension (width or length) of 6 metres. For residential components in mixed use developments in the Commercial Core, Mixed Use (city edge) and Enterprise zones, the amount of deep soil zone may be reduced commensurate with the extent of non-residential uses. Where non-residential components result in full site coverage and there is no capacity for water infiltration, the deep soil component must be provided on structure. Where deep soil zones are provided, they must accommodate existing mature trees as well as allowing for the planting of trees/shrubs that will grow to be mature trees.	Within the enterprise zone the deep soil cannot be provided on the ground floor as the commercial can be building boundary to boundary. A deep soil zone is being provided on the podium level by way of planter beds and a small area along the rear boundary fronting the creek. The proposed development is providing 892sq.m of deep soil which equates to 15% and as such is considered satisfactory.	Yes
2.8 Landscape design		
	Council's landscape section has assessed the application and raise no objection to the proposal and has provided conditions	Yes
2.9 Planting on structures		
Provide sufficient soil depth and area to allow for plant establishment and growth.	Council's landscape section has assessed the application and raise no objection to the proposal and has provided conditions	Yes
2.10 Sun access planes		
Relevant height and setback controls for development adjacent to key public spaces apply.	The subject site is not located adjoining or within the vicinity of a key site	N/A

Objectives/controls	*Comment*	*Compliance*
2.11 Development on classified roads		
Consent must not be granted to the development of land that has a frontage to a classified road unless the consent authority is satisfied that: Where practicable, vehicular access to the land is provided by a road other than the classified road.	Flinders Street is a classified road. All vehicular access is via Gipps Street.	Yes

3 Pedestrian amenity

Objectives/controls	*Comment*	*Compliance*
3.1 General		
Pedestrian amenity incorporates all those elements of individual developments that directly affect the quality and character of the public domain. The pedestrian amenity provisions are intended to achieve a high quality of urban design and pedestrian comfort in the public spaces of the city centre. The pedestrian environment provides people with their primary experience of and interface with the city. This environment needs to be safe, functional and accessible to all. It should provide a wide variety of opportunities for social and cultural activities. The pedestrian environment is to be characterised by excellence of design, high quality materials and a standard of finish appropriate to a regional city centre.	It is considered that the development contributes to high pedestrian amenity	Yes
3.2 Permeability		
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.	The site is not identified as requiring permeability being by way of through links.	N/A
3.3 Active street frontages		
In commercial and mixed use development, 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. Residential developments are to provide a clear street address and direct pedestrian access off the primary street front, and allow for residents to overlook all surrounding streets.	The development proposes an active street frontage by way of commercial/retail located on the ground floor. Clearly delineated residential entry points are proposed.	Yes
3.4 Safety and security		
Ensure that the building design allows for casual surveillance of accessways, entries and driveways. Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and carparks. Provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering.	Council's Safe Community Action Team assessed the application and provided conditions to the application.	Yes

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. Provide security access controls where appropriate..		
3.5 Awnings		
Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 3.6. Awning design must match building facades and be complementary to those of adjoining buildings.	Awnings are not required in this location.	N/A
3.6 Vehicular footpath crossings		
In all other areas, 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. Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian and cyclist activity. Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.	One vehicle entry point is being proposed from Gipps Street being the minor of the two street frontages.	Yes
3.7 Pedestrian overpasses, underpasses and encroachments		
New overpasses over streets will generally not be approved. In exceptional circumstances, new overpasses over service lanes may be considered by the consent authority subject to assessment of impacts on safety and crime prevention, streetscape amenity and activation of the public domain. In such circumstances, overpasses are to be fully glazed, not greater than 6 metres wide or more than one level high. Refer to AS 5100.1 – 2004. Longitudinal development under the road reserve is not permitted. The siting of basement carparks beneath the road reserve is not permitted for private developments. Stratum road closures for this purpose will not be permitted. Underpasses may be considered by the consent authority for direct connection under adjacent streets to railway stations: i) Where they would substantially improve pedestrian safety and accessibility, and ii) Incorporate active uses, particularly at entry and exit points.	No encroachments are proposed	Yes
3.8 Building exteriors		
Articulate facades so that they address the street and add visual interest. External walls should be constructed of high quality and durable materials and finishes with 'selfcleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass. Finishes with high maintenance costs, those susceptible to	It is considered that the building exterior of the building provides for good design and interest. Building alignment and setbacks are appropriate Appropriate material and finishes selection The proportions are acceptable. Building is	Yes

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. Limit opaque or blank walls for ground floor uses to 30% of the street frontage. Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass. The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.	modulated and well articulated. Variety of materials are used	
3.9 Advertising and signage		
Signs are to be designed and located to: i) Relate to the use of the building, ii) Be visually interesting and exhibit a high level of design quality, iii) Be integrated and achieve a high degree of compatibility with the architectural design of the supporting building having regard to its composition, fenestration, materials, finishes, and colours, and ensure that architectural features of the building are not obscured, iv) Have regard to the view of the sign and any supporting structure, cabling and conduit from all angles, including visibility from the street level and nearby higher buildings and against the skyline, and v) Have only a minimal projection from the building.	No advertising is proposed at this point in time	N/A
3.10 Views and view corridors		
Existing views shown in located with the view corridor are to be protected to the extent that is practical in the planning and design of development. 	The subject site is located within the established view corridor However the proposed buildings are lower than the maximum height limits established for the area and are therefore considered to have a minimal impact on the established view corridor to the escarpment. The neighbouring commercial/ industrial buildings to the west and north of the site are unlikely to experience any loss of views as a result of the proposed development.	Yes

4 Access, parking and servicing

Objectives/ controls	*Comment*	*Compliance*
4.1 General		
This section contains detailed objectives and controls on pedestrian access, vehicular access, on-site parking and site facilities, including refuse collection and removal. To satisfy the aims and zoning objectives of the Wollongong LEP 2009, controls in this section aim to: a) Facilitate the development of building design excellence appropriate to a regional city; b) Require parking and servicing provisions to be contained within development sites to an amount and	It is considered that the application complies wit the requirements of this section of the DCP	Yes

rate adequate for the economic and sustainable growth of the city centre; c) Provide for safe and secure access; d) Minimise impacts on city amenity, the public domain and streetscape, and e) Ensure that access is provided for the disabled and mobility impaired.		
4.2 Pedestrian access and mobility		
Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity. The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor. The development must provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access. Building entrance levels and footpaths must comply with the longitudinal and cross grades specified in AS 1428.1:2001, AS/NZS 2890.1:2004 and the Disability Discrimination Act.	The building entry is clearly visible and unobstructed access is available. Design of facilities (including car parking requirements) for disabled persons compliant; can be conditioned All entry points compliant Continuous access paths of travel provided	Yes
4.3 Vehicular driveways and manoeuvring areas		
	One driveway 6m in width from Gipps Street is proposed. Council's traffic section have assessed the application and have raised no objection to the location of the driveway	Yes
4.4 On-site parking		
On-site parking must meet the relevant Australian Standard (AS2890.1 2004 – Parking facilities, or as amended). On-site vehicle, motorcycle and bicycle parking is to be provided in accordance with Part E of this DCP. To accommodate people with disabilities, provide a minimum of 1% of the required parking spaces, or minimum of 1 space per development, (whichever is the greater) as an appropriately designated and signed disabled parking space.	Discussed within the E3 chapter within the report. The proposed development provides for 264 parking spaces which comply with the minimum requirements after the allowable 30% reduction is applied.	Yes
4.5 Site facilities and services		
Mail boxes Provide letterboxes for residential building and/or commercial tenancies in one accessible location adjacent to the main entrance to the development. **Communication structures, air conditioners and service vents** a) Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures: i) Away from the street frontage, ii) Integrated into the roof scape design and in a position where such facilities will not become a skyline feature at the top of any building, and A master antennae must be provided for residential apartment buildings. This antenna shall be sited to	Mailboxes have been provided for within an appropriate location It will be conditioned for that these provisions are provided for in an appropriate location.	Yes

minimise its visibility from surrounding public areas. **Waste (garbage) storage and collection** *General (all development)* All development is to adequately accommodate waste handing and storage on-site. The size, location and handling procedures for all waste, including recyclables, is to be determined in accordance with Council waste policies and advice from relevant waste handling contractors.	The development provides for a garbage room of an appropriate size and location.	
Service docks and loading/unloading areas Provide adequate space within any new development for the loading and unloading of service/delivery vehicles.	Adequate service/loading dock has been provided within the development. Council's traffic section reviewed this aspect and raised no objections	
Fire service and emergency vehicles	Adequate provision. Also required to comply with the BCA	
Utility Services Development must ensure that adequate provision has been made for all essential services including water, sewerage, electricity and telecommunications and stormwater drainage to the satisfaction of all relevant authorities.	It will conditioned that the adequate arrangement and clearance certificates obtained from relevant utility authorities prior to the release of a construction certificate.	

5 Environmental management

Objectives/controls	*Comment*	*Compliance*
5.1 General		
This section deals with energy efficiency requirements of buildings, water use and conservation, wind and solar impacts and waste management.	It is considered that the building achieves energy efficiency.	Yes
5.2 Energy efficiency and conservation		
Residential New dwellings, including multi-unit development within a mixed use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy – Building Sustainability Index (BASIX). **Non-Residential** Comply with the Building Code of Australia energy efficiency provisions.	BASIX Certificate has been submitted as part of this application The plans indicate that proposed building complies with Section J of the BCA. A construction certificate cannot be issued without such compliance	Yes
5.3 Water conservation		
Residential New dwellings, including a residential component within a mixed use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy – Building Sustainability Index (BASIX). ***Non-residential*** Water saving measures are to be incorporated into non-residential building.	A BASIX certificate has been issued for the application The plans indicate that proposed building complies with Section J of the BCA. A construction certificate cannot be issued without such compliance	Yes
5.4 Reflectivity		
New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers. Visible light reflectivity from building materials used on facades of new buildings should not exceed	A schedule of finishing external materials and colours was submitted with the application. If approved, material reflectivity will be limited to 20% as required by the DCP	Yes

20%. Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar glare from the proposed development on pedestrians or motorists may be required.		
5.5 Wind mitigation		
	The development is not expected to have a significant impact on wind conditions in the area.	Satisfactory
5.6 Waste and recycling		
	Sufficient storage has been supplied within the building for garbage storage. Adequate arrangements for collection have been made that Council's Traffic section has raised no objection.	Yes

6 Residential development standards

Objectives/controls	*Comment*	*Compliance*
6.1 SEPP 65 and residential flat design code		
	RFDC discussed earlier in a table of compliance	Yes
6.2 Housing choice and mix		
To achieve a mix of living styles, sizes and layouts within each residential development, comply with the following mix and size: i) Studio and one bedroom units must not be less than 10% of the total mix of units within each development, ii) Three or more bedroom units must not be less than 10% of the total mix of units within each development, and iii) For smaller developments (less than six dwellings) achieve a mix appropriate to locality. For residential apartment buildings and multi-unit housing, 10% of all dwellings (or at least one dwelling) must be designed to be capable of adaptation for disabled or elderly residents.	Total 160 units 19 x 1 bedroom units (11.9%) 95 x 2 bedroom units (59.4%) 46 x 3 bedroom units (28.7%) Within the development 16 units are adaptable equating to 10%.	Yes
6.3 Dwelling houses		
		N/A
6.4 Multi dwelling housing		
		N/A
6.5 Dual occupancy		
		N/A
6.6 Basement Carparks		
The scale and siting of the basement car park must not impact upon the ability of the development to satisfy minimum landscaping and deep soil zone requirements.	An area of deep soil is being provided along he rear boundary of the property that is 3m in depth and a length of greater than 70m.	Yes
6.7 Communal open space		
Developments with more than 10 dwellings must incorporate communal open space. The minimum size of this open space is to be calculated at 5m2 per dwelling. Any area to be included in the communal open space calculations must have a minimum dimension of 5m.	The proposal is for 160 units requiring 5m2 per apartment the minimum communal open space is (405m² between Towers A & B; 391m² between Towers B & C). Easily accessible and reasonable distance	Yes

Objectives/controls	*Comment*	*Compliance*
	from units (via central lifts) COS receives a minimum of 3 hours of direct sunlight between 9.00am and 3.00pm on June 21.	
6.8 Private open space		
Private open space must be provided for each dwelling within a residential apartment building in the form of a balcony, courtyard, terrace and/or roof garden. Private open space for each dwelling within a residential apartment building must comply with the following: i) The balcony must have a minimum area of 12m2 open space a minimum depth of 2.4 metres. The primary private open area of at least 70% of the dwellings within a residential apartment building must receive a minimum of three hours of direct sunlight between 9.00am and 3.00pm on June 21.	Each dwelling has been provided with a balcony, complying with the minimum size and depth. 86.8% of units facing north, north-east or east (63.7% north; 23.1% east) and receive adequate solar access. The east facing apartments that do not meet the required 3 hours will still have access to 2 ½ hours of direct sunlight to the primary private open area between 9.00am and 3.00pm on June 21.	Yes
6.9 Overshadowing		
The design of the development must have regard to the existing and proposed level of sunlight which is received by living areas and private open space areas of adjacent dwellings. Sensitive design must aim to retain the maximum amount of sunlight for adjacent residents. Council will place greatest emphasis on the retention of sunlight within the lower density residential areas. Adjacent residential buildings and their public spaces must receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.	The development overshadows the eight storey residential building to the west however the required three hours of solar access is provided. This issue has been further discussed within the report.	Yes
6.10 Solar access		
The living rooms and private open space of at least 70% of apartments should receive a minimum of three hours of direct sunlight between 9.00am and 3.00pm. The number of single aspect apartments with a southerly aspect (south-westerly to south-easterly) is limited to a maximum of 10% of the total number of apartments proposed.	56% of units have dual orientation 87% of units north or north-east facing; more than 70% of units and POS areas will achieve adequate solar access. No single aspect units face southwards	Yes
6.11 Natural ventilation		
A minimum of sixty percent (60%) of all residential apartments shall be naturally cross ventilated. Twenty five percent (25%) of kitchens within a development must have access to natural ventilation. Where kitchens do not have direct access to a window, the back of the kitchen must be no more than 8m from a window. Single aspect apartments must be limited in depth to 8m from a window.	98 units cross-ventilated/160 units total (61.25%) 42 kitchens access to natural ventilation/160 units total (26.2%) Single aspect apartments are limited to a maximum depth of 8m from a window	Yes
6.12 Visual privacy		
The internal layout of buildings should be designed to minimise any direct overlooking impacts occurring upon habitable rooms and private balcony / open space courtyards, wherever possible by separating communal open space and public domain areas from windows of rooms, particularly sleeping room and living room areas.	It is considered that the application is suitable in regards to visual privacy.	Yes

Objectives/controls	*Comment*	*Compliance*
6.13 Acoustic Privacy		
Residential apartments should be arranged in a mixed use building, to minimise noise transition between apartments by locating busy, noisy areas next to each other and quieter areas, next to other quieter areas (eg living rooms with living rooms and bedrooms with bedrooms);.	Like uses have been arranged in similar areas It is not anticipated that the development will generate significant noise.	Yes
6.14 Storage		
For residential apartment buildings provide a secure space to be set aside exclusively for storage as part of the basement.	Storage has been provided for all units at the rear of the car spaces	Yes

7 Planning controls for special areas

Objectives/controls	*Comment*	*Compliance*
7.1 Special areas with heritage items		
	There are no special controls that relate to the site.	N/A
7.2 Special areas and Development Standards		
		N/A
7.3 Non-residential development in the enterprise corridor zone		
		N/A
7.4 Special area design guidelines		
		N/A
7.5 Design excellence		
	Discussed within the LEP	Yes

8 Works in the public domain

Any development requiring works to be carried out within the public domain in the Wollongong City Centre will be subject to compliance with the requirements of the Wollongong City Centre Public Domain Technical Manual at Appendix 2 to this DCP and any other specific Council requirements.	Council's landscape section has assessed the application and provided conditions in regards to the public domain.	Yes

CHAPTER E2: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Control/objective	*Comment*	*Compliance*
3.1 Lighting		
Areas intended to be used at night must provide appropriate lighting. Lighting must be provided to heavily used spaces such as car parks, major pedestrian routes and entries to buildings. Security lighting is to be consistent with AS4282 (1997) The Control of the Obtrusive Effect of Outdoor Lighting. In areas used by pedestrians, ensure that lighting shines on pedestrian pathways and possible entrapment	Lighting of the car-parking areas, pedestrian entrances and other public areas such as the communal open space area is likely. Conditions can be imposed requiring lighting of these areas	Yes, with conditions

spaces. Provide adequate illumination for directional signage and maps in locations used at night. Lighting must be designed to be vandal resistant, through measures such as high mounting.		
3.2 Natural surveillance and sightlines		
Avoid blind, sharp corners on pathways, stairs or corridors. Avoid or ameliorate sudden changes of grade on pathways which may reduce sightlines. Seating should be located in areas of active use. Avoid medium height vegetation with concentrated top to bottom foliage. Plants such as low hedges and shrubs (1 - 1.2m high), creepers, ground covers or high canopied vegetation are good for natural surveillance. Ensure where barriers are provide along paths that they are semi-transparent. Ensure that windows of activity rooms (e.g. kitchen windows not bathroom windows) rather than blank facades overlook pedestrian areas, car parks, parks and public spaces. Co-locate pedestrian, cycle and vehicular movement systems to encourage maximum surveillance of public areas. Ensure that bus shelter location and design do not impede natural surveillance.	The landscape plan provides low level shrubs in combination with larger trees for screening and shading. Low level planting is to be provided adjacent to the entrance to ensure appropriate sight lines. There are no sudden footpath grade changes. Windows and balconies will overlook the main interior communal open space areas engendering passive surveillance. Lighting can encourage day and night uses of communal open space. The residential uses provide day and night usage of the building; the residential entrances will be utilised frequently.	Yes
3.3 Signage		
No signage proposed	Not applicable	N/A
3.4 Building design		
Ensure that entrances to buildings are clearly defined, secure, well lit and face the street. Blank walls should be avoided onto public streets, public open spaces and pedestrian traffic areas. Design the front entrances of public buildings so that they do not create entrapment spots or places where intruders may loiter. Clearly indicate closing hours at	The applicant indicates that appropriate lighting will be utilised. If approved, it is recommended conditions be imposed requiring details to be provided with the CC. Public access to the building will be secured; readily visible from the street. Surveillance of the front pedestrian entrances will be provided from the highly trafficked street, courtyards and balconies. Access to the internal lift and foyer will be secured. Landscaping design and building design will minimise opportunities for graffiti and	Yes

entrances to public areas which are closed off to access at night. Design lobbies to be highly visible. Avoid the location of ramps and elevator entrances in isolated areas. Use transparent, unbreakable materials in door and walls at major entry points to provide sightlines through the door or wall. Ensure that loading and storage areas are either well lit or can be locked after hours. Areas are to be illuminated so that occupants can see out some distance from the entry before leaving the building. Illuminate all external edges and access points to car parks. Where large expanses of car parks are proposed, consideration should be given to the provision of surveillance e.g. the installation of security cameras. Avoid hidden recesses. Ensure that enclosed or underground car parking can only be accessed from inside the building not by pedestrians passing.	vandalism. Main entrance is oriented towards the street; casual surveillance available from courtyards and terraces. Access to the resident carpark will be restricted through the use of security shutters. Adaptable car spaces are located near the lifts.	
<u>3.5 Landscaping</u>		
Shrubbery and low-level planting must be selected for footpaths that does not exceed 1m in height where abutting pavements. Avoid planting taller growing plants and trees in areas that screen doorways, entrances and windows. Select trees that do not have branches below 1.5m (for the trees protection it is recommended that they do not have branches below 2.4m above ground level)	Landscape plan submitted with the DA provides several street trees which will soften the footpath area without providing concealment opportunities. There will be no tree planting directly adjacent to the building entrances.	Yes
<u>3.6 Public open space and parks.</u>		
Not applicable	Not applicable	N/A
<u>3.7 Community facilities and public amenities</u>		
Not applicable	Not applicable	N/A
<u>3.8 Bus stops and taxi ranks</u>		
Ensure that the areas adjacent to major bus stops and taxi ranks are well lit and protected from the weather.	Proposed bus stop adjacent site frontage considered acceptable.	Yes

Ensure that lighting within or around bus shelters is adequate. Ensure that people waiting at bus stops and taxi ranks are clearly visible from the street and adjacent buildings where possible. Ensure sightline are not blocked by walls, landscaping, fences or other structures to the bust stop or taxi rank. Avoid locating bus stops and taxi ranks adjacent to vacant land, alleys, car parks and buildings set back from the street or possible entrapment spots. Bus shelters should be designed to reduce the possibility of entrapment and to improve sightlines.		

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

Applying the design criteria for on-site parking within Chapter E3, the following tables indicate the required car parking.

Category	**Rate**	**Quantity**	**Requirement**
Retail	1 space per 25m²	937m²	**37.48 spaces**
Residential < 70m²	1 space per unit	12 units	12 spaces
70m²/110m²	1.5 spaces per unit	132 units	198 spaces
> 110m²	2 spaces per unit	16 units	32 Spaces
Residential Total -			**242 spaces**
Residential (visitors)	0.2sp per unit	160units	**32 spaces**
TOTAL REQUIRED			312spaces
TOTAL PROVIDED			264 spaces

Section 7.4 of Chapter E3 provides for a car parking reduction (city wide) if:

- The site is within 400m of a bus stop (10% reduction),
- The site is within 800m of a railway station (20% reduction).

  NB: Reductions are cumulative up to 30%.

As the proposed site is within 400m of several bus stops, a bus stop is proposed at the frontage of the development, and North Wollongong railway station is located approximately 500m to the north, a cumulative 30% reduction applies. As such, the amended parking requirement equates to:

TOTAL REQUIRED	312 spaces
30% Reduction	-93.6 spaces
TOTAL REQUIRED (after 30% Reduction)	219 spaces
TOTAL PROVIDED	264 spaces

From the above, it is apparent the proposal complies with minimum off-street parking when the application of the 30% reduction is applied. In regard to motorcycle and bicycle parking provision, the following applies:

Motorcycle:	**Rate:**	**Calculation:**	**Requirement:**	**Provision:**	**Compliance:**
Residential	1 space per 15 dwellings	160/15	10.7 spaces + 1.4 spaces = 12.3 (13) spaces less 30% 8.6 spaces	9 spaces	Yes
Retail	1 space per 25 car spaces	37/25			
Bicycle:	**Rate:**	**Calculation:**	**Requirement:**	**Provision:**	**Compliance:**
Retail	1 per 750m² for staff I per 1,000m² for shoppers	1057/750 1057/1000	1.4 ports + 1.1 ports 2.5 ports less 30% 1.7 ports	54 ports + 14 ports 68 ports	Yes
Residential	1 per 3 dwellings	160/3	53.3 ports less 30% 37.3 ports		Yes
Visitor	1 per 12 dwellings	160/12	13.3 ports less 30% 9.3 ports		Yes