

Attachment 7 - Wollongong Development Control Plan (DCP) 2009 Assessment

CHAPTER B4 – DEVELOPMENT IN BUSINESS ZONES

As the majority of the proposal is located within the Wollongong City Centre (being that part of the site zoned B3), the relevant controls for commercial and mixed use developments in the city centre are provided for in Chapter D13 – Wollongong City Centre which is considered in detail below.

The provisions of Chapter B4 have been considered in relation to the B6 zoned portion of the development and the proposal is generally consistent with the requirements of that chapter.

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. A detailed assessment table of Chapter D13 is provided in the table below. It is also noted that where there is an inconsistency between the DCP and ADG, the ADG prevails.

The application generally complies with the controls contained within this chapter though there are some variations identified in bold within the compliance tables. These include variations in respect of:-

- minor variations in relation to street setbacks for parts of the tower (Clause 2.2);
- street frontage height variations are sought in relation to the towers positioned adjacent to the SW and SE corners of the site (Clause 2.3)
- building depth (Clause 2.4) through the centre part of the tower which exceeds 18m measured at across the tower's shortest axis;
- awnings (Clause 3.5) – there is no footpath awning proposed in this development. There are perimeter walkways provided inside the property boundaries which is the best way of balancing the need to elevate the ground floor of the building for flooding reasons whilst accommodating practical and equitable pedestrian access into the ground floor without impeding pedestrian movement along the public footpath.

The variations are dealt with within the tables below and are supported. It is noted that the development has been thoroughly reviewed by the Design Review Panel on numerous occasions and the design modified in response to the suggestions provided by that Panel. The proposal as amended is satisfactory to the Panel who consider it now exhibits design excellence. Weight has been given to this view in arriving at conclusions on the merits of the DCP variations.

2 Building form

Objectives/controls	Comment	Compliance
<u>2.1 General</u>		
<u>2.2 Building to street alignment and street setbacks</u>		
<ul style="list-style-type: none">• Build to the street alignment or specified setback (0m) with 4m minimum further setback above street frontage height.• No defined building line to Ellen Street prescribed by the DCP• 0m setback required to both Kenny and Atchison Streets.	<p>The columns and walkway are proposed to be built to the street edge with the primary façade setback further from this (approximately 6m to the façade of the retail tenancies).</p> <p>A 6 storey street frontage height has been chosen for each of the street frontages though the towers positioned adjacent to the SE and SW corners of the site, which feature a setback greater than 4m, do not feature a stepped building form as is envisaged by the controls, with the towers coming down to ground at the corner of the site. This was based on the</p>	<p>No*</p> <p>Adopted building lines were satisfactory to the DRP. The provision of a raised walkway at ground level with awning above provides for an appropriate resolution of levels between the public footpath and</p>

Objectives/controls	Comment	Compliance
	<p>recommendations of the Design Review Panel. The linking building (Block B) has a height of 4 storeys which provides for an appropriate built form response to the Ellen Street frontage of the site, while the northern most parts of the building fronting Atchison and Kenny Streets have a height of 6 storeys.</p> <p><u>Ellen Street</u> Block A – setback >4m (6.1m) for the full height of the tower The balconies within Block B (4 storeys high) are setback 4m; Block C – setback >4m (6.1m) for the full height of the tower</p> <p><u>Kenny Street</u> Block A tower – setback generally 4m and more with some projections forward of this at Levels 2 and 3. Northern section of Block A – setback 4m or more with projections forward of this at Levels 2 and 3. Height of this portion of the building is 6 storeys.</p> <p><u>Atchison Street</u> Block C – setback >4m (6.1m) to the tower; Northern section of Block C – setback 4m or more with projections forward of this at levels 2 and 3. Height of this portion of the building is 6 storeys.</p> <p>The setbacks to the two key towers located at the SE and SW corners of the site do not increase; the DRP required the towers to be designed so that they came to ground. Variation in the building line adds visual interest to the development and the proposal is satisfactory to the Design Review Panel.</p>	<p>the ground floor of the building which needs to be elevated due to flooding.</p>

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p><u>2.3 Street frontage heights in commercial core</u></p> <ul style="list-style-type: none"> Street frontage height of between 12-24m required. Controls setting street front heights apply within the commercial core where buildings are to be built to the street alignment. 	<p>As mentioned above, the facade of the building is setback from each of the street frontages to enable the provision of the raised walkway around the street frontages of the site within the site. The two towers at the SE and SW corners of the site are setback from the street frontages at a consistent setback (ie. there is no distinct podium/ base defined by setbacks to the towers). The northern parts of Blocks A and C are limited to 6 storeys in height and the materials and treatment of these elements defines a distinct base to each of these blocks. Block B is limited to 4 storeys in height.</p> <p>The form of the building has been largely guided by the Design Review Panel which has commended the amended design and considers that it responds well to the site and neighbourhood and exhibits design excellence.</p>	<p>No but variation is considered to be acceptable and the design has been commended by the DRP</p>

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p><u>2.4 Building depth and bulk</u></p> <ul style="list-style-type: none"> Max floor plate size 900sqm above 12m building height; max depth 18m 	<p>The maximum building depth measured across the shortest axis of Block A is 24.825m which is broadest element of the development. Block B has a maximum depth of approximately 20.4m measured above 12m building height while Block C has a maximum depth of 21m measured north to south above 12m height and 18.2m measured east to west above 12m height. Despite this area of non-compliance, a compliant number of units within the development will receive appropriate compliant access to sunlight and natural ventilation in accordance with the requirements of the ADG and the bulk of the building is broken up through the use of various façade treatments, varying setbacks, articulation, a variety of forms and materials and other design measures to reduce the perception of bulk. The Design Review Panel commented that the design as amended is appropriately designed with regard to bulk, massing and modulation; see Attachment 6.</p>	<p>No but variation is considered to be acceptable.</p>

2.5 Side and rear building setbacks and building separation

Building condition	Minimum side setback	Minimum rear setback
Up to street frontage heights	0m	0m
Residential uses (habitable rooms) between street frontage height and 45m	12m	12m
All uses (including non-habitable residential) between street frontage height and 45m	6m	6m
All uses above 45m	14m	14m

Northern boundary – levels Ground through to L6 are proposed to be built to the northern boundary. This will enable a continuous street wall to be achieved to the Kenny and Atchison Street frontages of the site as required in the B3 zone. The Ground and L1 floors will accommodate solely commercial activities, whilst L2 to L6 will accommodate residential units, with the northern parts of Level 6 housing communal open space areas. The street frontage height is considered to be 6 storeys high, ie. the northern boundary setback up to street frontage height is therefore compliant. Setback to communal open space on L6 is 0m. The landscape plan makes provision for dense planting to the boundaries of the terraces which will offer protection from direct overlooking at that level and this will also offer some softening of the building form.

Solid blank walls are proposed where the building abuts the boundary. No separation to blank walls is accepted by ADG.

Block A – above SFH the northern boundary setback is a minimum of 27m

Block B – above SFH the minimum setback is 19.024m from the northern boundary

Block C – above SFH (L6) - the northern boundary setback is a minimum of 18.5m.

Western boundary – the only part of the development which has a direct interface with the western boundary is Block A which is built to the western boundary for the first 3 floors (ie to the L2 communal open space). This is compliant. The tower is setback a minimum distance of 26.8m which is compliant.

Yes

Objectives/controls	Comment	Compliance
<p><u>2.6 Mixed used buildings</u></p> <ul style="list-style-type: none"> Provide flexible building layouts which allow variable tenancies or uses on the first 2 floors of a building above the ground floor. Minimum floor to ceiling heights 3.3m for commercial office and 3.6m for active public uses, such as retail and restaurants in the B3 Commercial Core zone. 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. Clearly separate and distinguish commercial and residential entries and vertical circulation. Provide security access controls to all entrances into private areas, including car parks and internal courtyards. Provide safe pedestrian routes through the site. Front buildings onto major streets with active uses. 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. 	<p>Ground floor retail tenancies have 5.2m floor-to-ceiling heights proposed with 4.6m floor to ceiling heights within L1 commercial suites.</p> <p>2 vehicle entries are proposed, with one accessed via Atchison Street and the other accessed via Kenny Street. All domestic vehicles will enter via Atchison Street with all service vehicles to access from the Kenny Street frontage. Commercial car parking will be separated from the residential car parking.</p> <p>Separate clearly demarcated entries for the residential and commercial components of the development and separate lift lobbies.</p> <p>Access controls will be implemented.</p> <p>Active street frontage; no blank walls at the street edge.</p> <p>Commercial kitchen exhaust locations are shown on the plans and it is recommended that conditions be imposed to ensure that noise and vibration from plant and mechanical exhaust are appropriately managed to prevent adverse amenity impacts.</p>	<p>Yes</p>
<p><u>2.7 Deep soil zone (DSZ)</u></p>	<p>Planting on structure provided which is acceptable within the B3 zone.</p>	<p>Yes</p>
<p><u>2.8 Landscape design</u></p>	<p>Landscape plan acceptable.</p>	<p>Yes</p>
<p><u>2.9 Green roofs, green walls and planting on structures</u></p>	<p>Planting on structure proposed inclusive of green wall/vertical planting, planting on rooftop terrace areas and on podium. Some details are provided on the landscape plan, though most details can be conditioned if</p>	<p>Yes with conditions</p>

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>2.10 Sun access planes</u>	consent is granted. The proposal will not cast shadows on any areas subject to the sun access planes	Yes
<u>2.11 Development on classified roads</u>	N/A	N/A

3 Pedestrian amenity

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.1 General</u>		
<u>3.2 Permeability</u>	No identified site links affect the site	N/A
<u>3.3 Active street frontages</u> <ul style="list-style-type: none"> Active frontage uses are defined as one or a combination of the following at street level: Entrance to retail. Shop front. Glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12m frontage. Café or restaurant if accompanied by an entry from the street. Active office uses, such as reception, if visible from the street. In commercial and mixed use development, active street fronts are encouraged in the form of non-residential uses on ground level. Active street fronts are required along streets for all buildings in the Commercial Core Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street. 	<p>Development provides for active street frontage as required. Separate entries provided for the residential and commercial components of the development.</p> <p>Non-residential uses are provided on the ground floor.</p> <p>Ground floor level is elevated due to flooding. Treatment of the street frontage is however considered to be well resolved and as amended is satisfactory to the DRP.</p>	Yes
<u>3.4 Safety and security</u> <ul style="list-style-type: none"> 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 car parks. Provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering. 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. 	<p>Natural surveillance of the public domain and street edge walkway (within the site) will be available from the ground floor retail spaces and partially from upper level balconies and residential living areas. Natural surveillance of the principal communal open space, Block B L4 COS, Blocks A and C L6 COS areas will be available from upper level units which overlook these spaces.</p> <p>The design responds appropriately to CPTED principles; refer to</p>	Yes

<ul style="list-style-type: none"> Provide clear lines of sight and well-lit routes throughout the development. Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway. For large scale retail and commercial development with a GFA of over 5,000m², provide a 'safety by design' assessment in accordance with the CPTED principles. Provide security access controls where appropriate. Ensure building entrance(s) including pathways, lanes and arcades for larger scale retail and commercial developments are directed to signalised intersections rather than mid-block in the Commercial zone. 	<p>Chapter E2 assessment below. It is noted that a detailed CPTED report accompanied the DA which provided a number of recommendations which should be implemented – conditions are recommended in relation to this issue.</p>	
<p><u>3.5 Awnings</u></p>	<p>An awning is proposed to be provided to the elevated walkway contained within the site which wraps around the street frontages of the building. This will provide shadowing and weather protection of the walkway but it is not proposed to extend over the footpath. Clause 3.5 requires awnings to the Atchison and Kenny Street frontages of the site but not to the Ellen Street frontage.</p>	<p>No*</p>
<p><u>3.6 Vehicular footpath crossings</u></p> <ul style="list-style-type: none"> 1 vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted Double lane crossing with a maximum width of 5.4 metres may be permitted Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building façade. Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street. 	<p>2 entry points only proposed to service the site, one from each of the Atchison and Kenny Street frontages of the site to provide for a separation of domestic and service vehicle entry and egress. Driveway crossing widths are acceptable. Shutter will be fitted behind the building façade and a condition is recommended in relation to the finish of the vehicle entries.</p>	<p>Yes</p>
<p><u>3.7 Pedestrian overpasses, underpasses and encroachments</u></p>	<p>N/A</p>	<p>N/A</p>
<p><u>3.8 Building exteriors</u></p> <ul style="list-style-type: none"> Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of appropriate alignment and street frontage heights; setbacks above street frontage heights; appropriate materials and finishes selection; façade proportions including horizontal or vertical emphasis; 	<p>The development reflects the desired future character for the locality as outlined in the applicable planning controls.</p> <p>The proposal as amended is satisfactory to the DRP.</p>	<p>Yes</p>

<ul style="list-style-type: none"> • Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged. <p>§ Articulate facades so that they address the street and add visual interest.</p> <ul style="list-style-type: none"> • 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 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. <p>§ To assist articulation and visual interest, avoid expanses of any single material.</p> <p>§ Limit opaque or blank walls for ground floor uses to 30% of the street frontage.</p> <p>§ Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.</p> <ul style="list-style-type: none"> • Highly reflective finishes and curtain wall glazing are not permitted above ground floor level • A materials sample board and schedule is required to be submitted with applications for development over \$1 million or for that part of any development built to the street edge. • Minor projections up to 450mm from building walls in accordance with those permitted by the BCA may extend into the public space providing it does not fall within the definition of GFA and there is a public benefit. • The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building. 	<p>Balconies are provided to all units; some overlooking/ surveillance of the street will be available.</p> <p>Facades address the street and are well articulated and detailed to add visual interest.</p> <p>A colour & material schedule has been provided. High quality and durable materials and finishes are proposed.</p> <p>Lift overruns will be concealed within the roof. A condition is recommended requiring integration of services into the overall building design.</p> <p>A condition is recommended limiting material reflectivity.</p> <p>Glazing is maximised to the retail and commercial frontages.</p>	
<p><u>3.9 Advertising and signage</u></p>	<p>No signage identified</p>	<p>N/A</p>
<p><u>3.10 Views and view corridors</u></p> <ul style="list-style-type: none"> • Existing views shown in Figure 3.12 are to be protected to an extent that is practical. • Align buildings to maximise view corridors between buildings 	<p>The site is located outside of the nominated view corridors identified in Figure 3.12 of the DCP. There are no direct view loss impacts on existing neighbouring developments.</p>	<p>Yes</p>

4 Access, parking and servicing

Objectives/controls	Comment	Compliance
<p><u>4.1 General</u></p>		
<p><u>4.2 Pedestrian access and mobility</u></p> <ul style="list-style-type: none"> • 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 design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard and the Disability Discrimination Act 1992. • 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. • Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain. • Building entrance levels and footpaths must comply with the longitudinal and cross grades specified in AS 1428.1, AS/NZS 2890.1:2004 and the DDA. 	<p>As noted elsewhere within this report, the ground floor of the building is elevated due to flooding. Pedestrian access is available from a number of entry points, via ramps and stairs to the elevated walkway around the frontages of the site, to the residential and commercial lobbies and to each of the retail spaces. The main entries to the building are readily apparent.</p> <p>Disabled person's car parking and car parking to support the adaptable units is provided within the basement car parking levels, with access throughout the building available via the lifts. An adequate number of car parking spaces has been provided.</p> <p>The finish of pedestrian pathways and the like can be dealt with by consent conditions.</p> <p>Building entries and walkways, all paths of travel will be required to comply with the BCA and associated standards.</p>	<p>Yes</p>
<p><u>4.3 Vehicular driveways and manoeuvring areas</u></p> <ul style="list-style-type: none"> • Driveways should be: <ul style="list-style-type: none"> i) Provided from lanes and secondary streets rather than the primary street, wherever practical. ii) Located taking into account any services within the road reserve, such as power poles, drainage pits and existing street trees. iii) Located a minimum of 6m from the nearest intersection iv) If adjacent to a residential development setback a minimum of 1.5m from the relevant side property boundary. • Vehicle access is to be designed to: <ul style="list-style-type: none"> i) Minimise the impact on the street, site layout and the building façade design; and ii) If located off a primary street frontage, integrated into the building design. 	<p>Appropriate driveway location; does not appear to conflict with any services in the road reserve.</p> <p>Driveway widths are acceptable and manoeuvring areas appear to comply with applicable controls subject to some matters being resolved by way of consent conditions. Specifically, it is noted that while there is adequate manoeuvring available for larger service vehicles within the loading dock, two large vehicles would be unable to pass on the ramp. In order to prevent conflicts between larger vehicles, conditions are recommended in relation to the use of signals at the entrance to the loading dock ramp coupled with a</p>	<p>Yes</p>

<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 • Driveway widths must comply with the relevant Australian Standards. • Car space dimensions must comply with the relevant Australian Standards. • Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard • Access ways to underground parking should not be located adjacent to doors or windows of the habitable rooms of any residential development. 	<p>management plan to forward planning of deliveries and loading to minimise potential conflicts and also to ensure that if the loading dock is occupied that it will not result in larger vehicles standing in the public road.</p> <p>Vehicles can turn on site and leave in a forward direction.</p> <p>Car spaces, driveway grades and the like appear to generally comply with relevant standards.</p>	
<p><u>4.4 On-site parking</u></p> <p>§ On-site parking must meet the relevant Australian Standard</p> <ul style="list-style-type: none"> • Council may require the provision of a supporting geotechnical report prepared by an appropriately qualified professional as information to accompany a development application to Council. • 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 to be provided as disabled persons' car parking. 	<p>Car parking will be required to comply with relevant standards; conditions are recommended to this effect.</p> <p>A geotechnical report was provided in conjunction with the DA verifying that the excavation proposed to facilitate the construction of the four levels of basement car parking is feasible.</p> <p>Basement parking provided. Sufficient car parking, motorcycle and bicycle parking is provided for along with disabled persons' car parking. Refer to Attachment 7 in this regard.</p>	<p>Yes</p>
<p><u>4.5 Site facilities and services</u></p> <p><i>Mail boxes</i> – provide in an accessible location adjacent to the main entrance; integrated into a wall where possible and be constructed of materials consistent with the appearance of the building.</p> <p>Letterboxes to be secure and of sufficient size</p> <p><i>Communication structures, air conditioners and service vents</i> - locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures in an appropriate manner.</p> <p><i>Waste storage and collection</i></p> <p><i>Service docks and loading/unloading areas</i></p>	<p>The building is serviced by the major utilities and some augmentation of existing services is expected to be required to facilitate the development.</p> <p>Banks of letter boxes are provided inside the residential lobbies. Conditions can be imposed to ensure these meet the requirements of the DCP.</p> <p>No rooftop ancillary structures or services shown on the plans.</p> <p>Provision has been made for waste storage rooms within the basement, most of which are positioned adjacent to the loading dock for on-site collection.</p> <p>On-site collection is proposed which is acceptable.</p>	<p>Yes</p>

<ul style="list-style-type: none"> · Provide adequate space within any new development for the loading and unloading of service/delivery vehicles. · Preferably locate service access off rear lanes, side streets or rights of way. · Screen all service doors and loading docks from street frontages and from active overlooking from existing developments. · Design circulation and access in accordance with AS2890.1. 	<p>A large loading dock has been provided to service the retail and commercial components of the development; this will enable all loading, deliveries and waste management to occur within the site. The dock and associated manoeuvring areas are sufficient to accommodate multiple large and medium rigid vehicles at any one time however 2 large vehicles will be unable to pass on the vehicle ramp. As noted above, in order to prevent conflicts between larger vehicles, conditions are recommended in relation to the use of signals at the entrance to the loading dock ramp coupled with a management plan to forward planning of deliveries and loading to minimise potential conflicts and also to ensure that if the loading dock is occupied that it will not result in larger vehicles standing in the public road. It is considered that with these two mechanisms implemented in tandem, the arrangement proposed is satisfactory.</p>
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5 Environmental management

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>5.2 Energy efficiency and conservation</u>	BASIX certificates submitted indicate the BASIX targets are satisfied by the residential units	Yes
<u>5.3 Water conservation</u>	BASIX certificates submitted indicate the BASIX targets are satisfied by the residential units	Yes
<u>5.4 Reflectivity</u>	No concerns are raised in regards to material reflectivity. Limit material reflectivity by consent condition.	Yes with conditions
<u>5.5 Wind mitigation</u>	A wind impact report has been provided demonstrating compliance with the applicable criteria subject to implementation of recommendations.	Yes with conditions
<u>5.6 Waste and recycling</u>	Waste management arrangements are satisfactory	Yes

6 Residential development standards

Refer to SEPP 65 and ADG assessment.

8 Works in the public domain

Removal of street trees is proposed. The provision of footpath paving and street tree planting is proposed in compliance with the requirements of the Public Domain Technical Manual. Conditions of consent are recommended in relation to these matters.

PRECINCT PLAN – WOLLONGONG CITY CENTRE

The proposal is considered to be consistent with the objectives of the Commercial Core within the City Centre precinct.

CHAPTER E1: ACCESS FOR PEOPLE WITH A DISABILITY

The building has been appropriately designed with regard to disabled persons' access and facilities. The applicant submitted an access report with the DA, prepared by AE&D Access consultants. The proposal has been considered against the requirements of this chapter and found to be acceptable. If approved it is recommended the application also be conditioned to comply with the BCA and relevant Australian Standards in regards to access, facilities and car parking.

The required number of adaptable units have been provided within the development. The access report confirms that these units achieve the adaptability requirements of AS4299. Accompanying disabled persons' car parking spaces are provided within the residential car park to service the adaptable units. Lift access is available to all floors and to communal open space areas.

Access to the pedestrian entries from each of the street frontages is obtained via stairs and ramps.

CHAPTER E2: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The development is appropriately designed with regard to CPTED principles and is not expected to give rise to increased opportunities for criminal or antisocial behaviour. A comprehensive CPTED report was provided with the application which makes a number of recommendations which should be implemented at the development site. Conditions are recommended at **Attachment 8** in relation to this matter.

<i>Control/objective</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.1 Lighting</u>	It is expected that lighting will be provided at the main entrances to the building, under the awning and within the car park. Conditions are recommended to ensure that no adverse impacts arising from light spill will result.	Yes
<u>3.2 Natural surveillance and sightlines</u>	Opportunities for natural surveillance of the footpaths of the 3 street frontages of the site will be available from the commercial and retail spaces during business hours. Some opportunities for natural surveillance of the street will be available from the balconies and internal living areas of the units above.	Yes
<u>3.3 Signage</u>	No signage proposed	N/A

<u>3.4 Building design</u>	<p>The design is considered to adequately respond to CPTED principles. There are no places of obvious concealment or entrapment evident on the plans subject to adequate arrangements being made to secure the pedestrian arcade and lobby areas outside of business hours.</p> <p>The design makes provision for separate commercial/ residential entry to the building. It is assumed that access to the residential towers will be secured.</p>	Yes
<u>3.5 Landscaping</u>	Landscaping treatment will not result in any concealment opportunities in any unsecure places.	Yes
<u>3.6 Public open space and parks.</u>	N/A	N/A
<u>3.7 Community facilities and public amenities</u>	N/A	N/A
<u>3.8 Bus stops and taxi ranks</u>	N/A	N/A

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

Council's Traffic Engineer has considered the proposal and has provided a satisfactory referral subject to conditions.

Parking is to be provided within the 4 levels of basement parking with access for domestic vehicles to be provided from the Atchison Street frontage while all larger service vehicles and the like will access the loading dock via the Kenny Street frontage. The following car/ motorbike and bicycle parking provision is required:-

Commercial/ Retail/ Business premises – determined using Chapter E3 car parking rates

- A minimum of 106 commercial car parking spaces (including 3 disabled car parking spaces)
- 4 commercial motorcycle spaces
- 22 secure class 2 staff bicycle spaces
- 7 class 3 visitor bicycle spaces

The following commercial car parking provision is proposed:-

- 132 car parking spaces (including 3 disabled car parking spaces)
- 4 motorbike parking spaces
- 24 bicycle spaces

Conditions have been recommended (see Attachment 8) in relation to car/ motorbike and bicycle parking to ensure the car parking provision achieves compliance with relevant controls and Australian Standards. Satisfaction of the conditions can be readily achieved.

Residential – determined using the RTA Guide to Traffic Generating Development car parking rates as per the requirements of the ADG:-

- 187 residential car parking spaces (including 21 spaces capable of adaption for people with disabilities)
- 41 residential visitor car parking spaces
- 14 residential motorcycle spaces

- 68 secure class 2 residential bicycle spaces
- 17 class 3 visitor bicycle spaces

Conditions have been recommended (see Attachment 8) in relation to car, motorbike and bicycle parking to ensure the car parking provision achieves compliance with relevant controls and Australian Standards. Satisfaction of the conditions can be readily achieved.

In relation to the above assessment, it is noted that there are 26 commercial car spaces proposed over and above that required by the DCP. The area of these car spaces has been included in the GFA of the building and the FSR is compliant when assessed with respect to Clause 4.4A. It is noted that there will be some layout changes within the basement required to facilitate compliance with some conditions pertaining to car parking, bicycle storage and end of trip facilities which is likely to reduce the current carparking surplus.

All servicing will take place within the site, with separate larger vehicle access (ie trucks, delivery vans, garbage collection vehicles and the like) to be obtained from the Kenny Street frontage of the site. Provision has been made for large loading docks for larger vehicle deliveries and waste collection in the basement, separate to all domestic vehicles. The servicing arrangements proposed have been considered by the Traffic Section and are acceptable subject to some conditions including a deferred commencement condition requiring the applicant to provide a plan indicating the provision of signals at the entrance of the loading dock to indicate if the dock is occupied and secondly the requirement for a management plan for the loading dock and associated ramp. These are contained within the list of conditions at **Attachment 8**.

CHAPTER E6: LANDSCAPING

The proposal provides suitable landscaped areas and communal open space that will improve the amenity of the occupants and soften the appearance of the development from adjoining properties and the public domain. The DRP advised from their meeting of 1 September 2017 that landscaping is acceptable.

Council's Landscape Officer has considered the proposal as satisfactory subject to conditions of any consent, including the need for a final landscape plan prior to release of the construction certificate and the developer provision of footpath paving and street trees in accordance with the Wollongong City Centre Public Domain Technical Manual.

CHAPTER E7: WASTE MANAGEMENT

An acceptable Site Waste Minimisation and Management Plan has been provided. Provision has been made for appropriate on-site storage and collection of waste.

CHAPTER E9: HOARDINGS AND CRANES

If the development were to be approved, conditions should be imposed requiring approval for the use of any hoardings or cranes in conjunction with construction of the building.

CHAPTER E12: GEOTECHNICAL ASSESSMENT

The application has been reviewed by Council's Geotechnical Engineer in relation to site stability and the suitability of the site for the development. The development was considered to be satisfactory subject to consent conditions.

CHAPTER E13: FLOODPLAIN MANAGEMENT

The land is identified in Council's records as being located within a flood risk precinct. Council's Stormwater Engineer has assessed the proposed development with regard to Chapter E13 of the DCP and, following the receipt of amended plans and further information, has provided a satisfactory referral.

CHAPTER E14: STORMWATER MANAGEMENT

Council's Stormwater Engineer has assessed the proposed development with regard to Chapter E14 of the DCP and has provided a satisfactory referral following the receipt of amended plans and further information. The proposal is now satisfactory with conditions; these are included in those listed in **Attachment 8**.

CHAPTER E17: PRESERVATION AND MANAGEMENT OF TREES AND VEGETATION

The application has been considered by Council's Landscape Officer who provided a satisfactory referral subject to conditions including the removal and replacement of existing street trees.

CHAPTER E19: EARTHWORKS (LAND RESHAPING WORKS)

The proposal involves excavation to facilitate the construction of 4 levels of basement carparking. Council's Geotechnical Engineer has considered the application and has provided a satisfactory referral subject to conditions which includes the requirement to provide a detailed earthworks management plan developed by a geotechnical consultant and supervision of site preparation earthworks by a geotechnical consultant. The development will require careful management during construction to ensure adjoining properties are not adversely impacted upon.

CHAPTER E20: CONTAMINATED LAND MANAGEMENT

While Council records do not identify the site as contaminated, the applicant's preliminary site investigation (PSI) identifies some historical land uses which may have resulted in contamination. The application has been assessed with regard to the prescribed matters in Clause 7 of SEPP 55 and in response to the requirements of Chapter E20.

The PSI has been discussed at length within Section 2.1.1 of the report, along with the assessment of this information in respect of the prescribed matters in Clause 7 of SEPP 55. A number of conditions of consent have been recommended by Council's Environmental Officer.

CHAPTER E21: DEMOLITION AND ASBESTOS MANAGEMENT

There are a number of existing buildings on the site proposed to be demolished as part of the proposal.

If the development is approved, conditions of consent should be imposed in regard to demolition and waste management, including appropriate handling, storage and disposal of demolition wastes including any hazardous materials. This will include the requirement to comply with AS2601.

CHAPTER E22: SOIL EROSION AND SEDIMENT CONTROL

If the development were to be approved, conditions of consent should be imposed to ensure the implementation of appropriate sediment and erosion control measures during works.