

Attachment 5 - Wollongong Development Control Plan (DCP) 2009 Assessment

CHAPTER B4 – DEVELOPMENT IN BUSINESS ZONES

Chapter B4 is not considered in detail as the proposal is located within the Wollongong City Centre and 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.

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);
- building depth (Clause 2.4) through the centre part of the tower which exceeds 18m measured at across the tower's shortest axis;
- the side setbacks to parts of the podium (levels 2 – 5) which is generally required to be built to the side boundaries (Clause 2.5); and
- the side setbacks to the units within Level 6 which is 11m rather than the 12m required by the DCP but is consistent with the requirements of the ADG which specifies a minimum setback of 9m (Clause 2.5).

The variations are dealt with within the table 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

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<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.	The building is slightly off parallel to the front site boundary with variable setbacks to the podium (ie up to street frontage height). At the northern end of the building, there is a 0m setback to the building, which increases. Above level 6 (ie. above street frontage height), the setback increases to a minimum of 3.5m measured to the centrally located blade wall; all other elements are setback 4m or more. Variation in the building line adds visual interest to the development and the proposal is satisfactory to the Design Review Panel.	Minor variation only is supported and was satisfactory to the DRP

<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. 	<p>Maximum SFH of 21m proposed</p>	<p>Yes</p>
<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 is 21m through the centre of the tower, above podium height. Most of the tower is however around 18m deep. Despite this area of non-compliance, all units 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 facade treatment, varying setbacks and other design measures to reduce the perception of bulk. The Design Review Panel specifically commented that the design as amended is appropriately designed with regard to bulk, massing and modulation; see Attachment 4.</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 - ground and mezzanine are built to the boundary to achieve a continuous street wall as required by the street frontage height controls in the DCP. Solid blank walls are proposed which is allowable.

Units within **Levels 2 - 5 contained within the street frontage height and are setback a minimum of 2.107m from the northern boundary** where 0m is required by the DCP. Walls are however solid/blank with the exception of two narrow translucent screened bedroom windows. Balconies to the building edge are also screened. The setback to the northern wall of the podium will allow light entry into the side windows in the event that adjoining site to the north is redeveloped to a similar height. The setback to the podium is only narrow and given that the first two floors of the development achieve a 0m setback, the objectives of the standard in respect of the podium are considered to be satisfied.

Units within L6 – setback approx. 11m which is less than the 12m required by the DCP but is consistent with the requirements of the ADG which specifies a min. setback of 9m.

L7 – L13 – 12m or greater setbacks

L14 – L18 (above 45m) - 14m and greater setback to walls.

Southern boundary – ground and mezzanine are built to the boundary in part to achieve a continuous street wall as required by the street frontage height controls in the DCP. Solid blank walls proposed to boundary.

Units within Levels 2 - 3 are setback 6.5m to walls (0m required) however this is consistent with the ADG setback

No, variations are identified in bold in the column to the left; L2 – L5 are within the podium and are setback from the boundary where a 0m setback is required.

L6 variation but setback is consistent with the ADG

Objectives/controls	Comment	Compliance
	<p>controls. L4 & L5 are setback 12m or more to walls; L6 – L13 are setback 12m or greater L14 – L18 (above 45m) - 14m and greater setback to walls. <u>Western boundary</u> – ground and mezzanine are built to the boundary as required (blank walls); Setbacks to Levels 2 and above (measured to walls) are greater than 12m to the western boundary.</p>	
<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 commercial suites have 3.2m floor-to-ceiling heights proposed with 3.1m floor to ceiling heights within the mezzanine.</p> <p>Single vehicle entry proposed with commercial car parking 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>Generally yes</p>
<p><u>2.7 Deep soil zone (DSZ)</u></p>	<p>Small area of DSZ provided; planting on structure mainly provided which is acceptable within the B3 zone.</p>	<p>No but acceptable in the B3 zone.</p>

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>2.8 Landscape design</u>	Landscape plan generally reasonable.	Yes
<u>2.9 Green roofs, green walls and planting on structures</u>	Planting on structure proposed. Some details provided on the landscape plan. Most details can be conditioned if consent were granted.	Yes with conditions
<u>2.10 Sun access planes</u>	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. 	Natural surveillance will be available from upper level balconies and residential living areas as well as	Yes

<ul style="list-style-type: none"> · 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. · 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 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>commercial shopfronts.</p> <p>Design responds appropriately to CPTED principles; refer to Chapter E2 assessment below.</p>	
<p><u>3.5 Awnings</u></p>	<p>Frontage width awning provided as required; condition compliance with standards</p>	<p>Yes, with conditions</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>1 entry point only proposed. Driveway crossing width is acceptable. Shutter will be fitted behind the building façade and a condition is recommended in relation to the finish of the vehicle entry.</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; 	<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</p>	<p>Yes</p>

<p>appropriate materials and finishes selection; façade proportions including horizontal or vertical emphasis;</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>satisfactory to the DRP.</p> <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>The lift overrun 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 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 not located within any of the nominated view corridors identified in Figure 3.12 of the DCP. The scale and bulk of the building measured in terms of height, FSR and building setbacks is consistent with applicable controls, maximising opportunities for views to be</p>	<p>Yes</p>

retained from nearby sites.

4 Access, parking and servicing

Objectives/controls

Comment

Compliance

4.1 General

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 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.

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 stairs or platform lift to the residential and commercial lobbies and to each of the 3 commercial suites directly abutting the Atchison Street frontage of the site.

Car parking for the adaptable units is provided within the basement car parking levels, with access throughout the building available via the lifts. Disabled persons' car parking in conjunction with the commercial suites is provided at ground level.

The finish of pedestrian pathways and the like can be dealt with by consent conditions.

Yes

4.3 Vehicular driveways and manoeuvring areas

- Driveways should be:
 - 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:
 - i) Minimise the impact on the street, site layout and the building façade design; and

Appropriate driveway location; does not appear to conflict with any services in the road reserve.

Driveway width is acceptable and manoeuvring areas appear to comply with applicable controls. There is adequate manoeuvring available for larger service vehicles.

Yes

ii) If located off a primary street frontage, integrated into the building design.

- 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.

Vehicles can turn on site and leave in a forward direction.

Car spaces, driveway grades and the like appear to generally comply with relevant standards.

4.4 On-site parking

§ On-site parking must meet the relevant Australian Standard

- 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.
- Car parking and associated internal manoeuvring areas which are surplus to Council's specified parking requirements will count towards the gross floor area, but not for the purpose of determining the necessary parking.
- Any car parking provided in a building above ground level is to have a minimum floor to ceiling height of 2.8m so it can be adapted to another use in the future.
- 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.

On-grade and basement parking provided. Sufficient car parking, motorcycle and bicycle parking is provided for along with disabled persons' car parking.

Yes

4.5 Site facilities and services

Mail boxes – 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.

Letterboxes to be secure and of sufficient size

Communication structures, air conditioners and service vents - locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures in an appropriate manner.

Waste storage and collection

The building is serviced by the major utilities and some augmentation of existing services is expected to be required to facilitate the development.

A bank of letter boxes is provided inside the residential lobby. Conditions can be imposed to ensure these meet the requirements of the DCP.

No rooftop ancillary structures or services shown on the plans.

Provision has been made for waste

Yes and no

<p><i>Service docks and loading/unloading areas</i></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>storage rooms at ground floor level to the rear of the commercial suites. On-site collection is proposed which is acceptable.</p> <p>A loading dock has been provided to the rear of the commercial suites which will enable loading, deliveries and waste management to occur within the site. The dock and associated manoeuvring areas are sufficient to accommodate a medium rigid vehicle.</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 statement 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 and provision of footpath paving is required, 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 a disabled access and egress design statement with the DA, prepared by "i 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 Atchison Street is obtained via stairs and platform lifts.

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.

<i>Control/objective</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.1 Lighting</u>	No lighting shown. It is likely that some lighting will be provided at the main entrance to the building, under the awning and within the car park. No light spill impacts are expected; this can be conditioned.	Yes
<u>3.2 Natural surveillance and sightlines</u>	Opportunities for natural surveillance of the Atchison Street footpath will be available from the commercial 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.</p> <p>The design makes provision for separate commercial/ residential entry to the building. It is assumed that access to the residential tower 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

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.

In accordance with Objective 3J-1 of the ADG, on land zoned, or sites within 400m of lands zoned, B3 or B4 in a nominated regional centre, the minimum car parking requirement for residents and visitors is set out in the RTA's *Guide to Traffic Generating Development* while car parking for the commercial tenancies is determined using the rates in Chapter E3 of WDCP.

Parking is to be provided in part on grade, within the ground level and 2 levels of basement parking.

Business premises

- 13 car parking spaces (including 2 disabled car parking spaces)
- 1 motorbike parking space
- 1 secure staff bicycle space
- 1 visitor bicycle space

Residential

- 87 residential car parking spaces (including 9 spaces capable of adaption for people with disabilities)
- 19 visitor parking spaces
- 6 motorbike parking spaces
- 31 secure residential bicycle spaces
- 8 visitor bicycle spaces

Appropriate resident bicycle security arrangements are proposed.

All servicing will take place within the site. The service area is positioned to the rear of the commercial suites. Provision has been made for a larger loading dock for larger vehicle deliveries and waste collection as well as a space for a smaller delivery van. The servicing arrangements proposed have been considered by the Traffic Section and are acceptable.

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 22 May 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 medium 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 6**.

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 2 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

Council records do not identify the site as contaminated. The SEE indicates that the site was used until the 1980s as a workshop/ commercial depot or mechanical related business. Council's Environmental Officer has reviewed the history of the site and notes that the site has the potential for contaminated soils or underground storage tanks. The proposed development involves 7.0 metres excavation below ground for basement car parking. Prior to excavation, the depth and quality of contaminated soil must be determined. Conditions of consent were recommended by the Environmental Officer in relation to the preparation of a remediation action plan and reports to identify any soil contamination, depths and volumes for offsite disposal.

CHAPTER E21: DEMOLITION AND ASBESTOS MANAGEMENT

There are no existing buildings on the site though there is material required to be removed to facilitate the proposed development including the hardstand paving covering the majority of the site. 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.