

## Attachment 4 - Wollongong Development Control Plan (DCP) 2009 Assessment

### 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.

The application generally complies with the controls contained within this chapter though there are some variations identified in bold within the compliance tables. These variations are discussed in detail within the body of the assessment report.

#### 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>	Setbacks provided:	
Required:	<u>Burelli Street (primary frontage):</u>	<b>No</b> ,
<u>Burelli Street:</u> 4m specified setback (up to 12-24m building height), with a further 4m setback above street frontage height (24m).	<ul style="list-style-type: none"> <li>Ground floor/forecourt: 10m to facade wall.</li> <li>Level 1: 10m</li> <li>Levels 2 – 5: 4m (western side) and 10m (eastern side)</li> <li>Level 6: 4m to facade (eastern side); and 10m to edge of roof terrace</li> <li>Roof level: 4m to screened roof plant structure</li> </ul>	variation to the setback above street frontage height; discussed within the body of the report
<u>Kembla Street:</u> 0m at street frontage, with a further 4m setback above street frontage height (24m).	<u>Kembla Street:</u>	
	<ul style="list-style-type: none"> <li>Ground to L6: 0m</li> <li>Roof Level: 2m to screened roof plant structure</li> <li>Minor projections including sunshades on northern and western façade; awning proposed to part of the Kembla Street frontage of the site.</li> <li>A corner splay is provided to the intersection; the building is positioned clear of this splay.</li> </ul>	
<u>2.3 Street frontage heights in commercial core</u>		
Required:	<u>Burelli Street:</u>	<b>No*</b>
The street frontage height of buildings are not to be less than 12m or greater than 24m above mean ground level on the street front	The ground level and L1 comprise a cantilevered forecourt area. L2 – L6 are setback 4m to a maximum height of approximately 32m to the roof of the building at the western portion only (where the site levels fall away). There is no	variation sought; discussed within the body of the report

Objectives/controls	Comment	Compliance
<p><u>2.4 Building depth and bulk</u></p> <ul style="list-style-type: none"> <li>Max floor plate sizes and depth of building controls do not apply to the building frontages up to the street front height in the commercial core.</li> <li>Non-residential uses: max. floor plate size (GFA): 1,200sqm above 24m height; max. building depth (excluding balconies): 25m</li> <li>At street frontage height levels and where development is built street edge to street edge, articulate buildings using atria, light wells, and courtyards to improve internal building amenity and achieve solar access at every level, and cross-ventilation and/or stack effect ventilation.</li> <li>No points on an office floor should be more than 10m from a source of daylight (eg. window, lightwell or skylight) in buildings less than 24m in height, and no more than 12.5m from a window in buildings over 24m in height.</li> </ul>	<p>increased setback, therefore no defined 'street frontage height' of sorts.</p> <p>A portion of the western upper part of the building exceeds 24m street frontage height (equating to L6 and roof level screening structure).</p> <p><u>Kembla Street:</u></p> <p>Ground - L6 is built to the street alignment up to approximately 26m in height, then a further 2m setback is proposed to the screened plant room, ie. a portion of L6 and the upper roof plant level of the building exceeds the 24m street frontage height requirements.</p> <p>Maximum floor plate size only applies to L6 (being that part of the building over 24m in height). The floor plate GFA is 704sqm; maximum depth 28m. This level is articulated, features substantial areas of glazing and is setback from boundaries meaning the floor will receive unimpeded solar access.</p> <p>The majority of the building complies with the distance from windows control with the following exceptions:  L1: 2 x very small areas;  L2 – L5: approximately 200sqm in the centre of the building does not comply.  L6: complies.</p> <p>This variation is discussed within the body of the report and is supported</p>	<p><b>No</b>, variation sought in relation to the distance from windows control</p>

Objectives/controls	Comment	Compliance
<p><u>2.5 Side and rear building setbacks and building separation</u></p> <ul style="list-style-type: none"> <li>Minimum building setbacks from the side and rear property boundaries:- <ul style="list-style-type: none"> <li>Up to street frontage height (24m): 0m to side &amp; rear (Ground to L5).</li> <li>All uses (including non-habitable residential) above street frontage height (L6 and rooftop plant room): 6m to side &amp; rear</li> </ul> </li> <li>Note: building separation is governed by Clause 8.6 of WLEP 2009 for which a development departure is sought. See Section 2.1.5 of the report.</li> </ul>	<p><b><u>Proposed</u></b></p> <p><b><u>Levels G – L5 (up to 24m):</u></b></p> <p><u>East (side):</u></p> <ul style="list-style-type: none"> <li>0m for the majority of the Ground floor(complies);</li> <li>3.1m setback to the boundary at Levels 1-5 (0m required)</li> </ul> <p><u>South (rear/side):</u></p> <ul style="list-style-type: none"> <li>A setback of 5.66m for the majority of the Ground Floor Level where the driveway and vehicular manoeuvring area is sited. Building is setback to accommodate this driveway which will also service a future mixed use development to the south on Lot 502. The setback will assist in maintaining some solar access to the proposed shoptop housing development on Lot 502</li> <li>A min 3.79m setback to the boundary at L1 – L5 (0m required)</li> </ul> <p><b><u>Levels 6 and rooftop plant (&gt;24m high):</u></b></p> <p><u>East (side):</u></p> <ul style="list-style-type: none"> <li>3.1m setback to the boundary at L6 which (6m setback required)</li> </ul> <p><u>South (rear/side):</u></p> <ul style="list-style-type: none"> <li>3.79-6.0m setback at L6 &amp; roof plant level (6m required)</li> </ul>	<p><b>No</b> - variation is discussed within the body of the report</p>
<u>2.6 Mixed used buildings</u>	N/A	N/A
<u>2.7 Deep soil zone (DSZ)</u>	Not required for commercial buildings	Yes
<u>2.8 Landscape design</u>	Landscape plan is generally reasonable and is compatible with the civil and stormwater plans . A number of conditions are recommended in relation to landscaping matters.	Yes

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>2.9 Green roofs, green walls and planting on structures</u>	Planting on structure proposed including small planter areas within the forecourt and on the L6 terraces. Some details provided on the landscape plan which is deemed satisfactory by Council's Landscape Architect. Most details can be conditioned if consent were granted.	Yes with conditions
<u>2.10 Sun access planes</u>	There are nearby sites protected by the sun access controls however the site is not one such site and 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>  Site links, arcades and shared laneways are to be provided as shown in figure 3.1	Figure 3.1 indicates an existing pedestrian link located at the eastern edge of the site (outside of the subject land) linking Burelli and Stewart Streets. This is incorrectly located on Figure 1 and is the walkway further east immediately adjacent to the Council building.	N/A
<u>3.3 Active street frontages</u>  <ul style="list-style-type: none"> <li>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.</li> <li>In commercial and mixed use development, active street fronts are encouraged in the form of non-residential uses on ground level.</li> <li>Active street fronts are required along streets for all buildings in the Commercial Core</li> </ul>	<p>Development provides for activation of the street frontage in the form of active commercial uses, appropriate street treatment, entries on both street frontages and appropriate interface with the public domain.</p> <p>Some amendments are recommended to better define the primary entry on the Burelli Street frontage of the building.</p> <p>There are some references to the provision of a café on the ground floor of the building which will assist in improving activation.</p>	Yes

<ul style="list-style-type: none"> <li>Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street.</li> </ul>	<p>The stepped and open forecourt area provides for visual connectivity to the street and open sightlines for surveillance.</p> <p>The ground floor is slightly elevated above the footpath level due to localised flooding however the plans provide for good resolution of the site levels, with gentle transitions into the main entry and forecourt.</p>	
<p><u>3.4 Safety and security</u></p>		
<ul style="list-style-type: none"> <li>Ensure that the building design allows for casual surveillance of accessways, entries and driveways.</li> <li>Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and carparks.</li> <li>Provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering.</li> <li>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.</li> <li>Provide clear lines of sight and well-lit routes throughout the development.</li> <li>Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway.</li> <li>For large scale retail and commercial development with a GFA of over 5,000m<sup>2</sup>, provide a 'safety by design' assessment in accordance with the CPTED principles.</li> <li>Provide security access controls where appropriate.</li> <li>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.</li> </ul>	<p>Activation of the ground floor, extent of glazing and open nature of the forecourt on the northern side of the building will reduce opportunities or discourage criminal or antisocial behaviour. The proposed ATM is exposed to view from the public footpath and lighting of the whole forecourt space is recommended for night time activation and to assist natural surveillance of the space. The openings at the rear of the building (carpark entry, waste room and loading dock) are all proposed to be secured as is expected given the nature of the proposed use. The building will be CCTV monitored.</p> <p>Design responds appropriately to CPTED principles; refer to Chapter E2 assessment below.</p>	<p>Yes</p>
<p><u>3.5 Awnings</u></p>		
<ul style="list-style-type: none"> <li>Continuous street frontage awnings are to be provided to both Burelli and Kembla Streets</li> </ul>	<p>The proposal provides an extensive forecourt to the Burelli St frontage (set back 4m from the northern property boundary). Having regard to the siting of the buildings to the east and their setback from side boundaries, a continuous awning cannot be achieved along this side of Burelli Street and to provide one on the Burelli Street frontage to this building would result in a poor design outcome and is not considered to be warranted.</p>	<p><b>No</b>, variation considered supportable</p>

	<p>An awning is provided to part of the Kembla Street ground floor frontage, over the building entrance. It terminates prior to the substation louvred wall. If the substation openings were relocated to the southern façade of the building adjacent to the driveway, the awning could be extended further along this frontage however it would not be possible to continue it further beyond this point given the location of the driveway.</p> <p>It is noted that the recently developed Woolworths site across Kembla Street to the west does not provide a continuous awning.</p>	
<p><u>3.6 Vehicular footpath crossings</u></p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Double lane crossing with a maximum width of 5.4 metres may be permitted</li> <li>• Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building façade.</li> <li>• 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.</li> </ul>	<p>One vehicle access point is proposed to be shared with the adjacent site (Lot 502). A right of way is proposed to facilitate this arrangement. The proposed driveway crossing width is acceptable.</p> <p>Any shutters to the garage entry, loading dock and waste rooms will be fitted behind the building façade and a condition is recommended in relation to the finish of the vehicle entry and treatment of the loading dock.</p>	Yes
<p><u>3.7 Pedestrian overpasses, underpasses and encroachments</u></p>	N/A	N/A
<p><u>3.8 Building exteriors</u></p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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.</li> <li>▪ Articulate facades so that they address the street and add visual interest.</li> <li>• 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.</li> </ul>	<p>Artist impressions, perspective views and details of material/ finishes form part of Attachment 1.</p> <p>Most aspects discussed in Clause 3.8 have been dealt with in detail by the DRP as discussed in the relevant sections of the report.</p> <p>The lift overruns and services are integrated into the overall building design.</p> <p>The proposed building appears to respond reasonably well to the streetscape and heritage constraints and generally reflects the existing character for the locality as outlined in the applicable planning controls.</p>	Yes

<ul style="list-style-type: none"> <li>• 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.</li> <li>▪ To assist articulation and visual interest, avoid expanses of any single material.</li> <li>▪ Limit opaque or blank walls for ground floor uses to 30% of the street frontage.</li> <li>▪ Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.</li> <li>• Highly reflective finishes and curtain wall glazing are not permitted above ground floor level</li> <li>• 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.</li> <li>• 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.</li> <li>• The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.</li> </ul>	<p>The proposal as amended is satisfactory to the DRP. There are some further minor changes recommended to the plans to further finesse the design which will assist in improving its interaction with the public domain, improve its functionality and respond to its context.</p> <p>A colour &amp; material schedule has been provided. High quality and durable materials and finishes are proposed.</p> <p>Roof top structures/ plant/ services will be screened from view.</p> <p>A condition is recommended limiting material reflectivity.</p>	
<p><u>3.9 Advertising and signage</u></p>	<p>Building identification signs of the IMB bank logo are proposed on the upper corner of the building on the west, south and eastern facades. The signs are coordinated and integrated with the design of the building and reflect its corporate identity. The signs are acceptable with regard to the matters for consideration in SEPP 64.</p>	<p>Yes</p>
<p><u>3.10 Views and view corridors</u></p> <ul style="list-style-type: none"> <li>• Existing views shown in Figure 3.12 are to be protected to an extent that is practical.</li> <li>• Align buildings to maximise view corridors between buildings</li> </ul>	<p>The site is located outside of the nominated distant panoramic view corridor identified in Figure 3.12 of the DCP. The proposed development provides generous side and rear setbacks and is well under the maximum allowable height, thereby maximising opportunities for views to be retained from nearby and distant sites.</p>	<p>Yes</p>

## 4 Access, parking and servicing

Objectives/controls	Comment	Compliance
<u>4.1 General</u>		
<u>4.2 Pedestrian access and mobility</u> <ul style="list-style-type: none"> <li>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.</li> <li>The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard and the Disability Discrimination Act 1992.</li> <li>The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor.</li> <li>The development must provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access.</li> <li>Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain.</li> <li>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.</li> </ul>	<p>Pedestrian access is available from the 2 street frontages though it is intended that the Kembla Street frontage will primarily be used by staff.</p> <p>Whilst reasonably well defined, some improvements to the primary Burelli Street entry are recommended via consent conditions including some improvements to the pedestrian approach (relocation of the bike rack) and improved accessibility for people with disabilities.</p> <p>The finish of pedestrian pathways and the like can be dealt with by consent conditions.</p>	Yes
<u>4.3 Vehicular driveways and manoeuvring areas</u> <ul style="list-style-type: none"> <li>Driveways should be: <ul style="list-style-type: none"> <li>i) Provided from lanes and secondary streets rather than the primary street, wherever practical.</li> <li>ii) Located taking into account any services within the road reserve, such as power poles, drainage pits and existing street trees.</li> <li>iii) Located a minimum of 6m from the nearest intersection</li> <li>iv) If adjacent to a residential development setback a minimum of 1.5m from the relevant side property boundary.</li> </ul> </li> <li>Vehicle access is to be designed to: <ul style="list-style-type: none"> <li>i) Minimise the impact on the street, site layout and the building façade design; and</li> <li>ii) If located off a primary street frontage, integrated into the building design.</li> </ul> </li> </ul>	<p>One vehicle access point is proposed to be combined with the adjacent site to the south to/from Kembla St.</p> <p>Appropriate driveway location being distant from nearby intersections; does not appear to conflict with any services in the road reserve.</p> <p>Driveway width is acceptable and manoeuvring areas appear to comply with applicable controls.</p> <p>The vehicle access lane/entry will be open and will straddle the southern property boundary. A ROW is proposed across the</p>	Yes



<ul style="list-style-type: none"> <li>• 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</li> <li>• Driveway widths must comply with the relevant Australian Standards.</li> <li>• Car space dimensions must comply with the relevant Australian Standards.</li> <li>• Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard</li> <li>• Access ways to underground parking should not be located adjacent to doors or windows of the habitable rooms of any residential development.</li> </ul>	<p>driveway to facilitate shared access and manoeuvring with Lot 502.</p> <p>The rear loading area and a few car parking spaces will be open and accessible from the driveway. The entry and exit, driveway widths, car space dimensions and vehicle ramp grades comply with the relevant standards.</p> <p>No uncovered carparking spaces are proposed.</p> <p>All vehicles can turn on site and leave in a forward direction.</p>	
<p><u>4.4 On-site parking</u></p> <ul style="list-style-type: none"> <li>▪ On-site parking must meet the relevant Australian Standard</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• On-site vehicle, motorcycle and bicycle parking is to be provided in accordance with Part E of this DCP.</li> <li>• To accommodate people with disabilities, minimum of 1% of the required parking spaces to be provided as disabled persons' car parking.</li> </ul>	<p>Basement and at-grade parking provided. Sufficient car parking, motorcycle and bicycle parking is provided. Sufficient disabled persons' car parking is proposed</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. 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>An accessible, secure and adequate letterbox wall is to be provided near the primary street frontage to Burelli Street.</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>Adequate waste storage rooms will be located within the basement. On-site collection is proposed; there</p>	<p>Yes</p>

<p><i>Service docks and loading/unloading areas</i></p> <ul style="list-style-type: none"> <li>• Provide adequate space within any new development for the loading and unloading of service/delivery vehicles.</li> <li>• Preferably locate service access off rear lanes, side streets or rights of way.</li> <li>• Screen all service doors and loading docks from street frontages and from active overlooking from existing developments.</li> <li>• Design circulation and access in accordance with AS2890.1.</li> </ul>	<p>is sufficient manoeuvring area for servicing</p> <p>Loading zone and dock proposed; sufficient size and adequate manoeuvring area provided. Dock area is to the rear of the building.</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>	An Environmentally Sustainable Design report was provided with the DA which demonstrates the building will comply with Section J of the BCA 2016, using the deemed to satisfy method and is on track to achieve a 5 star NABERS Base Building Energy Rating.	Yes
<u>5.3 Water conservation</u>	Low water usage fittings to be used.	Yes
<u>5.4 Reflectivity</u>	Limit material reflectivity by consent condition.	Yes with conditions
<u>5.5 Wind mitigation</u> A wind impact statement required for buildings over 32m in height	A wind impact statement was not provided. Only a small portion of the building exceeds 32m in height (maximum height of 32.43m). This is not considered to warrant a Wind Effects Report. The building is not expected to create uncomfortable wind conditions for pedestrians on the footpath	Yes
<u>5.6 Waste and recycling</u>	Waste management arrangements are satisfactory	Yes

## 8 Works in the public domain

Planting 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 B3 Commercial Core zone within the City Centre precinct.

### CHAPTER C1: ADVERTISING & SIGNAGE

The proposed signage has been considered with regard to the applicable provisions of SEPP 64 and this Chapter and are considered to be satisfactory. Refer to Section 2.1.2 of the report.

### 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 which addresses the relevant provisions of the BCA and applicable standards including AS 1428.

The proposal has been considered against the requirements of this chapter and found to be generally 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.

Disabled persons' access will not be able to be obtained from the Kembla Street frontage which features a revolving door and stairs. The applicant indicates that this entry will be a separate staff entry, with the primary entry to be sited on the Burelli Street facade of the building. This entry is also a revolving door with a secondary doorway to provide for disabled persons' access. This could be improved; conditions are recommended in this regard.

### 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. Lighting of the forecourt area and full frontage of the building is recommended for night time activation and to improve surveillance opportunities. No light spill impacts are expected.	Yes, with conditions
<u>3.2 Natural surveillance and sightlines</u>	Opportunities for natural surveillance of the footpaths will be available.	Yes
<u>3.3 Signage</u>	Acceptable	Yes
<u>3.4 Building design</u>	The design is considered to adequately respond to CPTED principles. There are minimal concealment or entrapment opportunities evident on the plans.	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.

#### Carparking

On the basis of the GFA of the building and applicable parking rates set out in Wollongong DCP 2009 there is sufficient parking for cars, motorcycles and bicycles provided within the site to service the bank:-

- 112 car parking spaces (including 5 disabled car parking spaces)
- 5 motorcycle spaces.
- 33 secure (Class B) employee bicycle spaces and
- 9 visitor bicycle spaces (Class C).

The applicant is proposing 19 mechanical stackers within the basement car park. This is acceptable with regard to the applicable provisions of Chapter E3 and is supported by the Traffic Section.

There are a number of conditions recommended in relation to the required specifications of the mechanical stackers, the provision of a management plan and ongoing maintenance requirements.

A temporary car park to service the existing occupants of Lot 502 will be required to be constructed as the existing car parking arrangement will be disturbed during construction of the bank building. A parking plan has been provided (see Attachment 1). This will accommodate 34 car parking spaces (including 1 disabled car parking space) and 12 bicycle spaces which is sufficient to service the uses on this site.

#### Traffic Impacts

In terms of traffic management, it is noted that Kembla Street will be upgraded in the future to provide a separated cycleway on the western side. As part of the upgrade, the Kembla Street/ Burelli Street and Kembla Street/Stewart Street intersections will also be upgraded. These future changes have been factored into the applicant's Traffic Impact Assessment (TIA). The traffic analysis found that the relevant intersections will be affected by background traffic in the future year. In particular the Kembla Street/Stewart Street intersection has a degree of saturation of greater than 1 indicating that the intersection is over capacity prior to the development taking place.

The development (plus background traffic) will result in some additional queueing and further reduced level of service at the Kembla Street/ Burelli Street and Kembla Street/Stewart Street intersections with the latter showing Level of Service F. However traffic in this precinct is likely to shift to alternative routes on the network to avoid streets with high congestion levels.

The Wollongong City Centre Access and Movement Strategy recommends a range of traffic capacity improvements to cater for increasing demand resulting from anticipated development across the city centre over a 20-25 year period. Council will progressively upgrade the City Centre road network based on this area-wide strategy which will address network capacity requirements as well as sustainability.

#### Vehicular Access

The TIA proposes a left-in and left-out only access controlled by signage within the subject site. This will address potential queuing impacts at the driveway.

#### Green Travel Plan

A Green Travel Plan is proposed and this is supported. The Plan will assist in reducing traffic and car parking impacts and will improve the sustainability of the site.

#### Waste Collection and Site Servicing

Appropriate waste management and servicing arrangements are proposed. A large waste storage room is proposed at the rear of the Bank building adjacent to the loading dock and loading zone. The servicing and waste management arrangements proposed have been considered by the Traffic Section and are acceptable.

### **CHAPTER E6: LANDSCAPING**

The proposal provides suitable landscaped areas adjacent to the forecourt and on structure (L6 rooftop and terrace areas).

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 E11: HERITAGE CONSERVATION**

Refer to discussion in relation to Clause 5.10 of WLEP 2009 (Section 2.1.5 of the report).

#### **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**

Refer to discussion in relation to Clause 7.3 of WLEP 2009 (Section 2.1.5 of the report).

#### **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. The proposal is satisfactory with conditions.

#### **CHAPTER E17: PRESERVATION AND MANAGEMENT OF TREES AND VEGETATION**

The application is satisfactory to Council's Landscape Officer who provided a referral including conditions.

#### **CHAPTER E19: EARTHWORKS (LAND RESHAPING WORKS)**

The proposal involves excavation to facilitate the construction of basement carparking. Council's Geotechnical Engineer has considered the application and has provided a satisfactory referral subject to conditions.

#### **CHAPTER E20: CONTAMINATED LAND MANAGEMENT**

The proposal is satisfactory with regard to Clause 7 of SEPP 55; refer to Section 2.1.1 of the report in this regard.

#### **CHAPTER E21: DEMOLITION AND ASBESTOS MANAGEMENT**

Conditions are proposed in relation to demolition works, waste management, protection of excavations, handling and disposal of any hazardous building materials, appropriate monitoring and handling in relation to archaeology and the like.

#### **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.