

ATTACHMENT 7 – WDCP 2009 Compliance Table

CHAPTER A2 – ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The proposal is satisfactory with regard to the provisions of this chapter.

CHAPTER D1 – CHARACTER STATEMENTS

LOCALITY

The desired future character of the Wollongong City Centre is for it to continue the regional centre of the Illawarra with a focus on employment, key regional services, cultural activity, entertainment and tourism. In line with the Illawarra Regional Strategy, the 25 year vision for our city centre is for the creation of an additional 10,000 new jobs and to welcome 6,000 new residents. With its rich history, unrivalled water front location, and as a focus for transport services, there is great potential to increase the appeal of the centre as a destination for shopping, business, entertainment and cultural activities, high quality health and medical services, and as a place to live.

The vision is for a vibrant city with a strong economy that attracts investors, new business, visitors, cultural expression and new residents. Development principles for this regional city centre include:

- Grow jobs in the heart of the city centre;
- Encourage diverse precincts around the city centre;
- Create a living city by encouraging mixed use development that complements the centre's core employment role;
 - Develop a distinct role and character for the centre;
 - Ensure high quality design of buildings and public areas;
 - Enhance transport links to and from the centre; and
 - Improve the natural environment.

The Centre will accommodate an increased range of mixed use developments, including commercial and retail developments complemented by residential, cultural, community and entertainment uses. Increased opportunities for higher density housing, both within the CBD and North Wollongong area, will provide greater housing choice for a diversity of age and income groups. The regeneration of retailing in the city centre is a high priority. Wollongong is also well positioned to capture new opportunities for backoffices, professional suites and other businesses requiring efficient access to Sydney.

Design excellence provisions will ensure quality future building outcomes. Key actions to facilitate the city's growth include:

- Improving development and coordination within the health precinct;
- Attraction of new finance and business and government office jobs to the centre;
- Managing the foreshore to enhance its appeal while protecting its natural assets;
- Building on the university presence to establish Wollongong as a "learning city", leading to high value jobs;
- Growing activity in cultural industries; and
- Enhancing movement in and around the city centre.

The proposed development seeks to provide high quality commercial floor space to facilitate government office jobs whilst retaining and preserving the historic character of the immediate locality. In this regard it is consistent with the desired future character of the city centre

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 within the table.

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p>1.1 City Centre Character Areas</p> <p>Commercial Core – provides for a wide range of retail, business, office, civic and cultural entertainment and community uses, including tourism and leisure uses, and residential uses within mixed use developments.</p> <p>The commercial core is the ‘heart of the city’, where the focus is on high quality buildings, streetscapes, public art, outdoor eating and a collection of attractive public spaces such as a new forecourt to the railway station, rejuvenated MacCabe Park and Crown Street Mall, new civic square on Crown Street and an attractive collection of laneways and arcades.</p> <p>The primary retail focus is Crown Street Mall.</p> <p>The core retail area along Crown Street is generally characterised by street enclosing buildings forming continuous building facades that provide for an active street frontage to all commercial core streets.</p> <p>Streets are to have continuous awnings to give weather protection to concentrated pedestrian street activity.</p>	<p>The proposed development is located within the commercial core on the lower end of Crown Street, between Kembla and Corrimal Streets. This area contains a mix of commercial and residential uses, contained within historic 2 storey buildings to more recent multi storey, high density mixed use/shop top developments.</p> <p>The proposed development will reinforce the characteristics of this area through the provision of a commercial building and renewal of the existing urban and laneway environment. The application seeks to enhance the existing heritage façade increase its visual prominence on the Crown Street by providing a deep building forecourt.</p> <p>The office building will provide retail tenancies at ground floor which address both street frontages, thereby activating the streetscape and rejuvenating the laneway and meeting the intended outcomes for the Commercial Core precinct of the Wollongong City Centre.</p>	Yes
2 Building form		
<p>2.2 Building to street alignment and street setbacks</p>	<p>Setbacks provided: <u>Crown Street (primary frontage):</u></p>	

<p>Commercial Core - Build to the street alignment or specified setback with 4m minimum further setback above street frontage height</p>	<ul style="list-style-type: none"> • zero setback to Crown Street at Ground Level and Level 1 • setback to the Crown Street frontage increased in amended plan to achieve the minimum 10m (and a further 3m (13m) in compliance with Clause 7.2.4 of Part 7 (Planning Controls for Special Areas- Area 4: East Crown Street)) <p><u>Moore Lane:</u></p> <ul style="list-style-type: none"> ▪ Ground floor-Level 2: 0m ▪ Level 3-8: 2.4m ▪ Roof Level: 4.5m – Variation to 4m setback. 	<p>Crown St: Complies</p> <p>Moore Lane: Complies (Variation of 1.25m to achieve building separation controls)</p>
<p><u>2.3 Street frontage heights in Commercial core</u></p> <p>The street frontage height of buildings are not to be less than 12m or greater than 24m above mean ground level on the street frontage</p>	<p>The street frontage height of existing heritage building is approx. 9.5m. The street frontage height of the new section of building matches this height (plans amended to comply)</p>	<p>Complies</p>
<p><u>2.4 Building depth and bulk</u></p> <p>a) The maximum floor plate sizes and depth of buildings are as follows, but do not apply to the building frontages up to the street front height in the commercial core:</p> <p>- <u>Non- residential use within the Commercial Core:</u></p> <p>max. floor plate size (GFA): 1200m² above 24m height; max. building depth (excludes balconies): 25m</p> <p>b) 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 substantial daylighting at every level, and cross-ventilation and/or stack effect ventilation.</p> <p>c) All points on an office floor should be no more than 10m from a source of daylight (eg. window, lightwell or skylight) in buildings less than 24m in</p>	<p><u>Required:</u></p> <ul style="list-style-type: none"> • No max floor plate size applies up to Level 6. • A max 1200m² floor plate size applies to Levels 6 and above. • A 25m building depth applies at all levels. <p><u>Proposed:</u></p> <p>Floor Plate:</p> <p>Floor plate of 995m² to 1245m² proposed at Level 6 and above, exclusive of the central lift and amenities core. Minor exceedance of up to 45m² however no part of the office is more than 14.5m from a source of light.</p>	<p>Variation supported</p> <p>Variation supported</p>

height, and no more than 12.5m from a window in buildings over 24m in height.

Building Depth:

The building is approx. 29m measured at any point in an east/west direction, which does not comply. However, the building will be located on a corner and will not be attached to other buildings. This allows for windows to be positioned on the side elevations of the building.

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

The side setback control applies to the western setback. The rear setback control applies to the northern setback. The street setbacks to Crown Street and Moore Lane are discussed in clause 2.2 above.

Side Setback (West):

Zero setback proposed at Ground to Level 2.
Levels 3: Part nil setback
Levels 4-8: 6m
Rooftop plantroom: 6-6.035m setback.

Variation sought on the basis that the adjacent State Office Block to the west is a 3 storey building which has no direct interface with the proposed building at Levels 3 and above on the western elevation.

Rear Setback (North):

Zero setback proposed at Ground to Level 2.
Level 3: zero setback
Levels 4-8: 3.0m – 3.455m setback

Rooftop plantroom: 5m - 5.04m setback.

Variation sought on the basis that the adjacent State Office Block to the north is a 3 storey building which has blank walls on the boundary and has no direct interface with the proposed building at Levels 4 and above on the

Variation supported to side setback at Levels 3 and above.

Variation supported to rear setback at Levels 3 and Above

Note:
building separation is governed by Clause 8.6 of WLEP 2009 for which a development

	northern and western elevations.	departure is sought. See Section 2.1.4 of the report.
<u>2.6 Mixed used buildings</u>	Not applicable	N/A
2.7 Deep soil zone (DSZ)	Not required for commercial buildings	N/A
2.8 Landscape design	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
<u>2.9 Green roofs, green walls and planting on structures</u>	Planting on structures will be provided on non-trafficable roof areas. These are required through conditions of consent that were recommended by Council's Landscape Architect.	Yes
<u>2.10 Sun access planes</u>	The proposed building will not cast shadows on any areas subject to the sun access planes	Yes
2.11 Development on classified roads	N/A	N/A

3 Pedestrian amenity

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.2 Permeability</u> Site links, arcades and shared laneways are to be provided as shown in figure 3.1	Not applicable however the development provides a link from Crown Street to Moore Lane via the foyer/retail spaces at ground level.	N/A
<u>3.3 Active street frontages</u> 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	The development will provide for activation of the Crown Street frontage.	Yes

<p>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.</p> <ul style="list-style-type: none"> • 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><u>3.4 Safety and security</u></p> <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 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 	<p>The building is appropriately designed to provide a safe and secure environment</p>	<p>Yes</p>

developments are directed to signalised intersections rather than mid-block in the Commercial zone		
<u>3.5 Awnings</u> <ul style="list-style-type: none"> • Continuous street frontage awnings are to be provided to Crown Street. Pedestrian cover is provided via recessed ground floor façade on Queens Parade. 	The proposal provides an awning to Crown Street.	Yes
<u>3.6 Vehicular footpath crossings</u> <ul style="list-style-type: none"> • 1 vehicle access point only (including the access for service vehicles and parking for commercial uses) 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>One vehicle access point is proposed off the Crown Street frontage. The basement entry, loading dock and waste rooms are located behind the building façade. The vehicular access and loading arrangements are satisfactory to Council's Traffic engineer.</p> <p>It is proposed to provide all vehicular access off Moore Lane once it is made one way in a northerly direction and it is linked to Corrimal Street. This arrangement is proposed by another DA currently under assessment by Council.</p>	Yes
<u>3.7 Pedestrian overpasses, underpasses and encroachments</u>	N/A	N/A
<u>3.8 Building exteriors</u> <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; • 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. • Articulate facades so that they address the street and add visual interest. 	<p>Artist impressions, perspective views and details of material/ finishes were lodged with this application. The building exteriors have been considered by Council's Design Review Panel and are considered to be of an appropriate quality.</p> <p>Concerns raised by Council's heritage officer are fully canvassed in the report and conditions of consent recommended.</p> <p>The proposed building is considered to respond well to the streetscape and heritage constraints and generally reflects the existing character of the locality as outlined in the applicable planning controls. The tower component of the overall development</p>	

<ul style="list-style-type: none"> • External walls should be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass. • Finishes with high maintenance costs, those susceptible to degradation or corrosion from a coastal or industrial environment or finishes that result in unacceptable amenity impacts, such as reflective glass, are to be avoided. • To assist articulation and visual interest, avoid expanses of any single material. • Limit opaque or blank walls for ground floor uses to 30% of the street frontage. <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 • The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building. 	<p>has been appropriately sited with an appropriate setback to Crown Street.</p> <p>A colour & material schedule has been provided. High quality and durable materials and finishes are proposed. Roof top structures/ plant/ services will be setback from view. A condition is recommended limiting material reflectivity.</p>	
<u>3.9 Advertising and signage</u>	<p>The proposal does not include any signage.</p> <p>Conditions requiring separate consent for any future signage have been included on the draft consent.</p>	Yes
<u>3.10 Views and view corridors</u> <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 potential impacts posed by the proposal have been considered and it is unlikely that any view loss will occur.</p>	Yes
<u>4 Access, parking and servicing</u>		
<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>4.2 Pedestrian access and mobility</u>		

<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>Primary building entry is clearly visible from Crown Street.</p> <p>Disabled access is acceptable and appropriate disabled car parking spaces are provided.</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 <p>Yes of 1.5m from the relevant side property boundary.</p> <ul style="list-style-type: none"> • Vehicle access is to be 	<p>The driveway location (egress only to Crown Street) is appropriate having regard to the limited width of Moore Lane. The development has been designed to allow reconfiguration of driveway access to allow More Lane to be the ingress and egress point for cars at such time Moore Lane is made One way in a northerly direction to link with Corrimal Street.</p> <p>Driveway width is acceptable and manoeuvring areas comply with applicable controls.</p>	<p>Yes</p>

<p>designed to:</p> <p>i) Minimise the impact on the street, site layout and the building façade design; and</p> <p>ii) If located off a primary street frontage, integrated into the building design.</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>The proposal allows access for a 12.5m Large Rigid Vehicle for servicing.</p> <p>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"> • 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 	<p>The proposal provides for parking over five (5) basement levels.</p> <p>The number of parking spaces provided accords with the provisions of WDCP 2009</p>	<p>Yes</p>

<p>ceiling height of 2.8m so it can be adapted to another use in the future.</p> <ul style="list-style-type: none"> • On-site vehicle, motorcycle and bicycle parking is to be provided in accordance with Part E of this DCP. • To accommodate people with disabilities, minimum of 1% of the required parking spaces to be provided as disabled persons' car parking. 		
<p><u>4.5 Site facilities and services</u></p> <p>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.</p> <p>Waste storage and collection Service docks and loading/unloading areas</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>Provision has been made for on-site servicing and deliveries.</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>On-site waste collection is Proposed and there is sufficient manoeuvring area for servicing.</p> <p>Loading zone and dock proposed; sufficient size and adequate manoeuvring area provided. Dock area is within the building.</p> <p>Conditions are imposed in relation to the management of waste and bins.</p>	<p>Yes</p>

5 Environmental management

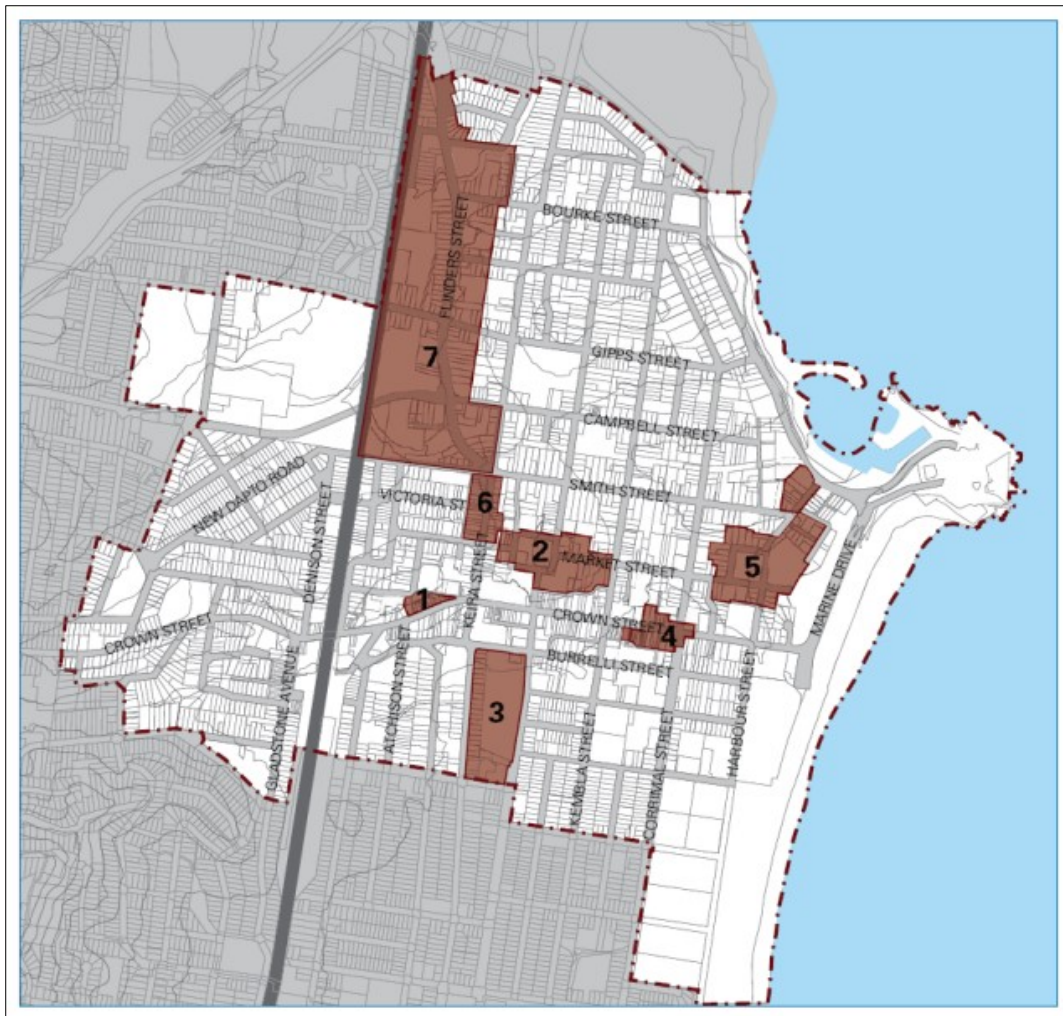
<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>5.2 Energy efficiency and conservation</u>	A NABERS Base Building Energy Assessment report was provided with the DA which demonstrates the building will comply with Section J of the BCA 2016, using the deemed to satisfy method and is on track 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	As the building exceeds 32m in height a qualitative wind statement has been provided which confirms that wind speeds along Crown Street footpath and the entrance area and along the Moore Lane entrance area are expected to be similar to the existing wind conditions.	Yes with conditions to comply with recommendations of statement
<u>5.6 Waste and recycling</u>	Waste management arrangements are satisfactory	Yes

6 Residential development standards

Not Applicable as there is no residential component.

7 Planning controls for special areas

The site is located within a special area known as Civic Square/Lower Crown Street which is shown as area 4 the following figure:



Heritage items are identified in Schedule 5 of the Wollongong Local Environmental Plan 2009 (LEP). Works to listed heritage items, or development on listed heritage sites, or within Heritage Conservation Areas, are subject to the provisions of Clause 35 of the LEP 2009. As part of the assessment process, the consent authority must have regard to: Heritage provisions in the City Centre LEP, Wollongong Heritage DCP, Heritage objectives as listed below, The relevant Statement of Significance for each item, The development principles and controls contained in this section, Any conservation management plan, heritage impact statement or study required by the consent authority in response to proposed development of these areas, and For development that affects a heritage item, information addressing relevant issues must be included in a Statement of Heritage Impact submitted with the development application (DA). Development within the curtilage of a listed item, or a Heritage Conservation Area, or which will impact upon the setting of a heritage item or Heritage Conservation Area is also subject to the following provisions. Where there is a discrepancy with general controls elsewhere in the DCP the following objectives and controls are to apply.

Objectives:

- a) To facilitate the conservation and protection of heritage items and Heritage Conservation Areas and their settings.
- b) To reinforce the special attributes and qualities of heritage items by ensuring that development has regard to the fabric and prevailing character of the item or special area e.g., scale, proportions, materials and finishes.

c) To conserve, maintain and enhance existing views and vistas to buildings and places of historic and aesthetic significance

Comment:

A 2 storey locally listed heritage building is located on the south eastern corner of the subject site on the corner of Crown Street and Moore Lane. The site directly to the east at 68-70 Crown Street also contains an item of local heritage significance. Although the site is not located within a heritage conservation area, a number of items of local and State heritage significance are also within the vicinity of the subject site. The Heritage Assessment prepared by Russell C Lee discusses the impact of the proposed development on the heritage items.

The application was referred to Heritage NSW who raised a number of concerns consistent with those raised by Council's heritage staff. The applicant amended the application and has the support of the Design Review Panel in its current form. Whilst the amendments have not fully satisfied heritage staff, conditions of consent have been imposed to address some heritage matters whilst the main concerns have been addressed by way of Deferred Commencement conditions.

7.2.4 Area 4: East Crown Street

Objectives:

- a) To consolidate the remaining heritage character along east Crown Street between Kembla and Corrimal Streets.
- b) To promote appropriate and pleasant spatial links between the railway station and the foreshore.
- c) To alleviate overshadowing and undesirable wind action on prominent public and private open spaces
- d) To encourage tourism, recreational and cultural uses and activities in appropriate locations, especially east of Corrimal Street.

Comment:

See comments above in relation to the overall objectives of heritage areas. The proposal is considered to consolidate remaining heritage character along east Crown Street between Kembla and Corrimal Streets. NO adverse overshadowing of heritage areas will result from the proposed development as the tower has been set back 10 from the Crown Street frontage. The minor height exceedance is limited to a small part of the roof and the consequent increase in overshadowing has been demonstrated to be insignificant as addressed in the report.

Building Height

- a) A 9m high street wall must be retained with a minimum setback of at least 10 metres at the third storey and above on the northern side of the street (to maintain winter sunlight to the street).
- b) Maximum building height must not exceed the height specified in the LEP 2009.

Comment:

The existing street wall height is maintained and a 10m setback provided for the tower building to minimise overshadowing of Crown Street.

Façade

- a) Ground and first floor frontages of new buildings along East Crown Street from Kembla Street to Corrimal Street must be sympathetic to the late 19th Century Victorian and Italianate shop front styles without creating repetition of such styles.
- b) The appearance of building external finishes and colour must promote a sense of unity and character that consolidates the heritage environment.

Comment:

The frontage of the development has been designed sympathetically with the existing heritage building and the applicant has adopted changes suggested by the Design Review Panel to ensure that the new street frontage reflects the heritage building without attempting to imitate the existing heritage façade.

Signage

- a) Outdoor advertising signs and lighting must complement and be compatible with the building design in scale, style and colour.
- b) 19th Century styles of outdoor advertising signs may be considered along Crown Street between Kembla and Corrimal Streets.
- c) Signs relating to products are not permissible over street awnings.
- d) No signage is permitted on the roof of awnings or on structures extending above the awning

Comment:

No signage is proposed.

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 B4 Mixed Use zone 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 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 regard to access, facilities and car parking.

Disabled persons' access will be available from the Crown Street and Moore Lane frontages.

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>	Under awning lighting proposed. No light spill impacts are expected.	Yes
<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

Adequate car parking is provided to meet the requirements of the DCP . Onsite loading and waste collection is provided, accessed off Moore Lane. Access to basement carpark is via Moore Lane and egress is via Crown Street. Although the DCP prohibits egress to Crown Street this is provided in as Moore Lane is 5.5m wide and is not suitable for high volume two way traffic. Provision is made to reconfigure access to allow egress via Moore Lane should future access be made available to Corrimal Street as part of a separate development application currently under assessment.

CHAPTER E6: LANDSCAPING

The proposal provides suitable landscaped areas on the podium. 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 1.4.1 of the report). The proposal is considered to have minimal impact on the heritage building on the site and other heritage buildings in the immediate locality. Whilst Council's heritage officer is not fully supportive of the proposal in terms of heritage impacts appropriate conditions of consent have been provided to ensure an appropriate outcome is achieved in terms of heritage impacts.

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

Council's stormwater engineer has provided a satisfactory referral indicating compliance with the provisions of this Chapter.

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 2.1.2 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