**ATTACHMENT 6 – WDCP 2009 Compliance Table**

 **CHAPTER A2 – ECOLOGICALLY SUSTAINABLE DEVELOPMENT**

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

 **CHAPTER D13 – WOLLONGONG CITY CENTRE**

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

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.

1. **Building form**

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| *Objectives/controls* | *Comment* | *Compliance* |
| 2.2 Building to street alignment and street setbacksSpecial Activities: Hospitals & Medical Research Development4m minimum setback from street alignment. | Crown StreetThe proposed building includes a 4m street setback at ground level for the majority of the frontage (where there are glazed elements), however a nil setback is provided at the eastern end. Levels 1 to 4 are setback a minimum of 500mm from the front boundary. The applicant states that this adds articulation to the building and responds to the narrowness of the site and need to provide a 9m rear setback, as well as the bend in the alignment of Crown Street at this point of the site. The design approach was supported by the Design Review Panel in the pre-lodgment meeting held on 14 December 2020 and in subsequent reviews of the Project by the DRP. | No, but acceptable as the objectives of the controls are satisfied.The non-compliant eastern part of the building contains the vehicle accesses to the site. The reduced setback at this point is considered to provide a safer area for pedestrians passing the vehicular driveway.The main pedestrian entry to the site is on the western side of the building and complies with the 4m setback requirement under the DCP controls. |
| 2.3 Street frontage heights in Commercial core | Not applicable  | N/A |

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| 2.4 Building depth and bulk Non-residential Max floor plate 1,200m2 | The proposed building has a maximum floor plate of 1.367m2 | No, but minor variation is considered acceptable |
| 2.5 Side and rear building setbacks and building separationCommercial uses up to 24m - Min. side: 3m - Min. rear: 9m Commercial uses above 24m - Min. side: 6m - Min. rear: 12m  | Eastern side (Ground) = Nil Eastern side (Levels 1 to 4) = 4.2m Eastern side (Levels 5 to 6) = 6.4m Western side (Ground to Level 4) = Nil Western side (Level 5 to 6) = 3m Rear = 9m (below 24m) / 12m (above 24m)  | NoYesYesNoNoYesThe proposed setbacks have been incorporated following extensive Pre-DA discussions with Council staff and the Design Review Panel. Non-compliances are considered to be acceptable having regard to site context and constraints.  |
| * 1. Mixed used buildings

  | Not applicable | Not applicable |

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| 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. Council’s landscape architect has provided a satisfactory referral and recommended appropriate conditions. | Yes |
| 2.9 Green roofs, green walls and planting on structures | On-structure landscaping is proposed at Level 1 and at roof level. Council’s landscape architect has provided a satisfactory referral and recommended appropriate conditions. | Yes |
| 2.10 Sun access planes | Not applicable to the subject site | N/A |
| 2.11 Development on classified roads | A Transport and Parking Impact Assessment, has demonstrated , to the satisfaction of Council’s traffic engineer that the proposed development will not prejudice the safety and efficiency of Crown Street. Transport for NSW have been consulted regarding access arrangements and have raised no concerns.A Noise Impact Assessment is also submitted with the application and demonstrates that the impacts of road noise on the proposed development will be acceptable. | Yes. |

1. **Pedestrian amenity**

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| *Objectives/controls* | *Comment* | *Compliance* |
| 3.2 PermeabilitySite links, arcades and shared laneways are to be provided as shown in figure 3.1 | No opportunities exist to create pedestrian linkages | N/A |
| 3.3 Active street frontagesd) For all non-residential ground floor frontages outside the streets shown in Figure 3.4, provide clear glazing wherever possible to promote passive surveillance and contribute to street activity.  | The development will provide for activation for the majority of the Crown Street frontage. | **Yes** |

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| * Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the

street. |  |  |
| 3.4 Safety and security* Ensure that the building design allows for casual surveillance of accessways, entries and driveways.
* Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and carparks.
* Provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering.
* 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. | The building design is considered appropriate with respect to safety and security. | **Yes** |
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| 3.5 Awningsa) Continuous street frontage awnings are to be provided for all new developments as indicated in Figure 3.6. | Although the site is not mapped in Figure 3.6, an awning is integrated into the front facade design.  | **Yes** |
| 3.6 Vehicular footpath crossings*Location of Vehicle Access* a) No additional vehicle entry points will be permitted into the parking or service areas of development along those streets identified as significant pedestrian circulation routes in Figure 3.7. d) Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date. *Design of Vehicle Access* a) Wherever practicable, vehicle access is to be a single lane crossing with a maximum width of 2.7 metres over the footpath, and perpendicular to the kerb alignment. In exceptional circumstances, a double lane crossing with a maximum width of 5.4 metres may be permitted for safety reasons (refer Figure 3.8). c) Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building façade. d) Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing.  | The site is mapped as having no additional vehicle entry points permitted. The existing site includes 3 x vehicle crossings, which will be removed and replaced with one crossing. Thus, there will be net reduction in vehicle crossings to Crown Street. It is not practical to share access with adjoining properties given the proposed use of the building as a health services facility. Furthermore, due to the steep level changes between the site and Staff Street, it would not be possible to provide a safe access via adjoining lots to the south. The vehicle crossing is 8m wide, which is necessary given the proposed medical use and need to provide 2-way access, including for ambulances and MRV’s. No vehicle entry doors are proposed. No vehicle entry doors are proposed.  | **Satisfactory** |
| 3.7 Pedestrian overpasses, underpasses and encroachments | N/A | **N/A** |
| 3.8 Building exteriors | * The proposed design has been developed by a detailed site context analysis, including existing and approved developments in the locality.
* The design has also been the subject of Pre-DA discussions with Council and has evolved following Design Review Panel meetings prior to and post DA lodgement. It is considered that the design appropriately responds to the site context and will provide a high quality development that enhances the amenity and visual quality of the site and this part of Wollongong CBD.
* Terraces are provided on Levels 1 and 5.
* The Crown Street façade includes articulation through varying setbacks, architectural elements and materiality.
* High quality materials, including face brick, concrete and glazing has been incorporated into the facades of the building.
* All external materials and finishes will be high quality and durable, and thus easily maintainable.
* External materials proposed are varied to all facades to add visual interest.
* Opaque glass and blank walls are minimised.
* Ancillary retail use proposed at ground level that complies.
* No highly reflective materials are proposed.
* Other than the proposed awning, no parts of the building will project over the site boundaries.
* The lift overrun is integrated into the roof design and will not be readily visible from the street.
 | Yes |
| a) Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of: *i) Appropriate alignment and street frontage heights.* *ii) Setbacks above street frontage heights.* *iii) Appropriate materials and finishes selection.* *iv) Façade proportions including horizontal or vertical emphasis.* *v) The provision of enclosed corners at street intersections.* b) 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. c) Articulate facades so that they address the street and add visual interest. d) 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. e) 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. f) To assist articulation and visual interest, avoid expanses of any single material. g) Limit opaque or blank walls for ground floor uses to 30% of the street frontage. h) Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass. i) Highly reflective finishes and curtain wall glazing are not permitted above ground floor level (see Section 5.3). j) 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. l) The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.  |
| 3.9 Advertising and signage | The proposal does not include any signage. | **N/A** |
|  | Conditions requiring separate consent for any future signage have been included onthe draft consent. |  |
| 3.10 Views and view corridors | Not applicable | N/A |
| **4 Access, parking and servicing** |
| *Objectives/controls* | *Comment* | *Compliance* |
| 4.2 Pedestrian access and mobility | The main entry to the building is accessed from Crown Street and includes weather protection. Pedestrian access for disabled persons meets required standards. | Yes |
| a) 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. b) The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standards, c) The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor. d) The development must provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access. e) Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours in accordance with Council’s Public Domain Technical Manual. f) Building entrance levels and footpaths must comply with the longitudinal and cross grades specified in AS 1428.1:2001, AS/NZS 2890.1:2004 and the Disability Discrimination Act.  |

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| 4.3 Vehicular driveways and manoeuvring areas | One vehicle access point is proposed to/from Crown Street, as required by this clause.Appropriate driveway location being distant from nearby intersections; does not appear to conflict with any services in the road reserve.Driveway width is acceptable and manoeuvring areas comply with applicable controls.Council’s DCP requires a development of this size to allow access for a 12.5m Large Rigid Vehicle. The proposal allows provides for this.The entry and exit, driveway widths, car space dimensions and vehicle ramp grades comply with the relevant standards.No uncovered carparking spaces are proposed.All vehicles can turn on site and leave in a forward direction. | **Yes** |
| * Driveways should be:
1. Provided from lanes and secondary streets rather than the primary street, wherever practical.
2. Located taking into account any services within the road reserve, such as power poles, drainage pits and existing street trees.
3. Located a minimum of 6m from the nearest intersection
4. 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:
1. Minimise the impact on the street, site layout and the building façade design; and
2. 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.
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| 4.4 On-site parking | The proposal provides for parking on ground level and 4 basement levels. |  |
| On-site parking must meet the relevant Australian Standard* Council may require the provision of a supporting geotechnical report

prepared by an appropriately |

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| 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.
 | The number of parking spaces provided accords with the provisions of WDCP 2009 Chapter E3.A geotechnical report has been provided and considered acceptable to Council’s geotechnical engineer. |  |
| 4.5 Site facilities and services | Provision has been made for on- site servicing and deliveries.The building is serviced by the major utilities and some augmentation of existing services is expected to be required to facilitate the development including an electricity substation.Adequate waste storage rooms will be located on ground level.Loading zone and dock proposed; sufficient size and adequate manoeuvring area provided in the form of a turntable. Dock area is within the building.Conditions are imposed in relation to the management of waste and bins. |  |
| Mail boxes – provide in an accessible location adjacent to themain 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 Service docks and loading/unloading areas* 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.
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| * 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.
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1. **Environmental management**

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| *Objectives/controls* | *Comment* | *Compliance* |
| 5.2 Energy efficiency and conservation | A Section J Design Brief prepared by Greenview Consulting was submitted with the application. The proposed design includes a number of sustainable design practices, including: - Landscaped rear setback with extensive tree and vegetation planting; - On-structure planting incorporated to maximise biodiversity value and minimise urban heat island effect; - High quality, durable materials utilised throughout; and - Building fabric to comply with the minimum BCA requirements.  | **Yes** |
| 5.3 Water conservation | ### check suri’s referral | **Yes** |
| 5.4 Reflectivity | Limit material reflectivity by consent condition. | **Yes with conditions** |
| 5.5 Wind mitigationA wind impact statement required for buildings over 32m in height | Not applicable | **N/A** |
| 5.6 Waste and recycling | 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 SP 1 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 provided from Crown Street frontage.

 **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.

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| *Control/objective* | *Comment* | *Compliance* |
| 3.1 Lighting | No light spill impacts are expected. | Yes, subject to conditions |
| 3.2 Natural surveillance and sightlines | Opportunities for natural surveillance of the footpaths will be available. | Yes |
| 3.3 Signage | No signage proposed  | N/A |
| 3.4 Building design | The design is considered to adequately respond to CPTED principles. There are minimal concealment or entrapment opportunities evident on the plans. | Yes |
| 3.5 Landscaping | Landscaping treatment will not result in any concealment opportunities in any unsecure places. | Yes |
| 3.6 Public open space and parks | N/A | N/A |
| 3.7 Community facilities and public amenities | N/A | N/A |
| 3.8 Bus stops and taxi ranks | N/A | N/A |

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

Car parking, access and servicing facilities are considered acceptable. Adequate car parking is provided, and impacts on traffic considered minimal.

**CHAPTER E6: LANDSCAPING**

The proposal provides suitable landscaped areas at the rea of the site and on the podium level.

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.

**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**

There are no heritage buildings in the vicinity of the site.

**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 is considered to be satisfactory subject to consent conditions.

**CHAPTER E13: FLOODPLAIN MANAGEMENT**

The site is within an uncategorized flood area. In this regard ….

**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 of the ### SEPP; refer to Section 3.1.1 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.