

CHAPTER A2 – ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Development controls to improve the sustainability of development throughout Wollongong are integrated into the relevant chapters of this DCP. The proposed development satisfactorily addresses these controls.

CHAPTER D1 – CHARACTER STATEMENTS

Wollongong City Centre

As of relevance to the proposal, the existing and desired future character as identified in this chapter are outlined below:

Existing character

Adjacent to the retail and commercial core is the mixed use (City edge) zone which provides for a mix of compatible land uses, including retail and commercial uses, cultural and entertainment uses, tourism, leisure and recreation, social, educational and health and high density residential apartment building or mixed use developments.

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The city centre provides a mix of dwelling types and sizes to cater for a range of household types. The general residential zone is ideally located within easy walking distance of both the commercial core and the major recreational areas along the foreshore. The CBD features medium and high density living.

Desired Future character

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.

Special attention will be given to the Railway Station and Crown Street Mall to enliven these areas and improve safety. The form of the city will reflect Wollongong's unique setting by buildings exhibiting greater height around Wollongong Railway Station, reducing towards the coast. An emphasis will be to enhance public spaces and ensure good amenity and solar access. Design excellence provisions will ensure quality future building outcomes.

Comment

The proposed development contributed to the desired future character by providing higher density housing close to public transport and services. Substantial inclusion of commercial uses responds to the desired character for appropriately located mixed use developments which are permissible within the zone.

CHAPTER D13 – WOLLONGONG CITY CENTRE

2 Building form

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>2.2 Building to street alignment and street setbacks</u>	The site is identified in Figure 2.2 and proposes a 0m build to street alignment with a 4m minimum further setback above the street frontage height.	Yes
<u>2.3 Street frontage heights in commercial core</u>	Street frontage height of 12m proposed. No solar access controls apply.	Yes
<u>2.4 Building depth and bulk</u> 900sqm floor plate and 18m building depth	Acceptable floor plate and building depth, does not exceed requirements.	Yes
<u>2.5 Side and rear building setbacks and building separation</u>		
<i>Up to 12m</i> 6m Habitable 6m 3m side non-habitable/blank 4.5m rear non-habitable/blank <i>12m-24m</i> 9m (habitable) 4.5 (non- habitable) Above 24m 12m (habitable) 6m (non- habitable)	Refer to ADG setbacks	Yes
<u>2.6 Mixed used buildings</u>		
	Suitably sized commercial floor plates proposed at ground level. Separate entrances provided.	Yes
<u>2.7 Deep soil zone</u>		
15% of site area e) No structures, works or excavations that may restrict vegetation growth are permitted in this zone (including but not limited to basements, car parking, hard paving, patios, decks and drying areas).	Minimum deep soil zone is provided as the site is located within a commercial zone.	N/A
<u>2.8 Landscape design</u>		
a) The following documents must be considered for site planning and landscape design: i) Chapter E6 – Landscaping in the DCP. ii) Wollongong City Centre Public	A landscape plan has been provided. Referred to landscape division and is satisfactory, conditions provided.	Yes

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p>Domain Technical Manual. (Appendix 2 to this DCP).</p> <p>b) Remnant vegetation must be maintained throughout the site wherever practicable, particularly significant trees.</p> <p>c) A long-term landscape management plan must be provided for all landscaped areas, in particular the deep soil landscape zone.</p> <p>d) The plan must outline how landscaped areas are to be maintained for the life of the development.</p> <p>e) Chapter E17 Preservation and Management of Trees and Other Vegetation in this DCP provides for the protection of all trees with a girth greater than 200mm or a height over three metres, or a spread over three metres.</p>		
<u>2.9 Green roofs, green walls and planting on structures</u>	N/A	N/A
<u>2.10 Sun access planes</u>	N/A	N/A
<u>2.11 Development on classified roads</u>		
	Conditions of consent provided from Transport for NSW as the development has a frontage to a Classified Road being Crown Street.	Condition

3 Pedestrian amenity

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.2 Permeability</u>	No existing or proposed links / lanes identified.	N/A
<u>3.3 Active street frontages</u>		
<p>An active frontage is required under Fig 3.4:</p> <p>f) Residential developments are to provide a clear street address and direct pedestrian access off the primary street front, and allow for residents to overlook all surrounding streets.</p>	<p>Acceptable street frontage design. Commercial activities located on ground level with entrances visible from Crown Street and Parkinson Street.</p> <p>The entrances have been redesigned to make a clear distinction between residential and commercial entrances and lobbies.</p> <p>Overall, good street activation achieved.</p>	Yes

<u>3.4 Safety and security</u>		
Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and carparks.	Plans have been revised to address safety concerns. Clear and separate entrances for residential and commercial uses. Residential parking separated from commercial parking.	Yes
<u>3.5 Awnings</u>		
An awning is required as identified in Figure 3.6:	Awning provided along Crown Street.	Yes
<u>3.6 Vehicular footpath crossings</u>		
<p>Location of Vehicle Access</p> <p>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.</p> <p>b) In all other areas, one vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted.</p> <p>c) Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian and cyclist activity.</p> <p>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.</p> <p>e) Vehicle access may not be required or may be denied to some heritage buildings.</p> <p>Design of Vehicle Access</p> <p>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).</p> <p>b) Vehicle access ramps parallel to the street frontage will not be permitted.</p> <p>c) Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building façade.</p> <p>d) Vehicle entries are to have high quality finishes to walls and ceilings as well as high</p>	<p>Location of vehicle access is from Parkinson Street. The application was referred to Transport for NSW and conditions provided. No objection to the access point of the development. Boom gate and security roller shutter door to the development provided.</p>	Yes

standard detailing. No service ducts or pipes are to be visible from the street.		
<u>3.7 Pedestrian overpasses, underpasses and encroachments</u>	N/A	N/A
<u>3.8 Building exteriors</u>	No concerns raised regarding exterior materials and treatment. Conditions provided regarding materials- refer to response from DRP notes.	Yes
<u>3.9 Advertising and signage</u>		
	No signage proposed. Subject to separate application.	N/A
<u>3.10 Views and view corridors</u>		
	No significant view corridors have been obstructed.	Satisfactory

4 Access, parking and servicing

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>4.2 Pedestrian access and mobility</u>		
<p><i>Objectives</i></p> <p><i>a) To provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.</i></p> <p><i>b) To ensure buildings and places are accessible to people with a disability. 4.2.2</i></p>	Accessible entry provided at ground floor.	Yes
<u>4.3 Vehicular driveways and manoeuvring areas</u>		
<p><i>Objectives</i></p> <p><i>a) To minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety and the quality of the public domain by:</i></p> <p><i>i) Designing vehicle access to required safety and traffic management standards;</i></p> <p><i>ii) Integrating vehicle access with site planning, streetscape requirements, traffic patterns; and</i></p> <p><i>iii) Minimising potential conflict with pedestrians.</i></p>	Satisfactory Traffic referral. One access point from Parkinson Street and concurrence obtained from Transport for NSW.	Yes
<u>4.4 On-site parking</u>		
	Basement parking provided which requires redesign, Number of parking proposed: Residential- 93 spaces Residential Visitor – 19 spaces Commercial: 271 spaces Refer to Chapter E3	Refer to deferred commencement condition.

<u>4.5 Site facilities and services</u>		
The building is serviced by the major utilities and the proposal is not expected to result in any need to augment these services.	<p>The building is serviced by major utility providers and requirements for suitable servicing arrangements are included in the recommended conditions.</p> <p>Conditions provided from Endeavour Energy. Condition compliance with other utility providers.</p>	Yes, condition

5 Environmental management

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>5.2 Energy efficiency and conservation</u>	BASIX Certificate provided.	Condition
<u>5.3 Water conservation</u>		
<p><i>Objectives</i></p> <p>a) To reduce per-capita mains consumption of potable water.</p> <p>b) To harvest rainwater and urban stormwater runoff for use.</p> <p>c) To reduce wastewater discharge.</p> <p>d) To capture, treat and reuse wastewater where appropriate.</p> <p>e) To safeguard the environment by improving the quality of water run-off.</p> <p>f) To ensure infrastructure design is complementary to current and future water use.</p>	<p>Satisfactory- BASIX Certificate provided.</p> <p>WSUD is proposed.</p> <p>North facing units will allow for good solar access and compliance with ADG for natural ventilation and cross ventilation.</p>	Condition
<u>5.4 Reflectivity</u>	Conditions could be imposed requiring reflectivity not to exceed 20%, no excessive glazing proposed.	Condition
<u>5.5 Wind mitigation</u>	Wind report submitted. To be conditioned.	Condition
<u>5.6 Waste and recycling</u>	A site management plan has been submitted for construction works. A SWMMP has been submitted for the demolition/ construction works and for the ongoing use of the development.	Yes

6 Residential development standards

<i>Objectives/ Controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>6.1 SEPP 65</u>	Refer SEPP 65/ADG assessment	Yes
<u>6.2 Housing choice and mix</u>	<p>No residential units are proposed at ground level.</p> <p>The development provides 20% x 1 b/r units, 62% 2b/r units and 17% 3b/r units.</p> <p>Over 10% adaptable and 20 units (20%) liveable units are proposed.</p> <p>An access report has been provided.</p>	
<u>6.6 Basement Carparks</u>	Satisfactory, layout checked with Council's Traffic Engineer. Conditions recommended with regard to visitor car parking, visitor bicycles.	Yes
<u>6.7 Communal open space</u>	Refer ADG	
<u>6.8 Private open space</u>	Refer ADG	
<u>6.9 Overshadowing</u> <i>Objective</i> <i>Minimise the extent of loss of sunlight to living areas and private open space areas of adjacent dwellings.</i>	<p>Shadow diagrams and view from sun diagrams have been provided illustrating the impacts to the adjoining development.</p> <p>Shadow diagrams and view from sun diagrams have been provided illustrating the impacts to the adjoining development. Shadow diagrams and view from sun diagrams have been provided illustrating the impacts to the adjoining development.</p> <p>Overshadowing to the south of the property is inevitable due to the proposed height of the building and the slope of the site from Crown Street to Parkinson Street.</p>	Acceptable
<u>6.10 Solar access</u>	Refer ADG, solar access requirements achieved.	
<u>6.11 Natural ventilation</u>	Refer ADG, cross ventilation requirements achieved.	
<u>6.12 Visual privacy</u>	Refer ADG	
<u>6.13 Acoustic Privacy</u>	Refer ADG	
<u>6.14 Storage</u>	Refer ADG	

7 Planning controls for special areas

The site is not located within a special area.

8 Works in the public domain

Works such as footpath upgrades and street tree planting is capable of being conditioned where approved.

CHAPTER E1: ACCESS FOR PEOPLE WITH A DISABILITY

An Access Report has been provided indicating the development can achieve the requirements for equitable and dignified access to the building, adaptable units, liveable units in relation to the relevant standards, national Construction Code and ADG requirements.

CHAPTER E2: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The provisions of this chapter have been considered. The ground floor and upper levels do not present any safety and security issues. Access to the car park area is secure with separation between the residential and commercial car parking areas. Additional condition recommended regarding security:

Operational Phase:

Security gates and shutters (with integrated fire exit gates as required) as shown on Drawing DA-0107-L are to be installed to control access to Level 5 after retail trading hours, and maintained in perpetuity.

Reason: Level 5 is hidden from Crown Street and is a significant CPTED concern when retail shops are closed, encouraging anti-social behaviour or rough-sleeping.

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

6.1 Car Parking and Traffic Impact Assessment Study

A traffic impact assessment was submitted with the proposal which has been reviewed by Council's Traffic Officer and Transport for NSW who has not raised any concerns.

6.2 Preliminary Construction Traffic Management Plan

Conditions of consent are recommended with regards to traffic management during construction.

7 Parking demand and servicing requirements

7.1 Car Parking, Motor Cycle, Bicycle Requirements and Delivery / Servicing Vehicle Requirements

The required number total number of parking spaces, bicycle parking and motorcycle parking for the development is as follows:

Land Use	Car Parking	Bicycle Parking	Motorcycle Parking
Residential flat building / Shop top housing (Wollongong City Centre)	0.75 car parking space per dwelling (<70m ²) or 1 car parking space per dwelling (70-110m ²) or 1.25 car parking spaces per dwelling (>110m ²), plus 0.2 car parking spaces per dwelling for visitors	1 bicycle space per 3 dwellings (residents) and 1 bicycle space per 12 dwellings (visitors)	1 motorcycle space per 15 dwellings
Office Premises (Wollongong City Centre)	1 car parking space per 60m ² of GFA	1 bicycle space per 200m ² GFA for staff plus 1 bicycle spaces per 750m ² GFA for visitors	1 motorcycle space per 25 car parking spaces
Business/Retail Premises (Wollongong City Centre)	1 car parking space per 60m ² of GFA	1 bicycle space per 750m ² GFA for staff plus 1 bicycle spaces per 1000m ² GFA for shoppers	1 motorcycle space per 25 car parking spaces

Based on the above rates, the applications requires 377 cars (comprising 93 residential parking spaces, 19 residential visitor spaces and 265 commercial parking spaces), 114 bicycle spaces, and 17 motorcycle spaces. The proposed development makes provides for a total of 383 cars, comprising 93 residential parking spaces, 19 residential visitor parking spaces, and 271 commercial/retail parking spaces, *along with* a dedicated car wash bay. A total of 18 motorbike and 120 bicycle parking spaces are also proposed. Therefore, the development satisfies Council's *DCP* parking requirements for the commercial and residential components respectively.

<u>RESIDENTIAL CAR PARKING</u>	REQUIRED
Under 70m ² GFA (19 residential units):	15.0 spaces
70m ² - 110m ² GFA (58 residential units):	58.0 spaces
Over 110m ² GFA (16 residential unit):	20.0 spaces
Visitors (93 units):	19.0 spaces
Sub-Total:	112.0 spaces
<u>COMMERCIAL / RETAIL CAR PARKING</u>	
Commercial (9,924 m ²):	165.4 spaces
Retail (5,946 m ²):	99.1 spaces
Sub-Total:	265.0 spaces
TOTAL CAR PARKING:	377.0 spaces
<u>BICYCLE PARKING</u>	
Residential - Residents (93 units):	31.0 spaces
Residential - Visitors (93 units):	7.8 spaces
Commercial - Staff (9,924 m ²):	49.6 spaces
Commercial - Visitors (9,924 m ²):	13.2 spaces
Retail - Staff (5,946 m ²):	7.9 spaces
Retail - Shoppers (5,946 m ²):	5.9 spaces
TOTAL BICYCLE PARKING:	115.4 spaces
<u>MOTORCYCLE PARKING</u>	
Residents (93 units):	6.2 spaces
Commercial (166 car spaces):	6.6 spaces
Retail (99 car spaces):	4.0 spaces
TOTAL MOTORCYCLE PARKING:	16.8 spaces

7.2 Disabled Access and Parking

The required number of accessible spaces are provided across all users.

7.3 Bicycle Parking / Storage Facilities and Shower and Change Facilities

The minimum required number of bicycle parking is provided.

7.4 Waiver or Reduction of Parking Spaces

No waiver sought.

7.5 Car Parking Credits for Existing Development

N/A

8 Vehicular access

Refer to draft deferred commencement condition- this matter remains outstanding.

9 Loading / unloading facilities and service vehicle maneuvering

Refer to draft deferred commencement condition- this matter remains outstanding.

10 Pedestrian access

The proposal is satisfactory with regard to pedestrian access into the site and along the frontage.

11 Safety & security (Crime Prevention through Environmental Design) measures for car parking areas

The proposal is generally satisfactory with regard to the principles of CPTED.

CHAPTER E6: LANDSCAPING

A landscape plan has been provided in accordance with this chapter. Conditions are recommended in relation to street trees and upgrade of footpath in accordance with the public domain technical manual.

CHAPTER E7: WASTE MANAGEMENT

A Site Waste Minimisation and Management Plan (SWMMP) has been provided in accordance with this chapter.

The proposal involves demolition of all existing structures and a estimated volumes of demolition waste is included in the SWMMP.

The operational waste arrangements have been outlined in the SWMMP. Garbage chutes are proposed for general and recyclable waste. Storage for bulky waste has been provided.

CHAPTER E9 HOARDINGS AND CRANES

Conditions are included requiring the installation of a hoarding where the work could potentially conflict with pedestrians or vehicles.

A condition is recommended to ensure the hoardings constructed are of an appropriate type and in accordance with the relevant legislation and Australian Standards, including the requirement for a permit to be sought prior to any hoardings being constructed in a public area.

A condition relating to the preparation of a site management, pedestrian and traffic management plan be created including details site ingress/egress points, protection/management of pedestrians and vehicles, loading/unloading, traffic control measures, excavated material storage and transport. Subject to the recommended conditions, the requirements and objectives of this Chapter are considered to be satisfied.

CHAPTER E11 HERITAGE CONSERVATION

In response to Council's request for further investigation under the previous DA for the site (DA-2021/1070/A), the applicant provided a Heritage Assessment of 4-8 Parkinson Street, Wollongong (prepared by Gasparini Luk Architects dated 11 November 2020). The Report details the potential construction dates of the three houses to the 1920's and notes they do not meet the criteria for a local listing. This report was reviewed by Council's Heritage Officer and conditions imposed in regard to Unexpected Archaeological Finds and Unanticipated finds of Aboriginal cultural heritage.

Demolition has been undertaken on the site under an earlier approval (DA-2021/1070/A) and all structures have been removed. Council's Heritage Officer has advised that the proposal is satisfactory from a heritage perspective. Unexpected finds conditions have been included into the draft consent.

CHAPTER E12 GEOTECHNICAL ASSESSMENT

A Geotechnical Report prepared accompanied the application. The proposal has been reviewed by Council's Geotechnical Engineer in relation to site stability and the suitability of the site for the development. Appropriate conditions have been recommended. Conditions regarding respite hours for rock breaking.

CHAPTER E13 FLOODPLAIN MANAGEMENT

The proposal includes development within a Medium Flood Risk Precinct, which satisfies the controls, objectives, and performance criteria in Chapter E13 of the Wollongong DCP2009. A satisfactory referral has been received by Council's Stormwater Engineers.

CHAPTER E14 STORMWATER MANAGEMENT

Council's stormwater engineer has reviewed the proposal with respect to the provisions of this chapter and found the proposed stormwater design satisfactory.

CHAPTER E15 WATER SENSITIVE URBAN DESIGN

A WSUD concept has been provided and is satisfactory and conditions imposed.

CHAPTER E17 PRESERVATION AND MANAGEMENT OF TREES AND VEGETATION

Council's Landscape Officer inspected the site and the additional Eucalyptus in the rear of yard of the existing childcare facility at 377 Crown Street. There is No objection to the removal of this individual tree as part of the redevelopment of this site. Recommend compensatory planting.

CHAPTER E19 EARTHWORKS (LAND RESHAPING WORKS)

Appropriate conditions are recommended by both Council's Geotechnical Engineer and Development Engineer relating to geotechnical management on the site during construction, to ensure proposed earthworks do not have an adverse impact on the site or surrounding area during or post construction.

In addition, standard conditions are recommended relating to the removal of waste and excess soil for the site, sediment/erosion control, waste classification of excavation soils and the preparation of a Construction Site Management Plan prior to the issue of the Construction Certificate.

Subject to the above conditions, the requirements and objectives of this Chapter are considered to be satisfied.

CHAPTER E20 CONTAMINATED LAND MANAGEMENT

Refer to comments under SEPP Resilience and Hazards 2021.

CHAPTER E21 DEMOLITION AND HAZARDOUS BUILDING MATERIALS MANAGEMENT

Conditions of consent imposed requiring appropriate measures for the management of demolition works and hazardous building materials during works.

CHAPTER E22 SOIL EROSION AND SEDIMENT CONTROL

Conditions of consent imposed requiring appropriate measures for the management of demolition works and hazardous building materials during works.