

ATTACHMENT 10 – 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 within the compliance tables. These variations are discussed within the table.

2 Building form

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p><u>2.2 Building to street alignment and street setbacks</u></p> <p>Build to 3m from the street alignment.</p> <p>b) Notwithstanding the above, development is to meet the street building line and setback for specific streets as shown in Figure 2.2. Figures 2.2 and 2.3 indicates: 2m at street frontage for the subject site.</p> <p>c) Balconies may project up to 600mm into the front building setbacks if the cumulative width of all balconies at that level totals no more than 50% of the horizontal width of the building façade.</p> <p>d) Minor projections into front building lines and setbacks for sun shading devices, entry awnings are permissible.</p> <p>e) The Commercial Core, Mixed Use (City Edge) and Enterprise Corridor zones are subject to a requirement for corner properties to provide a 6m x 6m corner splay.</p>	<p>Setbacks discussed below are from existing boundary noting that there will be a reduction in setbacks following road widening.</p> <p><u>Ground Level:</u></p> <p>Min setback of 5.53m at Ground Level which exceeds the required nil setback. Colonnade setback approximately 3.3m</p> <p><u>Level 1:</u></p> <p>Setback of 5.12m to façade and min 3.28 to balcony edge (building base).</p> <p><u>Levels 2-9:</u></p> <p>Setback of 5.19 to 5.39m which complies with 4m setback.</p> <p><u>Level 10:</u></p> <p>Setback complies with 4m setback.</p>	<p>Variation considered acceptable.</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 front</p>	<p>Ground Level and Level 1 comprises the street frontage height at approx. 7.75 to 8.2m. Whilst below the specified 12m, the 2 storey brick building base reflects the 2 storey height of the adjacent Harp Hotel, together with local heritage listed buildings in lower Crown Street and existing buildings opposite the site on the Corrimal Street.</p>	<p>Variation considered acceptable.</p>

<p><u>2.4 Building depth and bulk</u> Residential and serviced apartments outside the Commercial Core – max floor plate 900m²</p>	<p>The building contains a floor plate of 617.7m² to 996.4m² at the residential levels.</p> <p>The building depth exceeds the 18m depth (with a max. depth of 35m) when measured in an east-west direction across the southern section of the building.</p>	<p>Variation considered acceptable.</p>
<p><u>2.5 Side and rear building setbacks and building separation</u></p> <ul style="list-style-type: none"> • Minimum building setbacks from the side and rear property boundaries:- <ul style="list-style-type: none"> - Up to street frontage height (24m): 0m to side & rear (Ground to L2 terrace). - All uses (including non habitable residential) above street frontage height: 6m to side & rear - All uses above 45m: 14m • Note: building separation is governed by Clause 8.6 of WLEP 2009 for which a development departure is sought. See Section 2.1.4 of the report. 	<p>Design Criteria 3F Visual Privacy of Apartment Design Guide takes precedence for the residential component of the development</p>	<p>Refer ADG Assessment</p>
<p><u>2.6 Mixed used buildings</u></p> <ul style="list-style-type: none"> • Provide flexible building layouts which allow variable tenancies or uses on the first two floors of a building above the ground floor • minimum floor to ceiling heights are 3.3m for commercial office and • 3.6m for active public uses • separate commercial service requirements such as loading docks from residential access, servicing needs and primary outlook • locate clearly demarcated residential entries directly from the public street • clearly separate and distinguish commercial and residential entries and vertical circulation • provide security access controls to all entrances into private areas, including car parking and internal 	<p>The ground floor of the building is capable of accommodating a range of business or retail uses. Level 1 and 2 contain residential apartments which are appropriate in this location beyond the key core area of Crown Street.</p> <p>Floor to floor height for Ground Level is approx. 3.3m.</p> <p>Separate waste storage areas are provided for commercial and residential waste. A loading area for medium rigid vehicles is provided via Moore Lane at the rear of the building.</p> <p>The residential entry and lobby is clearly visible from Corrimal Street, with separate direct access to commercial spaces from the street frontage.</p> <p>A separate lobby is provided for the residential apartments.</p> <p>A roller shutter provides secure access to the parking at the ground floor entrance, with a further shutter restricting entrance to the lower level residential and visitor parking.</p>	<p>Substantially Complies</p>

<p>courtyards</p> <ul style="list-style-type: none"> • provide safe pedestrian routes through the site, where required • front buildings onto major streets with active uses • avoid the use of blank building 		
2.7 Deep soil zone (DSZ)	Not required for commercial buildings	N/A
2.8 Landscape design	Landscape plan is acceptable and Council's landscape officer has provided a satisfactory referral.	Yes
2.9 Green roofs, green walls and planting on structures	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
2.10 Sun access planes	The proposed building will not cast shadows on any areas subject to the sun access planes identified in the DCP	Yes
2.11 Development on classified roads	Access is provided from Moore Lane with a further egress point provided via the future laneway to Corrimal Street. Council's Traffic Engineer and TfNSW are supportive of the proposed vehicular access arrangements.	N/A

3 Pedestrian amenity

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p><u>3.2 Permeability</u></p> <p>Site links, arcades and shared laneways are to be provided as shown in figure 3.1</p>	No opportunities exist to create pedestrian linkages	N/A
<p><u>3.3 Active street frontages</u></p> <p>In commercial and mixed use development, active street fronts are encouraged in the form of non residential uses on ground level.</p>	The development will provide for activation of the Corrimal Street frontage.	Yes

<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. 	<p>The building design is considered appropriate with respect to safety and security.</p>	<p>Yes</p>
<p><u>3.5 Awnings</u></p> <p>Continuous street frontage awnings are to be provided to Crown Street. Pedestrian cover is provided via recessed ground floor façade on Queens Parade.</p>	<p>The proposal provides an awning to Corrimal Street.</p>	<p>Yes</p>
<p><u>3.6 Vehicular footpath crossings</u></p> <ul style="list-style-type: none"> • 1 vehicle access point only (including the access for service vehicles and parking for 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. 	<p>Access to the loading and carparking area is provided from Moore Lane (with access from Crown Street). Only one egress to Corrimal Street is proposed via a laneway to the south of the building, which extends from Moore Lane.</p>	<p>Yes</p>

<ul style="list-style-type: none"> • <u>3.7 Pedestrian overpasses, underpasses and encroachments</u> 	N/A	N/A
<ul style="list-style-type: none"> • <u>3.8 Building exteriors</u> <ul style="list-style-type: none"> a) Adjoining buildings are to be considered in the design of new buildings c) Articulate facades so that they address the street and add visual interest. d) Limit opaque or blank walls for ground floor uses to 30% of the street frontage. i) Highly reflective finishes and curtain wall glazing are not permitted above ground floor level. j) A materials sample board and schedule is required to be submitted with applications for development over \$1 million. l) The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building 	<p>The Schedule of External Finishes prepared by the applicant details the materials and colours of external finishes.</p> <p>The building section and the elevations demonstrate how the roof plant and lift overruns are integrated into the overall architecture of the building. Such spaces present as minor rooftop elements.</p>	Yes
<u>3.9 Advertising and signage</u>	The proposal does not include any signage. Conditions requiring separate consent for any future signage have been included on the draft consent.	N/A
<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 	The potential impacts posed by the proposal have been considered and whilst residential properties in the building to the north will lose existing views this is to be expected given the development potential of the subject site.	Acceptable

4 Access, parking and servicing

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
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<p><u>4.2 Pedestrian access and mobility</u></p> <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. <p>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>	<p>Entry to the building is appropriately located and visible from the street.</p> <p>Vehicular access and car parking meets Australian Standards and is considered acceptable by Council's Traffic Engineer.</p> <p>Access and paths of travel are satisfactory.</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 of 1.5m from the relevant side property boundary. • Vehicle access is to be designed to: <ul style="list-style-type: none"> i) Minimise the impact on the street, site layout and the building façade design; and ii) If located off a primary street frontage, integrated into the building design. 	<p>The proposed dedicated laneway is sited to the south of the building (adjacent to the Harp Hotel) and is separated removed from residential development.</p> <p>The proposed laneway is located in excess of 6m from an intersection and provides egress from an existing Laneway.</p> <p>Driveway ramp grades are shown the ground and basement floor plans prepared by ADM Architects.</p> <p>A Swept Path Analysis is provided The ABTT Consulting information confirms that the proposed car park complies with the requirements of AS2890.1, AS2890.2 and AS2890.6.</p>	<p>Yes</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 access driveway is not located adjacent to residential properties or the proposed units..</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 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. 	<p>The proposal provides for parking within two (2) basement levels.</p> <p>The number of parking spaces provided accords with the provisions of WDCP 2009 Chapter E3 and the Apartment Design Guide.</p>	

<p>4.5 Site facilities and services</p> <ul style="list-style-type: none"> • Mail boxes – provide in an accessible location adjacent to the main entrance; integrated into a wall where possible and be constructed of materials consistent with the appearance of the building. • Letterboxes to be secure and of sufficient size Communication structures, air conditioners and service vents -locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures in an appropriate manner. • Waste storage and collection 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. • 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. The building is serviced by the major utilities. Provision is made for an electricity substation.</p> <p>Adequate waste storage rooms will be located on ground level. On-street waste collection is proposed; there is sufficient space on the street frontage for the placement of bins.</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>	
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5 Environmental management

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<p><u>5.2 Energy efficiency and conservation</u></p>	<p>A BASIX certificate prepared by Greenview Consulting accompanied this application.</p> <p>An Energy Efficiency report has also been provided and measures assessed by Council's environment officer has satisfactory.</p>	<p>Yes</p>
<p><u>5.3 Water conservation</u></p>	<p>Low water usage fittings to be used</p>	<p>Yes</p>
<p><u>5.4 Reflectivity</u></p>	<p>Limit material reflectivity by consent condition.</p>	<p>Yes with conditions</p>

<u>5.5 Wind mitigation</u> A wind impact statement required for buildings over 32m in height	A qualitative wind assessment report has been provided and impacts are considered minimal	Yes
<u>5.6 Waste and recycling</u>	Waste management arrangements are satisfactory. Waste compaction and on-street collection (laneway) is proposed.	Yes

6 Residential development

standards See ADG Assessment –

Attachment 9 7 Planning controls

for special areas

The site is not located within a special area.

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 E2 Commercial Centre 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 Corrimal 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.

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 on the podium level and rooftop.

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 on street collection of waste (Moore Lane).

CHAPTER E9: HOARDINGS AND CRANES

Conditions can 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). The proposal is considered to have minimal impact on 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 was considered to be satisfactory subject to consent conditions.

CHAPTER E13: FLOODPLAIN MANAGEMENT

The site is partially affected by overland flow. Council's stormwater engineer has provided conditions of consent.

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 Chapter 4 of State Environmental Planning Policy (Resilience and hazards) 2021 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.