

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

CHAPTER D13 – WOLLONGONG CITY CENTRE

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

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

2 Building form

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>2.1 General</u>		
<u>2.2 Building to street alignment and street setbacks</u>	Setbacks provided:	
Required:	<u>Burelli Street:</u> <i>Club/ Motel Building</i>	Yes
<u>Burelli Street:</u> 0m specified setback (up to 12- 24m building height), with a further 4m setback above street frontage height.	0m to street frontage height (16m) with 5.1m setback above street frontage height, measured to the balconies of the upper level motel rooms (L3 and L4 plant room).	
<u>Church Street:</u> 0m at street frontage, with a further 4m setback above street frontage height.	<u>Church Street</u> <i>Club/ Motel Building</i> 0m to street frontage height <i>Commercial Building</i> Setback marginal distance from the street edge. 6.3m setback to garage entry.	No to commercial building
<u>Crown Street:</u> 2m setback with 4m minimum further setback above street frontage height * see discussion in column to right	Ground floor setback: DCP D13 Figure 2.2 recommends a 2m ground floor setback to the south side of Crown Street. This control has been put aside in various recent developments including the 'Langs Corner Building' and 'Triple 1' building. This decision was based on the objective to maintain a consistent built form alignment. The existence of the pedestrianised mall also negated the need for additional footpath width which may be required in a standard road reserve. The proposed development should maintain a consistent built form alignment with these buildings, rather than setting back 2m as per the DCP.	Variation as per advice from Council officers

Objectives/controls	Comment	Compliance
No specified setback to Globe Lane or Globe Way. - Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible <u>2.3 Street frontage heights in commercial core</u> - 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 - Notwithstanding the above, the street front height of new buildings are to be consistent with the sun access controls in Clause 2.9.	Proposal: 0m to ground floor and podium parapet of L01 Setback above street wall: Whilst the 2m setback at ground should be dismissed, the 4m further setback above street wall should be maintained from the position of the DCP ground floor setback, totalling 6m. Proposal: 6m above street wall proposed. The 6m above street wall setback helps maintain human scale at the street and views to the sky from the Mall. Setbacks around 0m proposed to Globe Lane and Globe Way Noted <u>Club/ Motel - Burelli Street:</u> The street frontage height is 16m which is compliant <u>Club/ Motel – Church Street</u> The street frontage height is 20m and less, as the land slopes up to the north. <u>Commercial Building – Church Street frontage:</u> The lower ground level and ground floor of the commercial building are setback to provide a loggia / terrace area adjacent to the street frontage with the levels above cantilevered over. L1 – L6 are setback ~1m from the street edge. There is no increased setback, therefore no defined 'street frontage height' of sorts. <u>Hotel - Crown Street</u> Street frontage height approx. 7m-10m (measured to podium parapet element). 6m setback above street wall proposed.	Yes No* variation sought; discussed within the body of the report No, street frontage height informed by the height of the street wall heights of buildings to the immediate

Objectives/controls	Comment	Compliance
	<u>Hotel – Church Street</u> No defined podium/ street frontage height. The building does not feature an increased setback above the podia to Church St to this elevation. The podium parapet element visually differentiates the base of the building to the tower above – this element has a height of around 10.7m – 12m which is appropriate for the context.	west fronting Crown Street. No increased setback to Church Street.
<u>2.4 Building depth and bulk</u> - Max floor plate sizes and depth of building controls do not apply to the building frontages up to the street front height in the commercial core. - Non-residential uses: max. floor plate size (GFA): 1,200sqm above 24m height; max. building depth (excluding balconies): 25m - At street frontage height levels and where development is built street edge to street edge, articulate buildings using atria, light wells, and courtyards to improve internal building amenity and achieve solar access at every level, and cross-ventilation and/or stack effect ventilation. - No points on an office floor should be more than 10m from a source of daylight (eg. window, lightwell or skylight) in buildings less than 24m in height, and no more than 12.5m from a window in buildings over 24m in height.	The towers (above 24m in height) have floor plates less than 1200sqm in area. The commercial building, above 24m, has a depth of ~26.7m (measured north-south) which marginally exceeds the control. Irrespective of this, the building is articulated and facades are visually interesting, which reduces the perception of bulk. The design of the building is satisfactory to the DRP. The submitted energy efficiency reports indicate the building will perform satisfactorily despite the depth of the building. Small areas of each floor within the office building are more than 12m from a window. The Section J report and NABERS report indicate satisfactory energy efficiency performance can be achieved despite this minor variation.	No, minor variations noted

Objectives/controls	Comment	Compliance
<u>2.5 Side and rear building setbacks and building separation</u> - Minimum building setbacks from the side and rear property boundaries:- - Up to street frontage height: 0m to side & rear. - above street frontage height: 6m to side & rear - Above 45m – 14m to side and rear - Note: building separation is governed by Clause 8.6 of WLEP 2009 for which a development departure is sought. See Section 2.1.5 of the report. - For multiple buildings on the same site in the Commercial Core zone, minimum separation distances are shown in Figure 2.12	<u>Hotel:</u> Min 4m to ground floor and 6m from L2-L11 setback from western boundary (0m required to 45m above ground). The variation to the zero lot line boundary requirement (cl. 8.6 of WLEP) is supported as the setback to the western boundary will facilitate a new through-site pedestrian link. The link will provide additional permeability and will be supported by adjoining retail/hospitality uses. Above 45m – 14m setback to western boundary (L13) – complies. <u>Club/ Motel building:</u> Street frontage height 16m - 0m setback to western boundary – complies. <u>Commercial building:</u> Building setback ~8m from western boundary to the LG and ground floor which facilitates the provision of a loggia / terrace at the rear of the building, adjacent to Globe Way. This will enable outdoor seating adjacent to the hospitality space within the commercial building. Levels above are built to the boundary.	No – variations identified in bold; variations discussed within the report

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>2.6 Mixed used buildings</u> a) Provide flexible building layouts which allow variable tenancies or uses on the first two floors of a building above the ground floor. b) Minimum floor to ceiling heights are 3.3 metres for commercial office and 3.6 metres for active public uses, such as retail and restaurants in the B3 Commercial Core zone. c) Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook. d) Locate clearly demarcated residential entries directly from the public street. e) Clearly separate and distinguish commercial and residential entries and vertical circulation. f) Provide security access controls to all entrances into private areas, including car parks and internal courtyards. g) Provide safe pedestrian routes through the site, where required. h) Front buildings onto major streets with active uses. i) Avoid the use of blank building walls at the ground level. j) For mixed use buildings that include food and drink premises uses, the location of kitchen ventilation systems shall be indicated on plans and situated to avoid amenity impacts to residents.	The relevant controls are addressed as follows:- Flexible layouts are available within the commercial building Floor to ceiling heights are >3.3 metres Separate service and waste storage areas and separate lift lobbies/ accesses are proposed to the separate building uses. Security access controls will be required at all entrances into private areas, including car parks and internal courtyards. Safe pedestrian routes are provided throughout the site. All buildings front onto major streets with active uses. Minimal blank building walls occur at the ground level.	Yes
<u>2.7 Deep soil zone (DSZ)</u>	Not required for commercial buildings.	N/A
<u>2.8 Landscape design</u>	Landscape plan is generally reasonable. A number of conditions are recommended in relation to landscaping matters and to ensure compatibility with the civil and stormwater plans.	Yes
<u>2.9 Green roofs, green walls and planting on structures</u>	Planting on structure proposed including small planter areas around the hotel and within the courtyard adjacent to the motel and commercial building. Some details provided on the landscape plan which is deemed satisfactory by Council's Landscape Architect. Most details can be conditioned if consent is granted.	Yes, with conditions

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>2.10 Sun access planes</u>	The southern part of the site is affected by the sun access planes in order to retain solar access to MacCabe Park between 12pm-2pm in mid-winter. The shadow diagrams supplied with the application indicate the development will not cast shadows on the Park or any other areas subject to the sun access planes and the height of the commercial and club/ motel buildings complies with the height plane controls. It is noted that the shadowing analysis indicates that the hotel height will not give rise to additional overshadowing of MacCabe Park between 12pm – 2pm.	Yes
<u>2.11 Development on classified roads</u>	N/A	N/A

3 Pedestrian amenity

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.1 General</u>		
<u>3.2 Permeability</u> • Site links, arcades and shared laneways are to be provided as shown in figure 3.1 • Existing publicly and privately owned lanes are to be retained. • Through site links (arcades) for pedestrians are to be provided as shown in Figure 3.1, and: a) Have active frontages, b) Be clear and direct thoroughways for pedestrians, c) Provide public access at all business trading times or as otherwise stipulated by Council's conditions of approval, d) Have a minimum width of 4m non-leasable space clear of all obstructions (including columns, stairs and escalators), e) Where practicable, have access to natural light for at least 30% of their length,	Figure 3.1 identifies Globe Lane and Globe Way as existing pedestrian links. Existing laneways will be retained and embellished with the proposed development. Active frontages will be provided to Globe Lane and part of the length of Globe Way and improved permeability is proposed through the provision of an additional laneway link from Crown Street to Globe Lane (western side of the hotel building). The lanes will provide clear and direct thoroughfares for pedestrians and will be available 24/7. Width of Globe Lane will not change with the proposal, though awnings will encroach into the space, leaving a minimum width of 6.9m between awnings (measured north-south	Yes

f) Where air conditioned, have clear glazed entry doors comprising at least 50% of the entrance, and g) Have signage at street entries indicating public accessibility and the street to which the through site link connects.	across the width of the lane), allowing two way vehicle passing. Lanes will be open to the sky. Conditions recommended in relation to the installation of wayfinding signage.	
<u>3.3 Active street frontages</u>	Development provides for activation of the street edges in the form of active commercial and retail uses, hospitality spaces, commercial and hotel reception areas and entry lobbies. Street entries and shopfronts, along with appropriate interfaces with the public domain will assist in activating street frontages and provide for good accessibility. Active street frontages and active ground floor uses are proposed on the ground floor of each building; these will assist in improving activation of adjacent public domain areas. The ground floor entries are generally at footpath level and provide for reasonable resolution of the site levels.	Yes
<u>3.4 Safety and security</u>	Activation of the ground floors and extent of glazing will assist in providing opportunities for natural surveillance and presence of people which should discourage criminal and antisocial behaviour. Few concealment opportunities are evident – where these occur within the basement levels, conditions are recommended to ensure clear visibility is available to areas including lift lobbies, bicycle storage cages and the like. Access controls, CCTV, lighting and security will be required to be implemented across the site to ensure opportunities for criminal and antisocial behaviour are minimised. The design responds appropriately to CPTED principles; refer to Chapter E2 assessment below.	Yes
• Active frontage uses are defined as one or a combination of the following at street level: Entrance to retail. Shop front. Glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage, to a maximum of 12m frontage. Café or restaurant if accompanied by an entry from the street. Active office uses, such as reception, if visible from the street. • 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 • All non-residential ground floor frontages • Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street.		
• 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 developments are directed to signalised intersections rather than mid-block in the Commercial zone.

3.5 Awnings

- Continuous street frontage awnings are to be provided to the Burelli and Church Street frontages of the site, as per Figure 3.6 in Chapter D13.

A continuous awning is proposed along the Burelli Street frontage of the Club which will return around the corner into Church Street. A continuous awning is not proposed along the Church Street frontage of the site – no awning is proposed along the length of the building occupied by the substation kiosk or vehicular entry/ exit. The applicant has advised that this is in part due to the slope of the site, and limitations imposed by the substation location. Awnings are proposed on the frontages of the commercial and hotel buildings to the remainder of the street frontages.

No; variation considered supportable

3.6 Vehicular footpath crossings

- 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 – this includes the Church and Burelli Street frontages
- All other areas - 1 vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted
- 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.

One vehicle access point is proposed on each of the Church and Burelli Street frontages, in a similar location to the existing entry/ exit points. This is considered acceptable.

Yes

The proposed driveway crossing widths are acceptable and are appropriately located from a traffic and pedestrian safety perspective.

Any shutters to the garage entries will be fitted behind the building façade and a condition is recommended in relation to the finishes of the vehicle entry points.

3.7 Pedestrian overpasses, underpasses and encroachments

- New overpasses over streets will generally not be approved.
- Longitudinal development under the road reserve is not permitted. The siting of basement car parks beneath the road reserve is not permitted for private developments. Stratum road closures for this purpose will not be permitted

No overpasses are proposed. The intent of the proposal is to remove existing structures occurring above Globe Lane and, in the future, the pedestrian bridge over the Crown Street pedestrian mall.

No

The proposal seeks consent to construct basement car parking beneath the Globe Lane road reserve – this is the subject of a

	separate road closure process being managed by Council's Property Division.	
<u>3.8 Building exteriors</u>		Yes
• 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. • 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. ▪ Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass. • Highly reflective finishes and curtain wall glazing are not permitted above ground floor level • 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. • Minor projections up to 450mm from building walls in accordance with those permitted by the BCA may extend into the public space providing it does not fall within the definition of GFA and there is a public benefit. • The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building.	Artist impressions, perspective views and details of material/finishes form part of Attachment 1. Most aspects discussed in Clause 3.8 have been dealt with in detail by the DRP as discussed in the relevant sections of the report. Balconies and terraces will offer opportunities for users to appreciate views of MacCabe Park, the city centre and beyond, particularly the hotel 'Sky Bar' and terrace which will allow largely unobstructed views towards the coast. A colour & material schedule has been provided. High quality and durable materials and finishes are proposed. Sufficient articulation and visual interest is provided in the treatment of each building. The ground floor of each building largely comprises glazing, to enable activation and surveillance of the street from internal spaces. The lift overruns and services are generally integrated into the overall building design. The proposed buildings appear to respond reasonably well to the streetscape and heritage constraints and generally reflect the existing character for the locality as outlined in the applicable planning controls. The proposal as amended is satisfactory to the Chair of the DRP, subject to some further refinements that will be required by consent condition. A condition is recommended limiting material reflectivity, as discussed below.	

3.9 Advertising and signage

No signage is proposed in this application.

N/A

3.10 Views and view corridors

- 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

A small portion (north-western corner) of the site is located within the nominated distant panoramic view corridor identified in Figure 3.12 of the DCP. The applicant has provided documentation analysing the impact of the proposal on available views from Flagstaff Hill (as per CI 3.10) which indicates that in the context of built and proposed buildings in the city centre, the development will have minimal impact on escarpment views appreciated from this perspective.

The applicant has also analysed the impact of the development on views looking north along Church Street to St Michaels Cathedral; the analysis has demonstrated that the proposed development will not compromise this view.

Yes

4 Access, parking and servicing

Objectives/controls	Comment	Compliance
<u>4.1 General</u>		
<u>4.2 Pedestrian access and mobility</u>		
- 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.	Pedestrian access is available from the three street frontages of the site, as well as from the adjacent laneways. Entrances appear to be reasonably well defined and legible within the streetscape. Convenient, barrier-free access is available to the buildings to at least the ground floor, with lifts providing access throughout each building. The finish of pedestrian pathways and the like can be dealt with by consent conditions. Conditions will be imposed requiring compliance with AS 1428.1, AS/NZS 2890.1:2004 and the DDA.	Yes
<u>4.3 Vehicular driveways and manoeuvring areas</u>		Yes
- Driveways should be: 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: 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.	One vehicle access point is proposed on the Church Street frontage of the site, which will provide access for domestic-sized vehicles (ie. excluding servicing vehicles). Separate larger vehicle access will be available from the Burelli Street frontage for servicing and waste collection vehicles. The driveway locations are appropriate with regard to traffic safety and there does not appear to be conflicts with services in the road reserves. The driveway widths are acceptable and manoeuvring areas comply with applicable controls.	

• 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.	All vehicles can turn on site and leave in a forward direction. The driveway and aisle widths, car space dimensions and vehicle ramp grades comply with the relevant standards. The proposed access, parking and manoeuvring arrangements are satisfactory to Council's Traffic Engineer.	
<u>4.4 On-site parking</u> ▪ 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. • Commercial developments within the commercial core – on-site parking is to be accommodated underground, or otherwise integrated into the design of the building. • 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.	Basement parking proposed. Sufficient car parking, motorcycle and bicycle parking is provided for each of the component uses. Sufficient disabled persons' car parking is proposed. On-site parking is accommodated underground as required.	Yes
<u>4.5 Site facilities and services</u> <i>Mail boxes</i> – provide in an accessible location adjacent to the main entrance; integrated into a wall where possible and be constructed of materials consistent with the appearance of the building. Letterboxes to be secure and of sufficient size <i>Communication structures, air conditioners and service vents</i> - locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures in an appropriate manner.	It is assumed that mailboxes will be provided adjacent to the primary street frontages of the buildings. The building is already serviced by the major utilities and some augmentation of existing services is expected to be required to facilitate the development.	Yes

<i>Waste storage and collection</i>	Adequate waste storage rooms will be located within the basement. On-site collection is proposed; there is sufficient manoeuvring area for servicing.	
<i>Service docks and loading/unloading areas</i> • 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.	Loading zone and dock proposed; sufficient size and adequate manoeuvring area provided. Dock area is located on the western side of the building within the basement, with separate vehicular access available via the driveway from Burelli Street.	Yes

5 Environmental management

<i>Objectives/controls</i>	<i>Comment</i>	<i>Compliance</i>
<u>5.2 Energy efficiency and conservation</u>	A NCC /BCA 2022 Section J J1V3 Assessment was supplied with the DA which advises that, with its recommendations, the development can achieve compliance with the NCC BCA 2022 Volume 1 Section J Verification method. It is noted that an 85kW PV system has also been incorporated which will assist in offsetting the energy consumption of the buildings. The PV system is calculated to generate 119.9 MWh of electricity annually. The submitted NABERS Base Building Energy Report states that by incorporating its recommendations, the office building is capable to achieve the minimum 5-star NABERS rating. The office building's energy consumption can be further reduced by integrating a more efficient light fittings, equipment, and air conditioning system.	Yes

<u>5.3 Water conservation</u>	Low water usage fittings to be used:- toilets and taps will have a minimum 3.5-star WELS rating. Toilets will be dual flush, and taps will have aerators.	Yes
<u>5.4 Reflectivity</u>	A Reflectivity Assessment was prepared in support of the DA. A recommended consent condition requires the implementation of the recommendations of the report.	Yes, with conditions
<u>5.5 Wind mitigation</u> A wind impact statement required for buildings over 32m in height	A wind impact statement was provided as detailed within the report with regard to Clause 7.18 of WLEP 2009. The analysis found that the development is not expected to create uncomfortable wind conditions for pedestrians or other site users subject to the implementation of listed recommendations. Conditions of consent are recommended in this regard.	Yes, with conditions
<u>5.6 Waste and recycling</u>	Waste management arrangements are satisfactory.	Yes

8 Works in the public domain

Planting of street trees and provision of footpath paving is required in compliance with the requirements of the Public Domain Technical Manual. Conditions of consent are recommended in relation to these matters.

PRECINCT PLAN – WOLLONGONG CITY CENTRE

The proposal is considered to be consistent with the objectives of the E2 Commercial Centre zone within the City Centre precinct.

CHAPTER C1: ADVERTISING & SIGNAGE

N/A as no signage is proposed in this application. Separate consent will be required for any signage.

CHAPTER E1: ACCESS FOR PEOPLE WITH A DISABILITY

The building has been appropriately designed with regard to disabled persons' access and facilities. The applicant submitted an access report with the DA which addresses the relevant provisions of the BCA and applicable standards including AS 1428.

The proposal has been considered against the requirements of this chapter and found to be generally acceptable. If approved it is recommended the application also be conditioned to comply with the BCA and relevant Australian Standards in regards to access, facilities and car parking.

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, subject to the implementation of some measures recommended by Council's Community Safety Officer, which are dealt with by consent conditions.

<i>Control/objective</i>	<i>Comment</i>	<i>Compliance</i>
<u>3.1 Lighting</u>	No lighting shown. Lighting to the exterior of the publicly accessible areas around the buildings is recommended for night time activation and to improve surveillance. No light spill impacts are expected; subject to appropriate design.	Yes, with conditions
<u>3.2 Natural surveillance and sightlines</u>	Opportunities for natural surveillance of the footpaths will be available.	Yes
<u>3.3 Signage</u>	No signage proposed but will be required for wayfinding and the like.	Yes
<u>3.4 Building design</u>	The design is considered to adequately respond to CPTED principles, subject to the implementation of consent conditions relating to installation of lighting and CCTV, appropriate landscaping treatment, access controls and the like. There are minimal concealment or entrapment opportunities evident on the plans, other than within the basement where some changes will be required via consent conditions to ensure clear lines of sight into lift lobbies, bicycle cages and the like.	Yes
<u>3.5 Landscaping</u>	Landscaping treatment will not result in any concealment opportunities in any unsecure places.	Yes
<u>3.6 Public open space and parks.</u>	N/A	N/A
<u>3.7 Community facilities and public amenities</u>	N/A	N/A
<u>3.8 Bus stops and taxi ranks</u>	N/A	N/A

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

Council's Traffic Engineer has considered the proposal and has provided a satisfactory referral subject to conditions.

Carparking

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

Hotel

- 118 hotel car parking spaces (including a minimum of 2 car parking space for people with disabilities)
- 6 hotel staff car parking spaces
- 5 hotel motorcycle parking spaces

Motel

- 57 motel car parking spaces (including a minimum of 1 car parking space for people with disabilities)
- 5 motel staff car parking spaces
- 3 motel motorcycle parking spaces

Commercial

- 156 commercial car parking spaces (including a minimum of 2 car parking spaces for people with disabilities)
- 6 commercial motorcycle parking spaces
- 47 secure (Security Class B) commercial staff bicycle spaces
- 13 commercial visitor bicycle spaces (Security Class C)

Club

- 211 club patron car parking spaces (including a minimum of 3 car parking spaces for people with disabilities)
- 14 club staff car parking spaces
- 9 club motorcycle parking spaces
- 44 secure club staff bicycle parking spaces (Security Class B)

Traffic Impacts

In terms of traffic management, it is noted that TfNSW initially raised concerns around the impact of traffic generation on the level of service of the intersection of Burelli and Church Streets. This has since been overcome and the proposal is now considered satisfactory to TfNSW and Council's Traffic Engineer.

Vehicular Access

The vehicular access arrangements proposed are satisfactory to TfNSW and Council's Traffic Engineer.

Waste Collection and Site Servicing

Appropriate waste management and servicing arrangements are proposed. Waste storage rooms are proposed on the western side of the basement level adjacent to the loading dock / zones. Access is available for a large rigid vehicle and sufficient manoeuvring area is available, enabling all vehicles to turn and exit in a forward direction.

The servicing and waste management arrangements proposed have been considered by the Traffic Section and are acceptable.

CHAPTER E6: LANDSCAPING

The proposal provides suitable landscaped areas within the courtyard between the Club/Motel building and the commercial building, on structure (e.g. Level 1 podium, L12 hotel terrace) and limited landscaping adjacent to and within Globe Lane.

Council's Landscape Officer has considered the proposal as satisfactory subject to conditions of any consent, including the need for a final landscape plan prior to release of the construction certificate and the developer provision of footpath paving and street trees in accordance with the Wollongong City Centre Public Domain Technical Manual.

CHAPTER E7: WASTE MANAGEMENT

An acceptable Site Waste Minimisation and Management Plan has been provided. Provision has been made for appropriate on-site storage and collection of waste.

CHAPTER E9: HOARDINGS AND CRANES

If the development were to be approved, conditions should be imposed requiring approval for the use of any hoardings or cranes in conjunction with construction of the building.

CHAPTER E11: HERITAGE CONSERVATION

Refer to discussion in relation to Clause 5.10 of WLEP 2009 (Section 2.1.7 of the report).

CHAPTER E12: GEOTECHNICAL ASSESSMENT

The application has been reviewed by Council's Geotechnical Engineer in relation to site stability and the suitability of the site for the development. The development was considered to be satisfactory subject to consent conditions.

CHAPTER E13: FLOODPLAIN MANAGEMENT

Refer to discussion in relation to Clause 5.21 of WLEP 2009 (Section 2.1.7 of the report).

CHAPTER E14: STORMWATER MANAGEMENT

Council's Stormwater Engineer has assessed the proposed development with regard to Chapter E14 of the DCP and has advised that the proposal is satisfactory with conditions.

CHAPTER E17: PRESERVATION AND MANAGEMENT OF TREES AND VEGETATION

The application is satisfactory to Council's Landscape Officer, subject to 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 Section 4.6 of SEPP (Resilience & Hazards) 2021; refer to Section 2.1.1 of the report in this regard.

CHAPTER E21: DEMOLITION AND ASBESTOS MANAGEMENT

N/A to this application as separate consent has been sought for the demolition works.

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.