STAGE 3

OXFORD SITE
LEVEL 13
RESIDENTIAL
GFA 705 m²

STAGE 2

DWYER'S SITE
LEVEL 13
RESTAURANT
GFA 500 m²

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	29/11/17	ISSUED FOR COUNCIL SUBMISSION	MB	RA

DBI DESIGN

+ PROJECT NAME

CONCEPT PLAN
DWYER & OXFORD TAVERN SITES

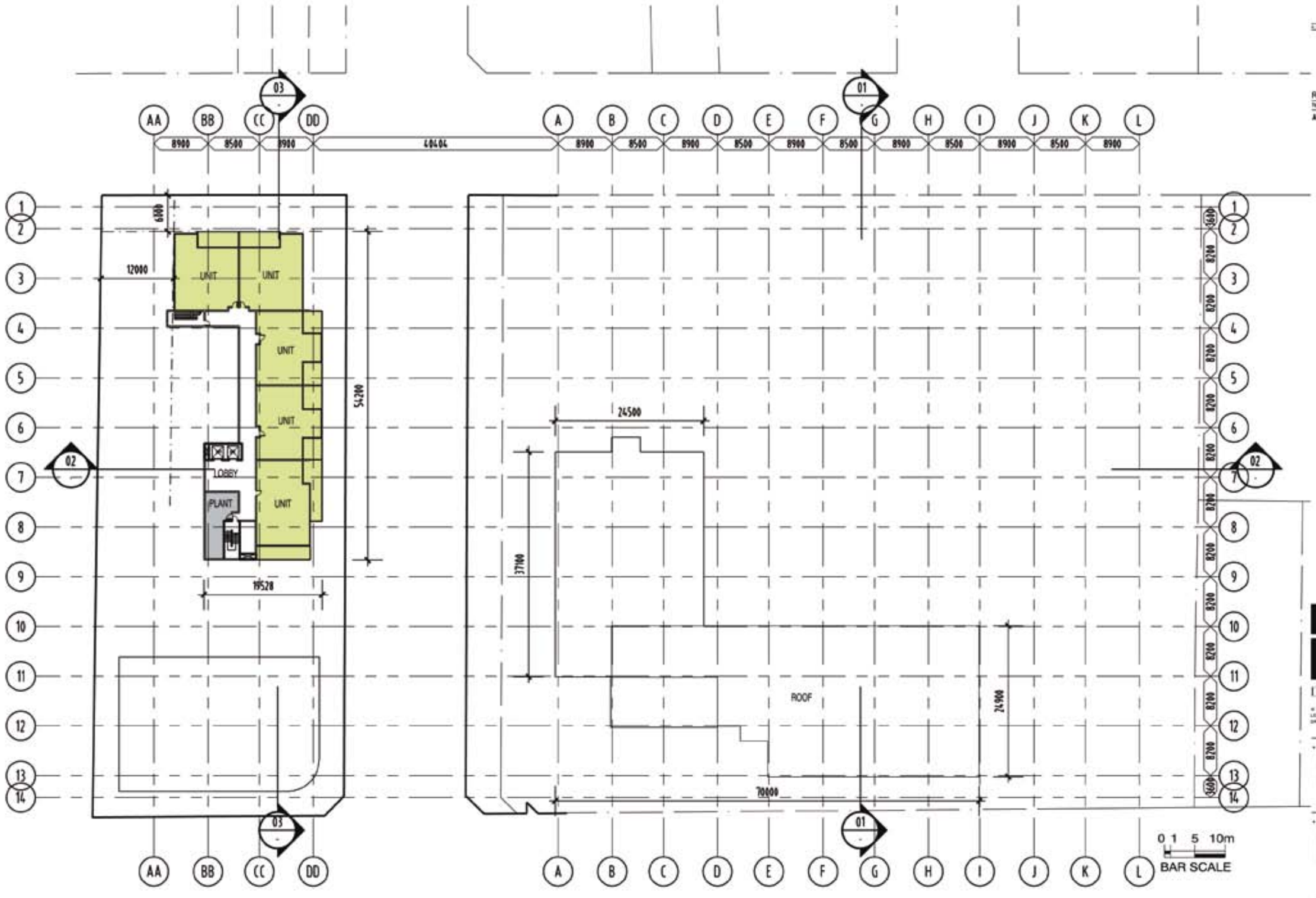
+ DRAWING TITLE

LEVEL 13
FLOOR PLAN

PLOTTED ON THE: 29/11/2017 @ 10:53:14 BY: S.Farzaneh

+ DRAWN	NR	
+ CHECKED	PROJECT DIRECTOR PROJECT LEADER	
+ SCALE	1:400 @ A3	
+ DATE	SEPT 17	
+ PROJECT NO.	165303	
+ DRAWING NO.	A-CD-2212	A

ISSUE FOR D.A.
NOT FOR CONSTRUCTION



STAGE 3

OXFORD SITE
LEVEL 14
RESIDENTIAL
GFA 705 m²

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	27/09/07	ISSUED FOR COUNCIL SUBMISSION	NR	RA

DBI DESIGN

+ PROJECT NAME

CONCEPT PLAN
DWYER & OXFORD TAVERN SITES

+ DRAWING TITLE

LEVEL 14
FLOOR PLAN

PLOTTED ON THE: 27/09/2007 @ 16:53:09 BY: S.Farzaneh

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+ SCALE	1:400 @ A3	
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+ DRAWING NO.	A-CD-2213	A

ISSUE FOR D.A.
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REVISION

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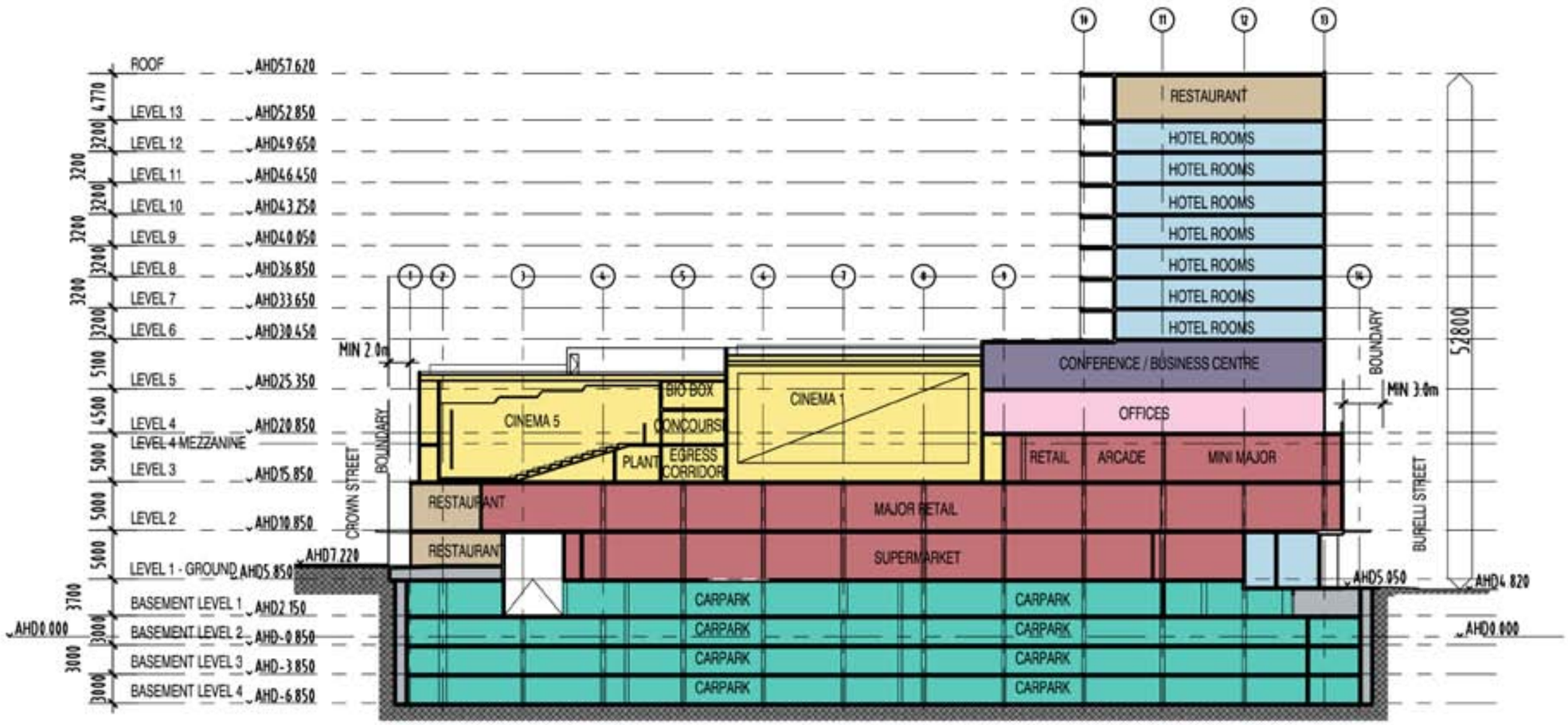

SECTION 1
DWYER'S SITE

0 1 5 10m
BAR SCALE

ISSUE FOR D.A
NOT FOR CONSTRUCTION

DBI DESIGN

DBI DESIGN PTY LTD A.C.N. 067 951 057 info@dbidesign.com.au www.dbidesign.com.au
LEVEL 1, 6 PRIORITY ST, SUNNYBANK QUEENSLAND 4109 P+61 7 3345 8700 F+61 7 3345 8799

PROJECT NAME
CONCEPT PLAN
DWYER & OXFORD TAVERN SITES

DRAWING TITLE
SECTION 1

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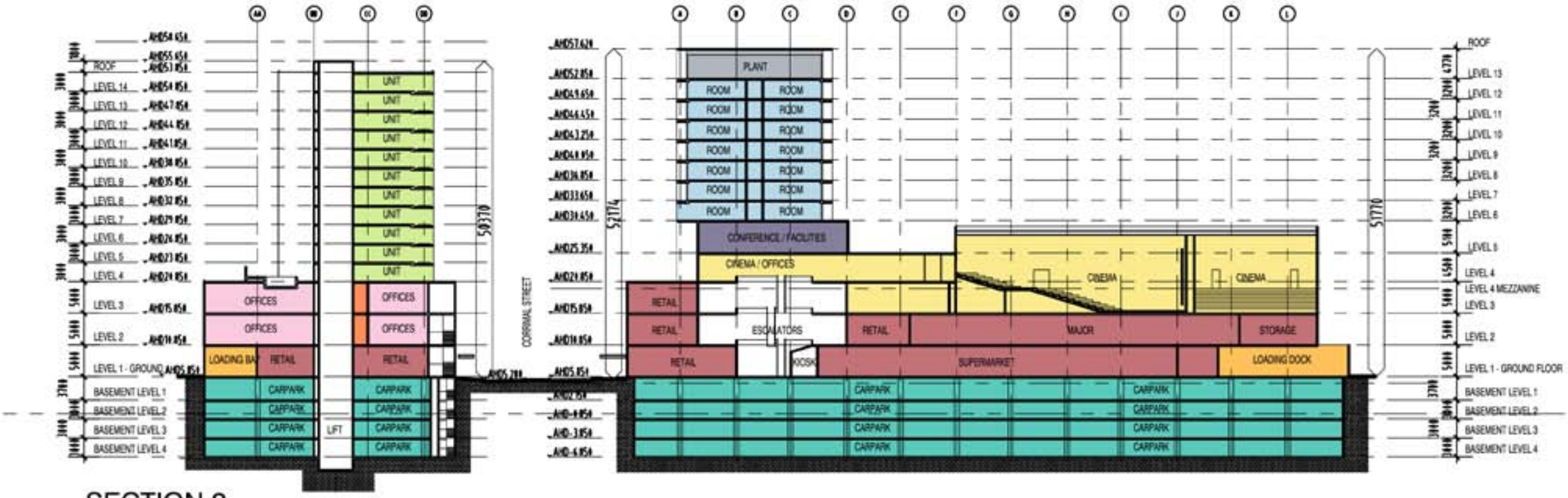
SCALE	1:500 @ A3
DATE	SEPT 17
PROJECT NO.	165303
DRAWING NO.	A-CD-4.201 A



SECTION 2
OXFORD SITE

DWYER'S SITE

0 1 5 10m
BAR SCALE

REVISION

No.	DATE	DESCRIPTION	BY	CHECK
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DBI DESIGN

DBI DESIGN PTY LTD ACN 010 487 801 ABN 80 010 487 801
LEVEL 1, 6 PRIORITY WAY, BUNDALL QLD 4217 PH 07 5596 6788 FAX 07 5596 6799
GROUND FLOOR, 446 ALBERT ST BRISBANE QLD 4000 PH 07 3832 4911 FAX 07 3832 4922
DIMENSIONS ARE SUBJECT TO SITE MEASUREMENT & VERIFICATION
DO NOT SCALE OFF THIS DRAWING

• PROJECT NAME

CONCEPT PLAN
DWYER & OXFORD TAVERN SITES

• DRAWING TITLE

SECTION 2

PLOTTED ON THE 26/09/2007 @ 14:58:41 BY: S.Farzanah

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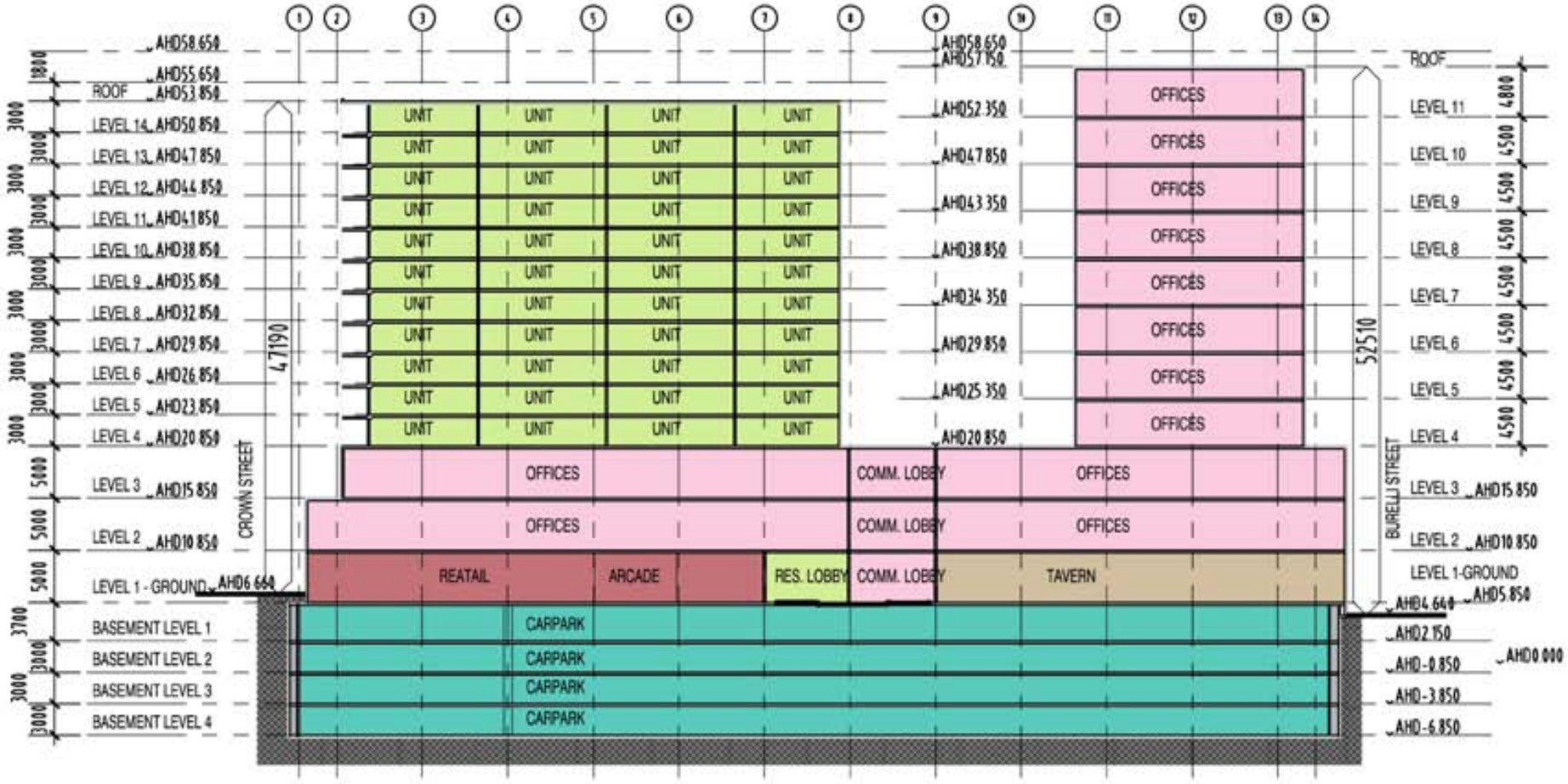

SECTION 3
OXFORD SITE

0 1 5 10m
BAR SCALE

REVISION

No	DATE	DESCRIPTION	BY	CHECK
A	21/09/17	ISSUED FOR COUNCIL SUBMISSION	NR	RA

DBI DESIGN

PROJECT NAME
CONCEPT PLAN
DWYER & OXFORD TAVERN SITES

DRAWING TITLE
SECTION 3

PLOTTED ON THE 26/09/2017 @ 16:58:35 BY: S.Farzanah

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DATE	SEPT 17	
PROJECT NO.	465383	
DRAWING NO.	A-CD-4 203	A

ISSUE FOR D.A
NOT FOR CONSTRUCTION

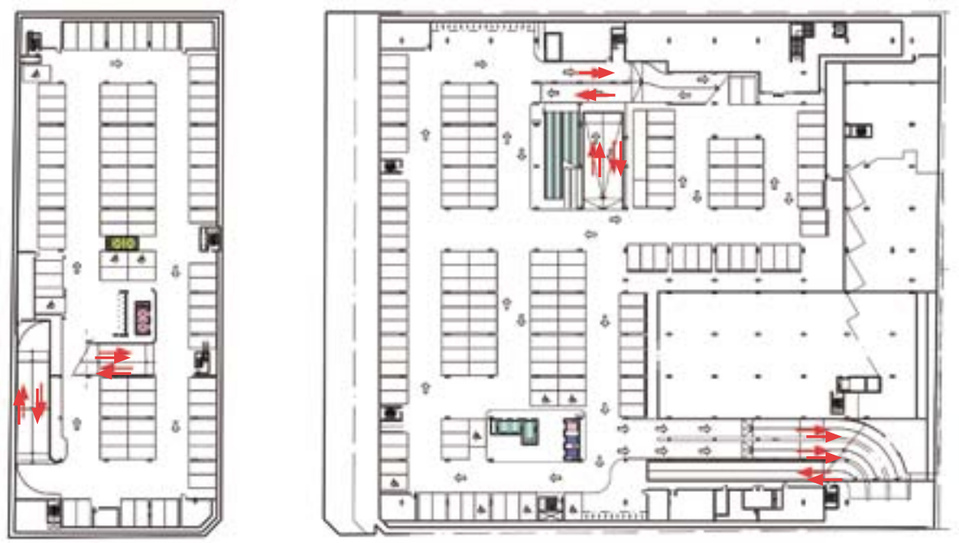
9.6 Access, circulation and parking

A graphic presentation of the access, circulation and parking arrangements is shown below. In summary, the proposal features:

- Four levels of basement parking on both the Dwyers and Oxford sites. Car parking numbers of 1052 on the Dwyers site and 369 on the Oxford site provides for the total prescribed by the City Centre DCP or otherwise justified by the traffic expert. The prescribed number of accessible spaces, bicycle parking and motorcycle parking is also provided.
- Vehicle access to the Dwyers site is via an entry off Crown Street and another off Burelli Street. Internal circulation within the car park has been refined to ensure legibility and ease of circulation through all levels of the basement, noting that the entrance off Burelli Street takes vehicles directly to Basement Level 2.
- There is also vehicle egress points on both Burelli and Crown Street. Traffic analysis (also undertaken in the context of the existing Part 4 approval) revealed that two access points were necessary to ensure smooth operation. The width of the vehicle access driveway on Crown Street has been reduced to minimise conflict to passing pedestrians at footpath level. Paving has been designed to give pedestrians right of way.
- Access for loading and unloading is designed to ensure one-way movement through the site with access off Crown Street and egress via Burelli Street. The width of driveway and manoeuvring within the loading dock has been designed to cater for semi-trailers. Although preferable in a pedestrian/vehicle conflict sense, it was difficult to design loading circulation such that it only has access off Burelli Street.
- The vehicle entries to the Oxford site is off Town Hall Place; the only legitimate alternative where access to Corrimal, Crown and Burelli Street would not be encouraged. Vehicle access for users of the site is separated from the loading dock which is directly adjacent. Internal circulation has been reviewed by traffic experts Parsons Brinkerhoff and suggested improvements have been made to ensure smooth operation. The 76 parking spaces for the residential component (calculated on 6 x 1 bed, 6 x 3 bed and 43 x 2 bed units plus visitors), would be catered for at the lower basement car parking level. Further details will be provided with the future Project Application for the Stage
- Provision has been made for loading and unloading on the Oxford site. The dock is designed to cater for large rigid trucks to manoeuvre on site without disrupting the flow of vehicles along Town Hall Lane.
- Pedestrian circulation is such that all frontages to the main streets, Crown Street, Corrimal Street and Burelli Street are activated with entries and shop frontages. Crown Street features a number of cafes/restaurants and associated outdoor seating to allow alfresco dining and expand the café character of Crown Street. The Burelli Street frontage features a drop-off porte-cochere arrangement associated with the Hotel, designed in a way that is sensitive to anticipated pedestrian movements.
- To also encourage flow of pedestrians throughout the retail components of the development, entrances are located on the north-west and south-west corner of the Dwyers site which will complement the pedestrians flow along the main thoroughfares of Crown Street and Burelli Street. On the Oxford site, a short arcade is proposed to go through the retail component extending diagonally from Crown Street to Corrimal Street.
- Separate secure entrances are proposed off Corrimal Street to each of the commercial office space and residential tower.

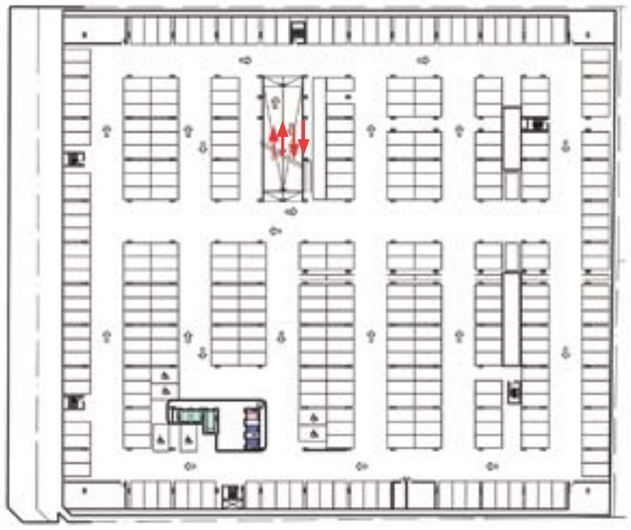
The arrangements are discussed in detail in the reports of Parsons Brinkerhoff at **Appendix Q1 and Q2.**

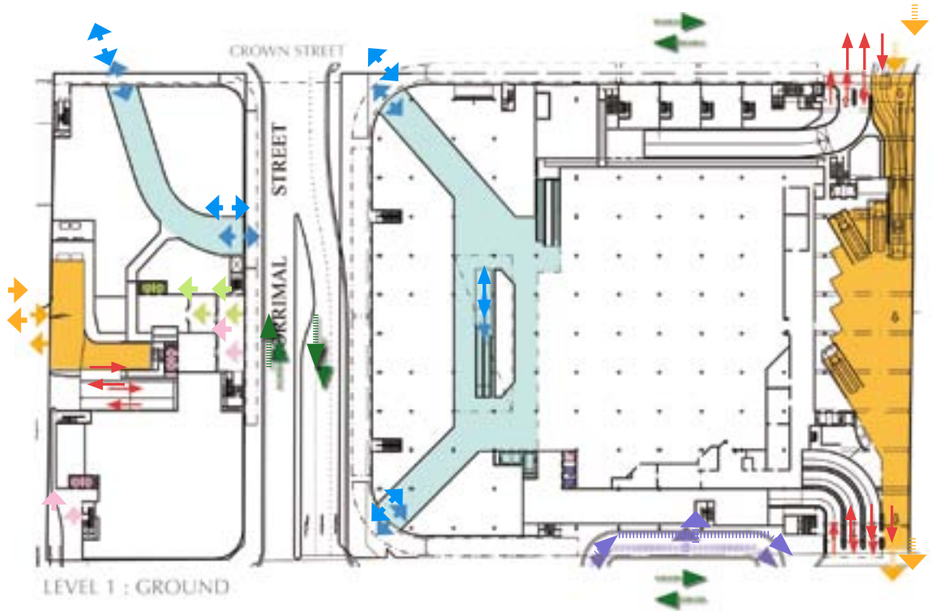
ACCESS, CIRCULATION AND PARKING



ACCESS, CIRCULATION AND PARKING

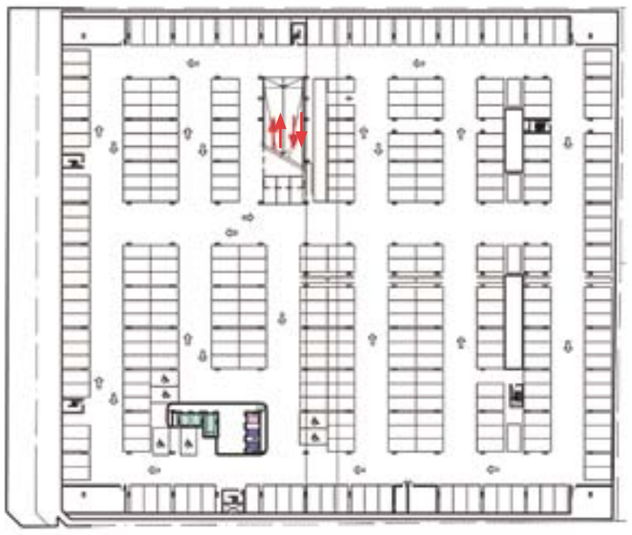
BASEMENT LEVEL 3

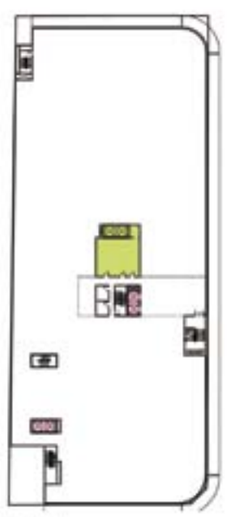




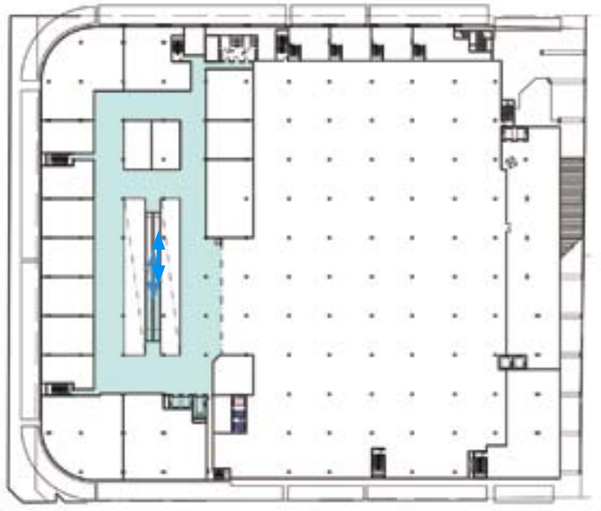
LEVEL 1 : GROUND

BASEMENT LEVEL 4



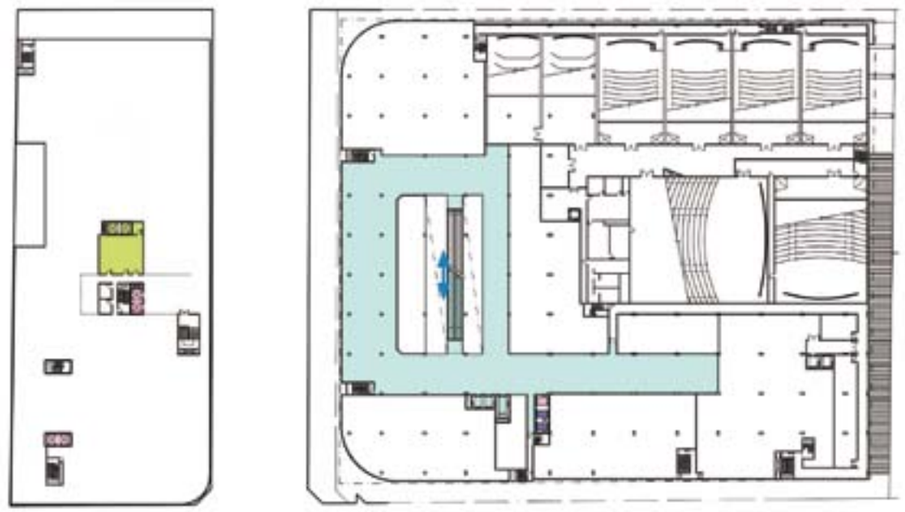


LEVEL 2

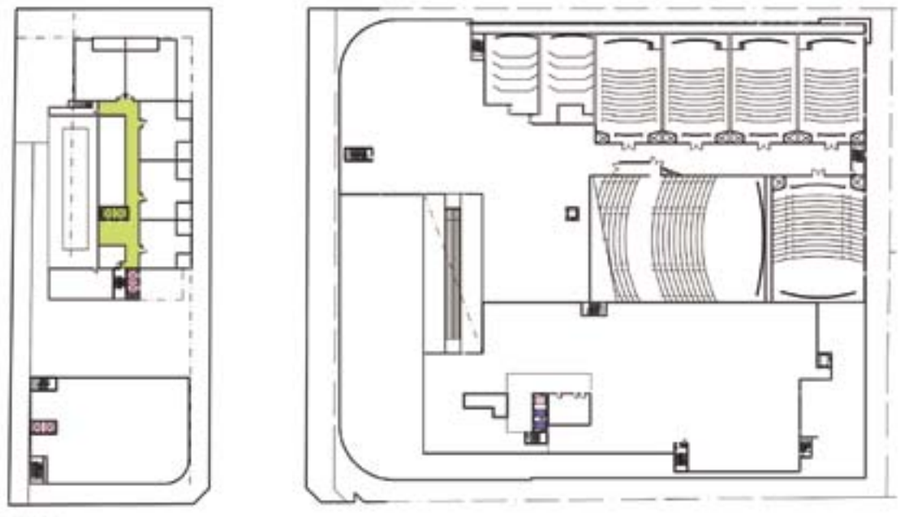


ROAD TRAFFIC
BASEMENT ENTRY & EXIT
SERVICES DELIVERY
HOTEL, CONFERENCE & RESTAURANT LIFT
OFFICES
RESIDENTIAL LIFTS
PEDESTRIAN/ RETAIL LIFTS, ESCALATORS, TRAVELATORS

ROAD TRAFFIC
BASEMENT ENTRY & EXIT
SERVICES DELIVERY
HOTEL, CONFERENCE & RESTAURANT LIFT
OFFICES
RESIDENTIAL LIFTS
PEDESTRIAN/ RETAIL LIFTS, ESCALATORS, TRAVELATORS



LEVEL 3



LEVEL 4

ROAD TRAFFIC

BASEMENT ENTRY & EXIT

SERVICES DELIVERY

HOTEL, CONFERENCE & RESTAURANT LIFT

OFFICES

RESIDENTIAL LIFTS

PEDESTRIAN/ RETAIL LIFTS, ESCALATORS, TRAVELATORS

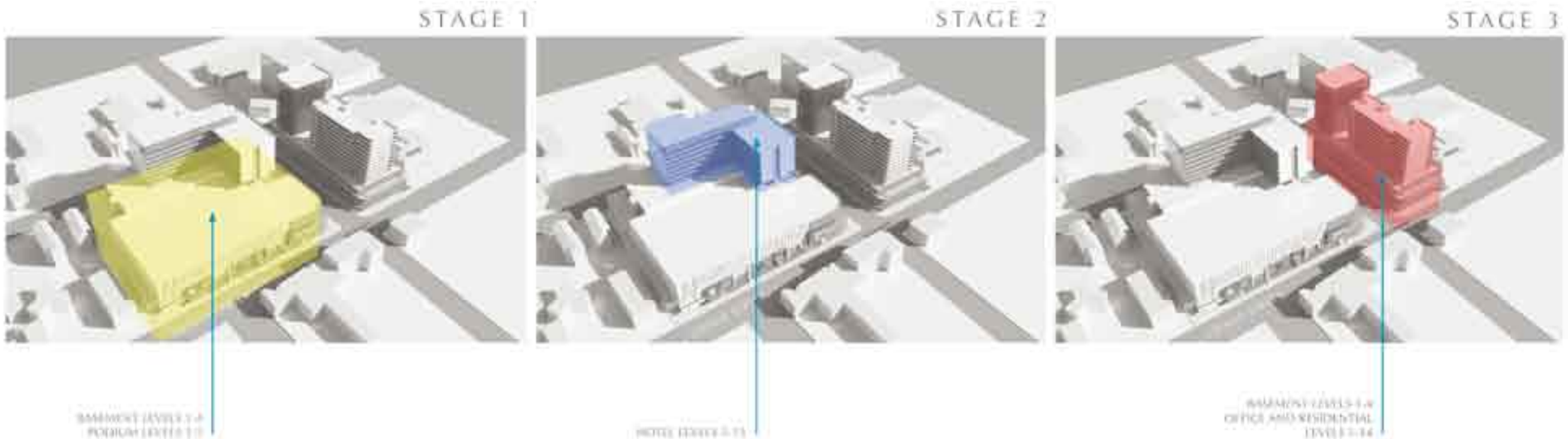
9.7 Staging

The proposal will be constructed in three stages as follows:

1. Retail, entertainment and leisure centre, including offices up to level 5 and basement car parking over 4 levels.
2. Hotel construction above the Stage 1 podium and including conversion of Level 5 office for the purpose of conference facilities.
3. Oxford site mixed use development including tavern, retail, office and residential components and 4 levels of basement car parking.

In relative to construction staging, the process for Stage 1 is detailed in the Construction management Plan at **Appendix T**. It is proposed to continue immediately with Stage 2. It is intended that project approval for Stage 2 is obtained throughout the construction period of Stage 1 (a two year construction process).

A graphic description of the proposed development staging is shown below:



9.8 Public Infrastructure and Civic Improvement Plan

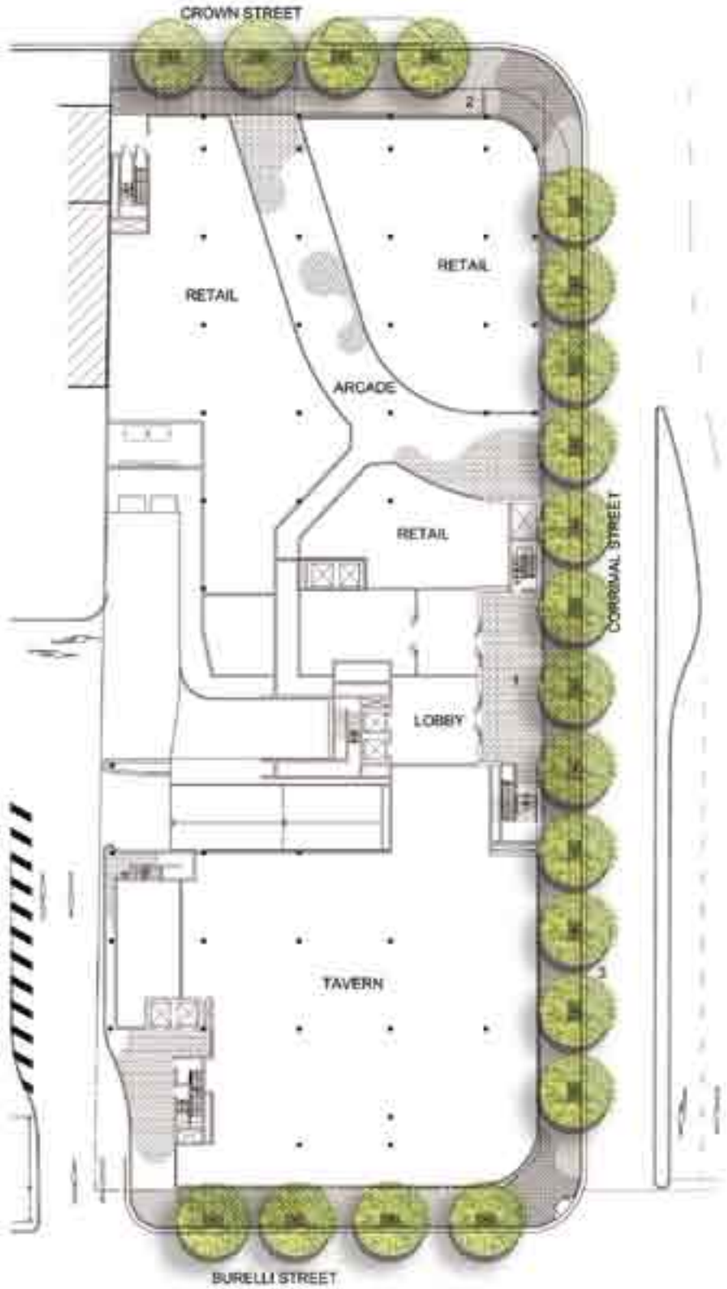
The applicant is prepared to agree to a condition of consent requiring contributions to be paid pursuant to s94 of the Act in relation to infrastructure provision refer to Statement of Commitments at **Section 11**. It is envisaged that a significant proportion of the contribution will be paid for through works-in-kind in lieu of cash contribution including construction of public domain improvements around the perimeter of the site.

The proposed public domain improvements are illustrated in the concept landscape plans below (full size plans are also included with the application):

DWYERS SITE- ROOF TOP GARDEN
1:200

LANDSCAPE IMAGES

DESIGN NOTES



STREETSCAPE PLAN
1:200

LEVEL 4 ROOFTOP GARDEN
1:200

DESIGN NOTES

10 Environmental assessment

PART A – KEY ISSUES COMMON TO BOTH THE CONCEPT PLAN AND PROJECT APPLICATION

10.1 Consistency with relevant environmental planning instruments and guidelines

Assessment has been made against the relevant Environmental Planning Instruments and guidelines in **Sections 4 and 5** of the report.

In summary the proposed is found to largely comply with all EPI's and guidelines. The exceptions relate to minor non compliances in relation to setback separation, and the vehicle crossing off Crown Street. As discussed in Section 4 & 5, the variations are to be considered minor and compliance unreasonable and unnecessary in the circumstances

10.2 Retail Impact Assessment

A Retail Impact Assessment has been undertaken by Leyshon Consulting for the retail component Stage 1 on the Dwyers site, refer to report at **Appendix P.**

In relation to the Stage 1 retail assessment Leyshon concludes that the level of retail impact is reasonable:

'Overview

If brought to fruition, Belmorgan's project will result in some profound changes for the WCC. These will not only involve the overall retail mix of the WCC but also the spatial distribution of retail activity within the centre.

A major benefit of the project is that it will rectify a number of clearly identified long-term deficiencies in the retail mix of the CBD including:

- *Lack of a DDS*
- *Inadequate representation of supermarkets*
- *No contemporary, large-scale cinema complex*

The project will thus reinforce the roles of the WCC as the dominant retail/commercial centre in the Wollongong Region. Importantly, the development site is within the WCC boundaries albeit at its eastern end. Given this, the new centre will be a foil to Wollongong Central and should improve pedestrian activity levels along that part of Church Street lying between both centres.

Assessed Impact

Major projects like that being proposed by Belmorgan cannot be implemented without some impacts being registered by the surrounding retail environment. This is especially the case in relatively mature markets like that of the Wollongong Region.

As discussed in Section 4 of this Report, however, the potential impacts of the proposal on established centres (including the WCC) should be of an acceptable level. For the larger suburban centres of Warrawong, Figree and Shellharbour, as well as for other smaller centres like Corrimal, we do not consider the project will result in any significant reduction in retail services provided by these centres.

Furthermore, we would anticipate that the impact flowing from introduction of the proposed centre largely will have dissipated within a five year period due to ongoing population growth in the trade area.

This report has also outlined how legal precedent in the area of retail impacts means that any impact on the WCC arising from the project should, in fact, be discounted This follows from the fact that the development will almost certainly make good any loss of retail services from elsewhere in the centre. In effect there will be no net loss of sales as far as the WCC is concerned. Rather a net gain in sales put at around +$81.8 million ($2006) during the project's first full year of trading (2009 is expected).

The above notwithstanding, it is nevertheless relevant for Council consider the implications of the project for the efficient functioning of the WCC as a whole. Viewed from this perspective, we maintain our assessment that the project's impacts will be acceptable and, indeed, even advantageous for the longer-term economic health and vitality of the WCC. The project's successful implementation will, for example, substantially negate many of the competitive disadvantages which have surely restrained the performance of the WCC in recent years vis-à-vis its suburban competitors.

In summary, we consider that from an economic perspective the proposed project will produce a definite net community benefit and be particularly beneficial in underpinning the economic performance of the WCC over the medium and longer term.'

10.3 Traffic Impacts

Parsons Brinkerhoff have prepared a Traffic Parking Assessment Report for the overall concept, refer to **Appendix Q2**. In undertaking the traffic assessment Parsons Brinkerhoff liaised with Council and the RTA to clarify their guidelines and information requirements.

A separate detailed assessment has also been prepared for the Stage 1 component, refer to **Appendix Q1** (discussion in relation to car parking, access and servicing for the Stage 1 component is further discussed in **Section 10.9** below.

10.3.1 Traffic volumes and intersection analysis

Parsons Brinkerhoff used Paramics modelling in two ways:

- To determine the base case traffic volumes from known travel generators and attractors, and
- Use trip tables based on other sources of data such as Journey to Work and Census data to determine the likely origins and destinations of any generated trips. The trip tables present the origin and destination travel zone and the number of trips between those zones so realistic distributions of future traffic can be considered.

The analysis of the Paramics modelling concluded the following:

'a preliminary investigation at the sites and in the surrounding road network revealed that the areas of highest potential risk were the key intersections around the development sites. Furthermore, any traffic performance deficiency in the mid-block sections would tend to be a result of a performance deficiency at the nearby intersections. As such more emphasis was placed on assessing the performance of the intersections with, and without, the traffic generated from the development sites. For this reason, SIDRA was the primary modelling tool used to assess the intersections.

…The models for the 2016 and 2026 year and for AM and PM peak periods were used to provide volumes specific to the peak period for each of these future years. These turning volumes were input into the SIDRA modelling.

The various Paramics models were also needed to determine the trip distribution to various travel zones. With this information then loaded into the Paramics background file, Paramics simulated the distribution of traffic (existing plus additional development generated traffic) to the various routes.'

SIDRA models were constructed using known intersection layouts and signal phasing as well as the input turning volumes determined from the Paramics models.

Parsons Brinkerhoff recommends the following upgrades from the traffic modelling results:

'To improve access into the Dwyers and Oxford Tavern sites, right-turn bays are proposed for the northern and southern approaches of the Corrimal Street / Burelli Street intersection. This would provide significant relief on the road network as there is currently a right turn ban for northbound traffic approaching the intersection. The removal of the ban, plus the addition of the exclusive right-turn lanes will take more pressure off the Corrimal/ Crown Street and the Corrimal/Stewart Street intersections in accommodating northbound right-turn demands headings to the Dwyers site.

The right-turn bay in the northern approach will be accommodated through road widening on the eastern side of the road. The footprint of the Dwyers site has been specifically reduced for this purpose. The right-turn bay on the southern approach will be provided by acquiring some of the wide footpath landscaped area on the eastern side of Corrimal Street between Burelli Street and Stewart Street.'

It is proposed that these upgrades form part of the conditions of consent as outlined in the Statement of Commitments at **Section 11.**

10.3.2 Access arrangements

The Dwyer's site includes vehicle access off both Burelli Street and Crown Street. Ingress and egress for both loading and unloading and other vehicles using the four levels of basement car park is essential to ensure:

- Adequate distribution onto the surrounding streets and intersections to allow satisfactory operation of intersections. This has been tested using Paramics modelling, and
- flow of traffic into and out of the basement car park without excessive delay. Two points of egress provides necessary choice for vehicles essential in the event of unusual traffic along either street.
- Efficient loading and unloading operation allowing for the entrance of large trucks off Crown Street, a simple reversing movement and exit via Burelli Street. A single access point would necessitate more complex truck turning movements and a loading area of substantially less efficiency in operation.

The vehicular access arrangements have been tested in relation to the existing Part 4 approved development and the proposed Stage 1 scheme has not substantially changed to warrant any changes.

Noting the City Centre DCP requirement to avoid any vehicular access of Crown Street, an access point in this instance is considered satisfactory where:

- The frontage of the site is substantial and the crossing represents a minor proportion of an otherwise pedestrian activated area.
- The crossing width to Crown Street has been reduced by one lane in comparison to that which was approved under the existing Part 4 consent.
- The materials of construction used for the crossing is of material consistent with the remainder of the foot path ensuring that the crossing has a perception of pedestrian right of way.
- Access to both Crown and Burelli Street is essential for the above reasons.

Vehicle access to the Oxford site will be at one location off Town Hall Lane. This location is the only satisfactory location for a crossing where the crossing of Crown Street is discouraged, Corrimal Street is a main road and the distance from the intersection prevents egress on to Burelli Street. Vehicle entrance and loading and loading off a laneway is totally appropriate.

Vehicle access for cars is provided separately to that for loading and unloading. The width of access designed to ensure compliance with the relevant Australian Standards as assessed in the Parsons Brinkerhoff Traffic and Parking Assessment. The loading area is designed to allow access for large rigid vehicles that would service the development. This provision would allow for the manoeuvring of waste management vehicles and removal vehicles on site.

In relation to manoeuvring, it is noted that all manoeuvring can occur within the site on both Dwyers and the Oxford site to ensure entry and exit in a forward direction.

Parsons Brinkerhoff recommends the following upgrades in relation to access arrangements:

In relation to the Dwyer's site:

'…the following changes were agreed to at a meeting on 21 August 2007 [between Urbis, Belmorgan]:

- *The entry ramp from Burelli Street will lead directly to basement level 2. This will effectively bypass the bicycle and disabled parking spaces as discussed above thereby negating any delays these special parking facilities will incur on the entering traffic. This also has the benefit of increasing parking space utilization on lower floors. The landing of the ramp on basement level 2 will result in the loss of 13 car spaces.*
- *The boom gate for the entry ramp from Crown Street will be moved to the base of the ramp to increase the storage length on the ramp and hence minimize potential for queue spillback onto Crown Street. This also combines the two flow constraints (the boom gates and the sharp left-hand turn) in the same area. The boom gates for existing traffic at Crown Street will be located at the top of the ramp to maximize storage capacity along the length of the ramp.*
- *A new eastbound bus stop will be recommended for Burelli Street, which will be located outside the Burelli Street pedestrian access point. This will ensure that any pedestrians walking from the bus stops will not be forced to walk across the ramp entrance.'*

In relation to the Oxford site:

'…the following measures could be considered to address the issues outlined in Table 3-1:

- *Banning entry into Townhall Place for all trucks and service vehicles; or*
- *Banning entry into Townhall Place for all trucks but allowing right-turn entry and exit by service vehicles (ie. No left-turn entry /exit for service vehicles); or*
- *Re-aligning the north-western kerbline (notwithstanding any constraints as outlined below) and removing the kerb blister to allow left-turn entry for service vehicles and possibly 12.5m trucks. All other turns could be allowed by service vehicles, but rigid trucks would need to be banned from left-turn exit into Burelli Street; or*
- *Re-aligning the north-eastern and north-western kerblines (notwithstanding any constraints as outlined below) and allowing all turns for service vehicles and rigid trucks.*

Whilst the north-western kerbline could be realigned, a possible constraint to improved left-turn access into Townhall Place may be the façade and support structures of the Arts Centre to the west of Townhall Place. This has been highlighted in Figure 3-2. This may ass significant cost to the project if modified.

As such, the preferred option is to ban entry into Townhall Place for all trucks but allow right-turn entry and exit by service vehicles. 12.5m vehicles could still access the site, but only under approved control as they would require more road space to complete the turning movements involved.'

The recommended changes in relation to the Dwyers site have been incorporated into the Stage 1 Project Application and Concept Plan drawings. In relation to the Stage 3 component, it is proposed that these recommendations be detailed in the plans to accompany the Project Application for this component. A condition is proposed in this regard, as outlined in the Statement of Commitments at **Section 11.**

10.3.3 Pedestrian, cyclist and public transport issues

Assessment has been made against the objectives of Draft SEPP 66 – Integration of Land Use and Transport which includes consideration of modes of transport including car, bicycle and public transport. The assessment concludes that:

'Being located in the City Centre, within 1 kilometre of the Wollongong train station and on the regional bus route, the site is well serviced by public transport. The centrally located site is therefore considered suitable for development of a wide range of uses to the maximum density to maximise the access to facilities and services for people located within and travelling to the City Centre.

In relation to the objective to encourage the reduction of car usage, the proposal provides for a range of transport modes including car, bicycle and public transport. The basement car parking has been designed to comply with the requirements of the Wollongong City Centre LEP and DCP, noting that a minimum number of spaces to be provided on site is prescribed by the LEP. The Dwyers and Oxford Tavern components would both equate to the guideline rate.'

Parsons Brinkerhoff make a full assessment in relation to the provision of motorcycle and bicycle parking. The assessment concludes that the proposal will comply with DCP requirements.

Parsons Brinkerhoff make a further assessment of public transport issues and conclude that:

'…a new eastbound bus stop will be recommended for Burelli Street, which will be located outside the Burelli Street pedestrian access point. This will ensure that any pedestrians walking from the bus stops will not be forced to walk across the ramp entrance.'

It is proposed that this recommendation form part of the conditions of consent as outlined in the Statement of Commitments at **Section 11**.

10.3.4 Construction staging of road upgrade works

In general, the proposed road and access upgrades proposed by Parsons Brinkerhoff in their report at **Appendix Q2**, will all be undertaken in association with the construction of Stage 1, it is proposed to include a condition of consent in this regard, refer to **Section 11**. The only exception is those works associated with the entrance to the Stage 3 Oxford site development at the intersection of Burelli Street and Town Hall Lane.

A Traffic Management Plan in relation to the Stage 1 component has been included as part of the Construction Management Plan attached at **Appendix T.**

10.4 Social and Economic Context

10.4.1 Social Context

The staging of the development works has been designed to ensure aspects such as public domain works and other services and facilities are incorporated in a timely way. The Stage 1 entertainment and leisure retail centre will include the construction of all public domain works as illustrated on the Landscape Plan by Taylor Brammer (including road widening, paving, planting and seating) prior to its opening. The Stage 1 development can exist as a discrete entity and will provide a new level of service that will benefit the community of the locality through the provision of such shopping and entertainment facilities currently lacking in the centre (including a DDS and cinemas) and restaurants and cafes in an alfresco environment highly appropriate for the beach side City of Wollongong.

The Stage 2 development featuring a 4 star Hotel will respond to a clear gap in the market of Wollongong City. This Hotel will be accompanied by conference facilities which are also in high demand.

The Stage 3 development would include the retention and upgrading of the existing Oxford Tavern, a small amount of retail/café, 55 residential units and 12,480m^2 or commercial office space. The mix of uses is comprehensive and considered to be of great advantage in the proposed City Centre location in terms of improving the vitality of the eastern end of Crown Street: an underutilised portion of the City Centre.

The retention of the Oxford Tavern will ensure the retention of a popular leisure destination and entertainment venue. The retail/café space will add to the existing café character at this end of Crown Street. The construction of the residential apartments will be coupled with facilities such as a gymnasium and outdoor communal area. The apartments constructed in this City Centre location will be blessed with the facilities and services already on offer in this location. The new residents on site will be well serviced by social infrastructure.

10.4.2 Economic Context

Leyshon Consulting have undertaken an analysis of the economic context of the overall concept, refer to report at **Appendix R.**

In relation to each of the components of the overall concept, Leyshon comments:

Introduction

This Concept Report has been prepared for Belmorgan Property Development Pty Ltd (Belmorgan) by Leyshon Consulting Pty Ltd.

The Report assesses the potential economic effects of Belmorgan's proposal to develop a major shopping centre of 20,318sqm, an eight-screen cinema complex, office space, an hotel, a tavern and residential apartments in the Wollongong City Centre (WCC).

The project involves Stages 1 and 2 on the so-called Dwyer's site and Stage 3 on the adjacent Oxford Hotel site.

Retail Context

Historically, the WCC has been the major retail centre servicing the Wollongong Region. Apart from the WCC there are three other major suburban centres in the Region – Westfield Figtree, Westfield Warrawong and the Shellharbour Town Centre.

Although the WCC remains the most dominant retail location in the Region, its primacy has been steadily eroded over the past four decades by the development of the large suburban centres noted above.

A telephone survey of 600 households in the Wollongong Region confirmed that while the WCC is widely shopped, it faces stiff significant competition from the Shellharbour, Corrimal, Warrawong and Figtree centres.

Trade Area Analysis

In 2006 the Wollongong trade area has an estimated resident population of 268,426 people. This is projected to grow by around + 19, 918 to a total population of 288, 344 in 2016.

Total available annual retail spending in the trade area is close to $2.2 billion ($2006) at present. It is estimated to increase by + $539.9 million to $2.7 billion ($2006) in 2016.

The projected growth in available spending is expected to generate demand in the trade area by 2016 for a net increase in retail floorspace of + 78,500 to 80,500sqm.

Impact Analysis

Assuming its first full year of trading is 2009, the proposed Stage 1 centre is estimated to have a potential impact of =9.8% on the WCC overall. The impact on Wollongong Central specifically is estimated at -13.6% and that on the balance of the WCC is put at -6.3%.

The estimated impacts on other major centres in the Region (Shellharbour, Figtree and Warrawong) range between -4.5% and -7.8%.

The impact of the proposed development on the WCC essentially will involve a redistribution of retail sales within the CBD. Overall the WCC will experience a net increase in its annual retail sales – estimated at +$81.8 million in 2009 ($2006).

A small component of retail space (1,810sqm) is proposed in Stage 3 of the project. This is expected to only very marginally increase the impact levels on centres noted above.

The majority of the impacts of the proposed development on existing centres is in the low / medium range except for the impact on Wollongong Central which is at the bottom end of the medium / high range.

The proposed development will not give rise to an adverse economic impact whereby facilities currently enjoyed by the public are put at risk and would not be made good by the proposal.

The net increase in employment in Wollongong arising form the proposal's Stage 1 retail and cinema activities is estimated to be in the order of +670 jobs of which 301 would be full-time and 369 part-time jobs.

Cinema Industry

The current demand for cinemas in the Wollongong trade area is estimated at 25.2 screens. This compares to a supply of 19 screens. The Wollongong Region therefore appears to have a shortfall of approximately six cinema screens at present. By 2016 the demand for screens in the trade area will be 27.1 – that is, eight less than the current supply.

The opening of an eight-screen complex in the proposed development is likely to have impacts of between -5% and -10% on suburban complexes at Warrawong and Shellharbour. The closure of the small and outdated Greater Union complex in the WCC cannot be ruled out.

Other Impacts

The proposed Stage 1 development incorporates 2,584sqm of office space. This represents a small increment (+2.2%) in the total stock of office space in the WCC.

Stage 3 includes provision for 13,130sqm of office space which will boost Wollongong's ongoing supply of competitive A grade commercial office space.

The project will have a positive influence on the commercial office market in the WCC and provide new opportunities to attract office-based employment to the WCC.

Other Uses

The proposed four star quality hotel in Stage 2 will address Wollongong's longstanding under-supply of such tourist accommodation. It will mean the City is able to compete more effectively for both conferences/ conventions and overseas tourism.

Conclusion

The Belmorgan project will bring major benefits to the Wollongong Region. Particularly, it will rectify a number of previously identified deficiencies in the WCC retail mix including:

- *Lack of a DDS*
- *Inadequate representation of supermarkets*
- *No contemporary large-scale cinema complex*

The overall project will reinforce the role of the WCC as the dominant retail and commercial centre in the Wollongong Region.

Analysis indicates the project's potential economic impacts on other relevant centres will be acceptable. For the WCC they will advantageous in terms of securing its longer-term economic health and vitality.

In summary, the project will produce a net community benefit generating a large number of new jobs and underpinning the economic performance of the WCC over the medium and longer term in both the retail and commercial sectors.'

10.5 Remediation of the Site

Remediation of the Dwyers site is currently underway; having already been approved as part of the demolition consent granted under Part 4 of the Act.

A Preliminary Environmental Site Assessment (Phase 2) and Geotechnical Investigation has been undertaken by Coffey in relation to the Stage 3 Oxford site component, refer to **Appendix D**. In relation to contamination, the report concludes that:

> *'Former Service Station Site*
>
> *Vapour and adsorbed phase soil contamination and dissolved phase groundwater contamination was identified in the former service station site. Vapour and adsorbed phase soil contamination was identified in the former UST excavation within the fill soils in the form of TPH fractions C6-C9 and C-10-C36, benzene and xylenes. The contamination appears to extend to the base of the excavation, 2.5m to 3m below the ground surface.*
>
> *Soil contamination was identified at borehole locations downslope of the former UST excavation, in the eastern and southeastern directions of the excavation. The contamination appeared to be confined to fill material in the upper 1m of the soil profile. Dissolved phase groundwater contamination was also identified at MW3, east of the excavation. Observations made of groundwater inflows at other monitoring wells suggests that groundwater at MW3 may be perched and influenced by elevated groundwater levels in the former UST excavation.*
>
> *This contamination was identified at locations 1.5m from the eastern boundary and 4.5m from the southeastern boundary. Given the close proximity of this contamination to the respective downgradient boundaries of the site and contaminant concentrations recorded, there is a likelihood that the contamination may have migrated beyond the site boundary, in particular beyond the eastern boundary. This may constitute a Significant Risk of Harm under Section 60 of the CLM Act 1997. Further investigation is recommended to assess the impacts to the regional groundwater and to assess the extent of contamination beyond the site boundary.*
>
> *The former service station has significant levels of petroleum hydrocarbon contamination and requires remediation. Remediation of the contaminated soil would be required prior to the removal of overburden and rock for the basement construction. The general steps in the remediation would be similar to those previously described in the Remediation and Validation Plan (RVP) for the site (Report Ref: E14497/1-AB, dated 24 November 2003). It is recommended that the RVP be revised to include the Stage 2 assessment information and be expanded to include other areas of the site assessed to have contamination, not only the USTs.*
>
> *The remedial steps would include:*
>
> 1. *Removal of remaining underground infrastructure such as the hoist, oil/water interceptor and fuel lines:*
> 2. *Removal of contaminated soil around these structures including the area where the former USTs were located and downslope of these locations;*
> 3. *Validation sampling and analysis including the preparation of a validation report; and*
> 4. *Classifications and offsite disposal of contaminated soils and other spoil generated from the site activities.*
>
> *Oxford Tavern / Hotel and Car Park*
>
> *The site history study indicates that a hotel has occupied the northeastern portion of the site since 1870. Lot 2 (west of the service station and hotel) was generally vacant throughout the years except for the hotel expansion and other minor structures.*
>
> *The investigation identified two main AECs, namely:*
>
> - *AEC 1 – the former carwash; and*
> - *AEC 3 – fill of unknown quality and origin.*
>
> *Field and laboratory results indicate that there is a low likelihood for significant contamination to exist within two AECs identified in the Oxford Tavern/Hotel portion of the site. Should evidence of contamination such as odours or staining be encountered within other areas of the site during earthworks, a suitably qualified consultant should be contacted.*
>
> *It is recommended that when the Oxford Tavern/Hotel is demolished further sampling of the sill soils be carried out to complete the characterization of the site in accordance with the NSW EPA Sampling Design Guidelines.'*

The DGR's request that a risk assessment on the health implications for construction workers, adjoining residents and future occupants of the site be conducted relative to any contamination of the site and required remediation. Preliminary comments have been made in relation to potential for contamination to extend beyond the site and associated risk. The report recommends that further investigation occur and that the existing Remediation and Validation Plan (undertaken by Coffey dated 24 November 2003) be revised and updated.

Given that the proposal relating to the Oxford site is conceptual and the first stage of three, it is considered appropriate that this Remediation and Validation Plan, including an expanded Risk Assessment be submitted with the Project Application to be lodged in due course. A recommended condition is included in the Statement of Commitments at **Section 11.**

10.6 Public Domain

10.6.1 Interface and impact upon the public domain

The relevant aspects of the proposal in relation to public domain in the following ways:

Use and active street frontages

Design of the ground floor (Level 1) of the proposal is such that activation of the street frontage has been maximised. Building entrances and shopfronts occupy the majority of all major streets including Crown Street, Burelli Street and Corrimal Street.

The 'High' or main street Crown, features retail and restaurant uses (including alfresco dining provision) along its entirety, the only exception being the necessary vehicle entrance in the north-eastern corner of the Dwyer's site and space allocated to fire services and the like.

Uses along Corrimal Street, a busy north-south access road, features retail along its entirety on the eastern side (Dwyers site) and a combination of retail, residential entrance, commercial office entrance and tavern, with minimal allocation to fire services and the like.

Burelli Street features retail along its entirety to the east of Corrimal, with exception to the necessary vehicular access, and the tavern to the west of Corrimal Street. A portion of the retail use to the east will be converted to Hotel reception in conjunction with the Stage 2 development.

In all instances, activation of the street frontage at ground level has been maximised as required by Council's City Centre Plan. Only minimal activation of Town Hall laneway is possible, due to the need to service the Oxford site, however, this is considered acceptable where it is a minor portion of the entire perimeter and where it fronts a laneway, designed primarily for servicing.

Landscape Footpath Treatment

Details of landscape treatment are illustrated in the landscape plan in **Section 9.8.** The plan features landscape works around the perimeter of the Dwyers site including paving, planting and seating. These works will be constructed as part of the Stage 1 development. The Stage 1 works feature:

- 2m setback along the entire Crown Street frontage, as per DCP requirements.
- Outdoor seating associated with the row of restaurants/cafes along Crown Street.
- The use of pedestrian friendly material along the entire footpath area (including vehicle crossings) as per specifications of the Civic Improvement Plan.
- Planting of the footpath area in accordance with the specifications of the Civic Improvement Plan.
- Road widening along Corrimal Street in accordance with that recommended as part of the Traffic Report by Parsons Brinkerhoff and illustrated in the site works plan in TTW.

Works associated with future stages are subject of a landscape concept plan and feature:

- Construction of a drop-off area relating to the hotel reception off Burelli Street. Although generally discouraged by the City Centre Plan, it is noted that exception is made to uses such as Hotels. In order to minimise impact upon the pedestrian environment, the area will be paved to ensure that it remains a pedestrian dominated zone.
- Paving and planting of the perimeter of the Oxford site in accordance with the Civic Improvement Plan
- Dedication of land at the intersection of Burelli Street and Town Hall Lane to facilitate a widening of the road and ensure smooth vehicle manoeuvring.

Amenity impact upon existing public domain

The site is not located nearby any area that is considered sensitive to overshadowing and therefore not subject of any sun access plane controls of the City Centre Plan.

In general, the proposed public domain works will see a marked improvement of the public domain area adjoining this substantial site at the eastern end of the City Centre. These improvements will encourage pedestrians to travel throughout this eastern precinct and toward the beach.

10.6.2 Provision of linkages

The site is not earmarked for any proposed through-site links by the City Centre Plan. It is noted that the Town Hall laneway will undergo improvement works to ensure safe pedestrian access is available.

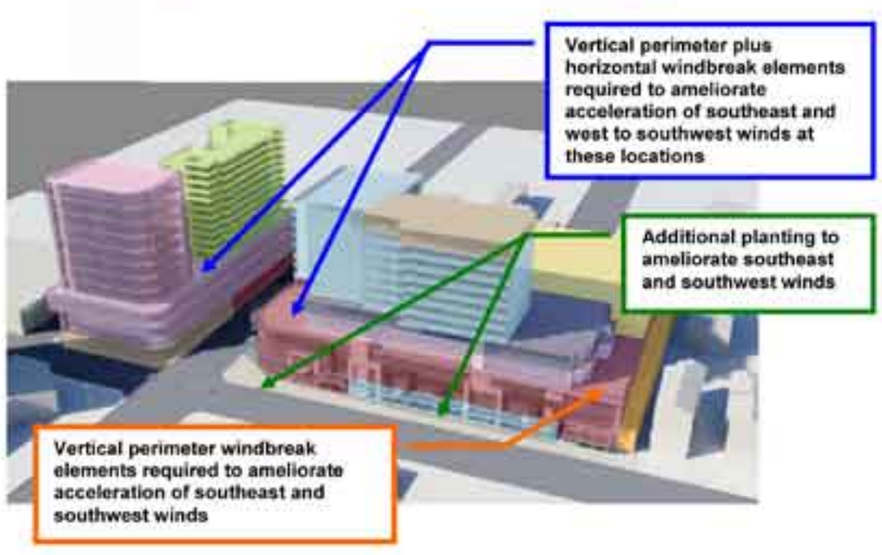
Although the proposal includes internal arcades, considered necessary for the function of the proposed retail uses, the proposal does not turn its back on the street as a consequence. All ground level facades have been activated to give priority to activation of the street.

10.6.3 Wind and reflectivity impact

A Wind Impact Assessment, including extract in relation to the Stage 1 component, has been prepared by Heggies, refer to **Appendix AF1 and AF2.** In summary, the wind expert finds:

> *'Considerable shielding exists directly adjacent to the site at low levels for southwesterly winds by buildings in the CBD area including the Wollongong Council Chambers on the opposite side of Burelli Street. Some additional shielding is provided to the west and south, however mid to upper levels of the development site are exposed to most of the prevailing Wollongong wind conditions of importance. It is likely that wind conditions on surrounding footpaths are currently generally below the 16m/sec "walking comfort" criterion with exceedances occurring on a relatively infrequent basis.*
>
> *In terms of the future wind environment with the proposed redevelopment, the following areas are noted as being of most significance:*
>
> - *Footpath locations on Burelli Street at the entry point to the Dwyers Site Hotel Lobby.*
> - *Dwyers Site Podium areas at the southeast and southwest corners of the Hotel block.*
> - *Oxford Site Podium areas in between the Office and Residential blocks.*
> - *Oxford Site Residential block balconies facing west and southwest.*
>
> *Landscaping and other windbreak treatments already included in the proposed redevelopment and proposed herein will assist in the preservation of wind amenity both at ground level surrounding the site and upper levels of the development.*
>
> *IT is noted that the actual configuration of wind treatments, eg density, height and layout of landscaping, extend of awnings, etc, would be developed during the detailed design phase of the project and could be assisted (in a quantitative manner by the use of model-scale wind tunnel testing or Computational Fluid Dynamics (CFD) 3-D modeling to accurately identify all affected areas and to develop cost-effective treatments to ameliorate adverse wind conditions.*
>
> ***On the basis of the above, it is predicted that ground level wind speeds along all surrounding public footpaths will either remain at their present levels or remain below the standard 16m/sec walking comfort criterion level with the addition of the proposed redevelopment.'***

A summary of windbreak treatments to mitigate adverse wind flow so that the resulting wind environment complies with standard Council Wind Acceptability guidelines are illustrated in the graphic below. These recommendations are to form a condition of consent as outlined in the Statement of Commitments in **Section 10.**



A Reflectivity Assessment has been prepared by Heggies in relation to the Stage 1 component, refer to **Appendix AG.** This assessment finds that:

> *'The Reflectivity Analysis of the development shows that there will be no glazing elements within the development facades which are capable of causing adverse glare events at surrounding locations for motorists (disability glare) under any condition, including off the development's curved glazed façade at the corner of Crown and Corrimal Streets.'*
>
> *The analysis has also shown that the development's facades will not create pedestrian discomfort glare under any reflection conditions. A potential glare issue was identified in the analysis for reflections off mid-heights of the development's curved glazed façade at the corner of Crown and Corrimal Streets impacting on pedestrians with a line-of-site to the east, ie waiting to cross Corrimal Street at the Crown Street and Corrimal Street lights.*
>
> *However, the proposed development incorporates a Level 2 awning (refer Figure 2) running along the perimeter of the Corrimal-Crown curved façade section of similar dimension to the development's Level 1 awning. This awning will eliminate any potential pedestrian discomfort glare condition.*
>
> ***In summary, through a combination of choice of glazing, façade design, façade orientation and surrounding thoroughfare orientation, no facades of the development will produce reflections causing either disability glare for passing motorists or unacceptable discomfort eye glare for passing pedestrians.'***

The recommendation of the Reflectivity Assessment has already been incorporated in the detailed elevations of the Stage 1 Project Application.

PART B: KEY ISSUES SPECIFIC TO THE PROJECT APPLICATION

10.7 Consistency of the Project Application (Stage 1) with the Concept Plan

The Project Application for Stage 1 has been lodged concurrently with the Concept Plan for all three stages and therefore is entirely consistent.

The Stage 1 Project Application design is consistent with that approved in relation to the existing deferred commencement consent issued by Council pursuant to Part 4 of the Act. The design includes the design development required by the deferred commencement conditions.

10.8 Architectural, Building and Urban Design Impacts

10.8.1 Streetscape, view corridors and heritage impact

Important view corridors to be considered include those vistas looking east along Crown Street and Burelli Street as outlined in the City Centre Plan.

Crown Street vista

The vista down Crown Street looks past the site from the existing café precinct toward the Beach. This vista has been computer modelled and included below.

EAST VISTA DOWN CROWN STREET

The important elements in this streetscape include the two storey street facades of the existing buildings west of Corrimal Street (the café precinct). This area is a Special Character Area as prescribed by the City Centre Plan and as such an assessment has been made against the provisions of the DCP, refer to **Appendix K**. The assessment finds that the proposal accords with the Special Character provisions. It is noted in particular, that the street façade of the building on the Oxford site has a height and setback equivalent to the recently constructed 'Platinum' building adjacent.

Burelli Street vista

The other important view corridor mentioned in the City Centre Plan is that looking along Burelli Street. This vista has been computer modelled and included below.

VIEW WEST ON BURELLI STREET

The illustration shows an existing predominant building in the streetscape being the Council Administration building diagonally opposite. The tower of the existing administration building opposite ensures that the proposed Stage 1 tower form is not out of context, despite it being slightly higher. The overriding factor in the circumstances should be compliance of the proposal with the prescribed building envelope, particularly in relation to overall height and setback to the street.

Heritage considerations

The Heritage Impact Statement by NBRSP includes an assessment of the impact upon the Special Character Area and nearby heritage items: the Comelli Bros Building on the corner of Crown and Corrimal Street and the California Flats at 7-9 Burelli Street, opposite the site. The assessment concludes,

In relation to the Special Character Area considerations:

> *'The Oxford Hotel site which forms Stage 3 of the Concept Plan is within Special Character Area 4 of the Wollongong City Centre Development Control Plan 2007. The proposed scheme complies with the street level mixed use, scale, siting and architectural form provided for in the DCP with the street parapet height consistent with the two storey character of the street and the overall building height complying with the provisions of the LEP. As the proposed development is a new infill building it is not desirable to mimic the late Victorian details seen elsewhere in the street, but to have the new buildings as identifiable as new buildings. The materials and finishes selected for the Stage 3 Project Application. Signage of a consistent character will also be provided as part of that stage's Project Application.*
>
> *The Concept plan and its planned Stage 3 either satisfy the objectives of Special Character Area 4 or are capable of satisfying those objects in further detailed design for the relevant Project Application.'*

In relation to heritage significance in general:

> *'Given the nature and level of heritage significance of the adjacent Comelli Bros Building heritage item, together with the provisions for development on the site and that the development is neither in nor near a Heritage Conservation Area, we believe the proposed scheme is acceptable in heritage terms'*

To ensure acceptable heritage impact, the NBRSP recommend that the detailing of the Oxford site façade as it fronts Crown Street in a sympathetic manner to the Special Character Area. It is appropriate for details to be provided and assessment undertaken in the context of the future Project Application for the Stage 3 component.

Façade presentation

In terms of façade detailing, the Crown Street façade of the Stage 1 component has been designed to include shopfront openings of a width and rhythm that would suggest a continuation of the existing shopfront form to the west of the site. The addition of outdoor seating along the street would introduce a welcome element of street activity and liveliness to the precinct.

The façade along Burelli Street would also present as a series of shopfront components particularly at the second storey level. Ground level would be allocated to the hotel, the larger scale detailing consistent with those public administration buildings located further to the west.

Relationship to adjoining properties

The other important relationship of the Stage 1 component with the adjoining properties relates to the adjoining residential flat buildings directly to the east. The scale and setbacks of the proposal has been designed to relate to that of the adjacent buildings and ensure minimal visual impact and amenity impact. The street façade of the Stage 1 component is three storeys and of a comparable scale to the parapet height of the four storey residential building to the east fronting Burelli Street. In relation to Crown Street, the four storey street parapet height is considered to be of a comparable scale to the Comelli Bros Building opposite (one storey higher), noting that façade detailing presents a parapet that is consistent in height. In general, the scale is consistent with the building envelope guidelines of the City Centre Plan and therefore consistent with the future character of the area.

In relation to side setback, the three to four storey podium has been setback at nil for the first storey and between 4.0m to 5.4m above, to minimise amenity impact from overshadowing. The nil setback of the loading dock area up to the first storey is less than the 3m guideline requirement, however, it is considered more appropriate to build to the boundary for the following reasons:

- Avoid the creation of a 3m 'dead' space that would be difficult to maintain.
- There are no openings along the wall and no privacy impact would result.
- The height of the wall on the boundary would be relatively smaller and comparable to the respective four and two storey elevations of the adjacent residential flat buildings.
- Construction to the boundary is considered appropriate for a commercial podium located in the City Edge Zone.

In summary, the side setback is considered to represent an efficient use of area which will be without unreasonable amenity impact.

10.8.2 Residential amenity – privacy, views and overshadowing

Being located within a Mixed Use Zone, the residential properties adjacent to the site are limited to those directly adjacent to the west: four storey and two storey residential flat buildings fronting Burelli and Crown Streets respectively; and those diagonally opposite on Burelli Street including the California Flats at 7-9 Burelli Street. The remainder of properties, including those directly opposite to the south which would be most affected by shadow, are all commercial and community related uses.

Privacy

The adjacent residential buildings are all located to the east. The development has been designed with an articulated blank wall facing east with the principal orientation to the street north and south. As a result the Stage 1 component will not have any direct impact upon privacy due to overlooking. The only opportunity for overlooking would be from the terrace to the offices at level 4. However, given the likelihood of the office (or future conference area) being used throughout business hours, conflict with the adjacent residential use would be minimal.

Views

The prevailing views in the precinct are looking to toward the beach, noting also that the City Centre DCP does not feature any significant view lines over the site. Being located toward the west of the nearest residential properties, there would be no impact on views.

Overshadowing

Overshadowing diagrams have been included in **Section 8** of the report. It is noted that the City Centre Plan and the Residential Flat Design Code does not have any specific guidelines in relation to overshadowing in terms of impact upon adjoining properties. Despite this, it is considered relevant to look at overshadowing in terms of site orientation and impact upon access to northern light. The site is located to the west of the nearby residential properties and therefore will not have any impact upon direct sunlight access to the north. All residential properties will remain unaffected by the proposal until after lunch in the middle of winter. This is considered to be a reasonable level of impact in the context of the Mixed Use (City Edge) Zone.

10.9 Car Parking, Access and Servicing

10.9.1 Car Parking, bicycle parking and accessible parking

Parsons Brinkerhoff have undertaken a detailed review of car parking, bicycle and accessible car parking provision as part of their Stage 1 Traffic and Parking Assessment, refer to **Appendix Q1**.

In relation to parking and bicycle provision, assessment has been made against the prescribed DCP guideline rates. In accordance with an assessment table in the Parsons Brinkerhoff report, the proposed car parking requirement would be 1,052 spaces. The car parking numbers have been adjusted to ensure compliance with this figure.

It is noted that the required 62 bicycle parking spaces have been allocated in areas close to the entry points at Basement Levels 1 and 2.

In relation to circulation, a number of improvements to the initial draft plans were identified. These improvements have been incorporated into the final plans submitted with this application. In summary:

- *'many aisles have been modified to become one-way lanes. This will improve the efficiency of the internal circulation and will also reduce crash conflicts. The one-way system will also better ensure that all available parking spots are passed by circulating traffic.*
- *The modified entry ramp from Burelli Street will lead traffic directly to basement level 2 and hence improve the utilisation rate for lower floors.*
- *It is recommended that additional bicycle parking spaces be sought by using void spaces beneath ramps as well as the new void space created by the removal of 26 car spaces beneath the low ceiling on basement level 1.*

The Stage 1 plans have been amended in this fashion to maximise bicycle parking and the area with low ceiling height is to be utilised for water retention.

In relation to accessible parking spaces, the assessment of Morris Goding **(refer to Appendix V1)** confirms that a satisfactory number of spaces have been provided and that they have been located in an appropriate location.

10.9.2 Access and servicing (loading)

The access and loading dock arrangements for the Stage 1 component have been designed to ensure smooth movement of large vehicles through the site and manoeuvring on site without excessive turning movements. All servicing vehicles (including semi-trailers) can enter the site off Crown Street, reverse into the diagonally aligned loading docks and exit in a forward direction. This would include waste vehicles for which specific areas have been allocated. Waste collection is further discussed in **Section 10.12.3** and the Waste Management Plan by JD Macdonald at **Appendix U1.**

Parsons Brinkerhoff conclude in their report at **Appendix Q1** in relation to loading:

> *'The geometry and layout of the loading dock appear to be adequate. It is noted that the loading dock will act as a one-way (southbound) lane where trucks and other delivery vehicles will be required to enter from Crown Street, travel southbound, then reverse into the bays. Following loading/unloading, the vehicles would then leave the loading dock in a southbound forward direction and leave via Burelli Street.'*

10.10 Construction Impacts

A comprehensive Construction Management Plan (CMP) has been prepared by Belmorgan Property Development. This CMP includes:

- A construction methodology and timeline.
- Amenities provision.
- Materials handling on site.
- Site safety, public protection and traffic management.
- Environmental and Waste Management.

The Construction Management Plan is attached at **Appendix T**. A condition has been included in the Statement of Commitments in **Section 11**, requiring construction to be in accordance with this Plan.

An erosion and sediment control plan has been prepared by TTW, refer to **Appendix Z.**

10.11 ESD

The City Centre LEP and DCP both include heads of consideration and provisions in relation to Ecologically Sustainable Development. An ESD report has been prepared by Heggies that responds to these considerations, refer to **Appendix H.**

In summary, the report finds:

> *'It is evident that the design of the Dwyers-Oxford Site Re-Development has been mindful of ESD aspects, particularly in relation to the features detailed in Wollongong Council's LEP 2007, covering the following areas of interest:*
>
> - *Greenhouse Gas Reduction*
> - *Embodied Energy in Materials and Building Processes*
> - *Building Design and Orientation*
> - *Passive Solar Design and Day Lighting*
> - *Natural Ventilation*
> - *Energy Efficiency and Energy Conservation*
> - *Water Conservation and Water Re-Use*
> - *Waste Minimisation and Recycling*
> - *Reduction of Car dependence*
> - *Potential for Adaptive Re-Use*
>
> *Many energy efficient and sustainable design elements are planned for the re-development, including:*
>
> - *High levels of cross-ventilation, natural light and solar access exposure.*
> - *Well-recessed glazing to enable horizontal shading to most glass.*
> - *Higher performance glazing in critical areas.*
> - *Incorporation of thermal mass.*
> - *Water efficient bathroom and kitchen fittings.*
> - *Energy efficient lighting options*
> - *Gas-fired solutions for hot water*
> - *Individual controls for heating and cooling and thermal zoning design*
> - *Rainwater /stormwater catchment tanks for water re-use.*
>
> *These features will help to achieve significant reductions in the energy and water required by the development both in building and operation, as well as ensuring that both the apartments and hotel rooms are more pleasant spaces to reside.*
>
> *In addition, this ESD assessment recommends a number of measures to be considered with respect to the building envelope, air conditioning and ventilation, lighting and water efficiency, construction and commissioning aspects. These are outlined in Table 3.*
>
> *The adoption of these ESD attributes in the design and delivery of the re-development will further enhance the significant ESD outcomes for the facility and for the local surrounding community already planned.*

Table 3 Summary of the ESD Features Already Planned and Recommended for Consideration

ESD Element	Planned Feature / Recommended Feature
Glazing type	*Utilise glazing with a shading coefficient of approximately 0.6 on unshaded east facade of the residential tower. Low-e treated glass should also be considered.*
	The restaurant should utilise glazing with a shading coefficient of a maximum of 0.6, and should be low-e treated
	Curtains or closed weave blinds should have pelmets installed or be well-fitted within the reveals
Building Envelope	*R2.5 bulk insulation in all roofs (above the slab if possible)* *R1.4 total roof/ceiling system insulation where habitable rooms are below mechanical plant rooms*
	Total wall system insulation to a minimum of R1.4 (including spandrels)
Air conditioning	*Variable speed drive fan should be considered in the cooling tower design*
Mechanical Ventilation	*Consider the use of a variable speed drive fan linked to a carbon monoxide sensor for carpark ventilation*
Lighting	*Maximise the use of compact fluorescent downlighting in place of halogen downlighting, and sodium, metal halide or fluorescent lighting in communal areas.*
Appliances	*Fridge spaces should not be fully enclosed where possible*
Process Issues	*Design and quality assurance checks and on-site quality assurance be put in place*
Water Efficiency	*The use of 4A 4.5L / 3L dual flush toilets should be investigated*
	All available podium level end water uses should be considered as part of the rainwater reticulation system
Water Re-Use	*Large Rainwater / Stormwater tanks in both components of the development.*

10.12 Utilities and Services

10.12.1 Water Services

Application has been made to Sydney Water for a Section 73 Certificate in relation to the development, refer to correspondence at **Appendix AA**. A condition has been included in the Statement of Commitments in **Section 11**, requiring amplification and sewer main relocation works to be undertaken in accordance with Sydney Water requirements.

10.12.2 Electrical services

Application has been made to Integral Energy in relation to the development, refer to correspondence at **Appendix AB.** A condition has been included in the Statement of Commitments in **Section 11,** requiring works to be undertaken in accordance with Integral Energy requirements.

It is noted that provision for substations has been made at the ground floor of each of the Dwyers and Oxford sites.

10.12.3 Operational Waste Management

A Waste Management Plan (WMP) for the Stage 1 proposal and the overall concept has been prepared by J.D. MacDonald dated September 2007, refer to **Appendix U1 and U2**. The Waste Management Plan pertains solely to the operation of the proposed development. The WMP outlines measures to achieve the following purposes:

- Avoid the generation of unnecessary waste;
- Minimising the quantities of wastes generated ending up as landfill;
- Recovering, reusing and recycling waste generated on site where possible; and
- Compliance with any codes and policies that may apply to the proposed development.

The WMP recommends that:

‘*dedicated compactors be used for general and recyclable waste for retail and commercial tenants.*

- *A dedicated refrigerated garbage room for food putrescibles waste will be provided.*
- *Major tenancies to implement and manage their own waste management systems, equipment and collections.*
- *It is proposed that 1100L mobile garbage bins be used as a recommended size but tenants may nominate a more appropriate size for their particular use.*
- *Daily collection cycle is recommended for putrescibles waste generated but can be modified to suit the tenant’s particular needs.*
- *A waste caretaker to be employed to manage the waste management system for the Stage 1 development.*

The above recommendations will form a condition of consent included in the Statement of Commitments at **Section 11.**

10.12.4 Telecommunications

As outlined in the Electrical and Communication Services Report by Jim Hatz and Associates, requirements have been submitted to Telstra for information, refer to **Appendix W.**

10.12.5 Gas

Preliminary contact has been made with the gas provider by Hughes Trueman. Hughes Trueman have prepared a Hydraulic and Fire Services report which discussed gas services, refer to **Appendix AC.**

10.13 Building Code of Australia

A Building Code of Australia Capability Report has been completed for both the Stage 1 component and the overall concept, refer to **Appendix AD.**

The report concludes that the proposal:

> *'…will, in our opinion, comply with the Building Code of Australia (BCA) and relevant adopted standards.'*

10.14 Safety, Public Areas and Pedestrians

10.14.1 Safety

An assessment in relation to Crime Prevention and Assessment of Development Applications 2001 (CPTED) has been undertaken and is attached at **Appendix AH.**

This assessment concludes:

Key Discussion – Wollongong Crime Profile

A crime and safety assessment was prepared by Urbis titled "Dwyers Site, Crown Street Wollongong – Crime Prevention Through Environmental Design Assessment, September 2007". The findings of the Crime Prevention Through Environmental Design (CPTED) assessment are discussed below.

The proposed development is located in the Wollongong City Centre which is within the Wollongong City Council Local Government Area (LGA). The crime figures discussed in this section of the report are those crimes that have been reported by the NSW Police, not necessarily all crimes committed in the Wollongong LGA. Levels of crime are sensitive to the willingness or ability of people to report crime, levels and nature of policy activity and actual levels of criminal activity.

Driving offences (exceeding speed limit and other regulatory driving offences) and malicious damage to property were the most regularly reported crimes identified in the Wollongong LGA over the last 12 months. This was followed by transport regulatory offences, theft (break and enter – dwelling), theft (steal from motor vehicle) and assault (non-domestic violence related) as noted by the NSW Bureau of Crime Statistics and Research (BOCSAR) 'Crime Tool', which considers the incidence and trends of selected crime by LGA.

The recorded crime incidences mentioned above are of significance for the proposal. The measures that would be recommended, as a response to the above incidences would include:

- *secure car parking faciliities;*
- *passive surveillance;*
- *active surveillance;*
- *anti-graffiti measures; and*
- *anti-vandalism measures.*

The incorporation of these recommendations into the design would aim to ensure that the proposed development does not become attractive to perpetrators of these types of crime.

Rates of crime in the LGA have been either stable or have fallen in the period 2002 - 2006. The following recorded crimes were stable during the 2002 – 2006 period; assault , sexual offences , robbery without a weapon, robbery with a weapon not a firearm and fraud. The number of recorded incidences in 2006 for the above crimes was 1133.6, 135.6, 60.3, 34.3 and 460.5, respectively (rate per 100,000 population).

Break and enter – dwelling (805.1) and non-dwelling (494.3), steal from dwelling (373.7), steal from person (160.6), steal from retail store (286.4), steal from motor vehicle (716.2) and motor vehicle theft (449.1) rates have decreased during the period of 2002-2006 (rate per 100,000 population).

Refer to the crime and safety assessment report prepared by Urbis for full details on recorded criminal incidences from 2002-2006 in the Wollongong LGA and for NSW.

Key Recommendations

The key recommendations that were cited in the CPTED assessment report prepared by Urbis are listed below.

<u>All entries</u>

- *All entrances and exits should be clearly signposted.*
- *Lighting in all entry areas should comply with the relevant Australian Standards.*
- *A CCTV should be installed to provide surveillance over pedestrian paths into the centre.*
- *Loading docks*
- *Clear signage identifying loadings dock areas is to be displayed in the development.*
- *Clear signage restricting public entry into loading dock areas, should be displayed.*
- *Install CCTV at entrance to loading dock facing inwards toward loading dock. It needs to be of high enough quality to get facial recognition. The CCTV must be constantly monitored.*
- *All centre pedestrian doors connecting the loading dock with internal areas of the shopping centre are to be locked at all times with authorised staff holding a key to these exits.*
- *Loading dock areas are to be differentiated with a concrete finish, with the surrounding road surface finished with asphalt, to discourage public traffic access.*

<u>ATMs</u>

- *The location of any ATMs within the shopping centre should be selected in compliance with the above criteria.*
- *Entrapment spots and blind corners*
- *Installation of convex mirrors placed on the corner to the right and left of the loading dock entrances.*
- *All doors connecting the loading docks areas with goods holding areas and internal spaces within the development should be demarcated as staff only areas and be locked when not in use.*
- *There should be a clear delineation between public and private access areas. Clear definition of space avoids confusion about appropriate activities and behaviour in the different areas.*
- *Entrance and exit points to service corridors should remain locked at all times.*
- *External corners at ground level will require convex mirrors installed to allow pedestrians circulating the building the opportunity to see around the corner prior to turning.*
- *All stair well doors exiting at street level and the car park area are to provide a shatter proof window to allow pedestrian's the opportunity to see if there is someone on the other side of the door before opening.*
- *Stairwells provide opportunity for possible entrapment. The proposal has many stairwells (for fire escape purposes) which may provide a potential for hiding places. Stairwells are to have convex mirrors internally placed to ensure that pedestrians using those spaces can either see in front or behind them.*

Public toilets

- *The toilets in the proposal are considered possible points of entrapment. Toilets located in a corridor on their own are to be avoided.*
- *Location of public toilets should be in accessible and activated public areas, rather than in isolated locations or at the end of long corridors with limited surveillance.*
- *Dual* entry/exit points from public toilets are recommended to avoid potential areas of entrapment.

Car parking

- C*lear signage is erected which indicates traffic direction and pedestrian access in all car parking areas. Signage should be strategically positioned within car parking areas, to facilitate ease of viewing for drivers in all parking bays.*
- *Clear signage is erected which details security measures and reminds people to lock and remove valuables from vehicles in all areas.*
- *Pedestrian access routes are highlighted with higher lighting levels than those installed in the general parking area, making pedestrian routes clearly identifiable throughout all parking areas.*
- *Regular security patrols of the car park area are undertaken, and that these are included in any security plan for the development.*
- *Regular gardening is undertaken at the perimeter of the development to ensure that foliage does not obscure sight lines and complies with CPTED requirements.*
- *Installation of CCTV cameras to survey entry points to the centre.*
- *Accessible car parking places are designed in accordance with AS1428.1-Design and Access for Mobility.*
- *Provide signage so shoppers can locate their cars quickly.*
- *Treatment of the car parking face will need to discourage congregation of groups, should be well maintained and lit.*
- *CCTV cameras are installed in all car parking areas.*
- *Basement car park ceilings and walls are to be painted in light colours, preferably white to increase visibility and to reflect as much light as possible.*
- *Basement car park columns are to be painted in dark colours to maximise sight-lines through the car park.*
- *Consider the construction of a 'night parking area', distinguished by different colours and signage. By concentrating customers in one area during low traffic times (ie. during extended trading times), the effects of natural surveillance can be* maximised.

Please refer to attached CPTED assessment for full recommendations.

Conclusion

The crime and safety assessment has considered the proposed development in relation to CPTED principles and practice, available policy and literature, crime data and stakeholder interviews. To improve safety outcomes for the users of the proposed development, recommendations have been provided where appropriate.

The consideration and adoption of these recommendations will improve the perception of safety and minimise the incidence of crime at the development and within its immediate vicinity. The proposed development will generate more activity in the area and give more ownership over a site which is currently used for predominately car dealership purposes. The site is located within the Wollongong city centre which attracts a range varying activities mainly for retail, commercial and entertainment purposes. The latter may attract undesirable activities. The main hours of operation of the site would be seven days a week during the day, and part of the evenings, which would further increase the opportunity for natural surveillance and ownership of the area. Increased activity will bring increased vehicle and pedestrian traffic into the area.

The recommendations contained within this report will ensure that the proposed development will seek to design out the potential for crime on the site and consider safety issues in the operation of the proposal. It is further recommended that due consideration be given to crime and safety issues once the design has been finalised and that the development of security and management practices be established in order to reduce the incidence of crime. This should be considered with each stage of the proposed development.

Additionally, it is recommended that detailed consultations be undertaken with the NSW Police, Council (SCAT) and key stakeholders in the community once the proposal is lodged with the consent authority, to ensure that all potential crime and safety issues are addressed accordingly. Please refer to CPTD assessment for the recommended process for further consultations.

These recommendations have been included as recommended conditions in the Statement of Commitments at **Section 11.**

10.14.2 Accessibility

An Accessibility Review has been completed by Morris Goding Accessibility Consultants for both the Stage 1 component and the overall concept, refer to **Appendix V1 and V2.**

The Accessibility Review addresses the appropriateness of the proposed development in regards to the requirements set out in the AS1428 series, Building Code of Australia (BCA), and the Commonwealth Disability Discrimination Act (DDA).

The building has been reviewed to ensure that ingress and egress, paths of travel; circulation areas, car parking, communications, toilets comply with relevant statutory guidelines.

In general, the development has accessible paths of travel that are continuous throughout. In line with the reports recommendations, the proposed development has demonstrated a reasonable degree of accessibility. The Development Application drawings indicate that compliance with statutory requirements, pertaining to site access, common area access, accessible parking and accessible sanitary facilities, can be readily achieved.

The report makes a series of recommendations to ensure compliance with the relevant standards. These recommendations have been included as recommended conditions in the Statement of Commitments at **Section 11.**

10.15 Noise impact

An Acoustic Assessment has been completed by Heggies for both the Stage 1 component and the overall concept, refer to **Appendix I1 and I2.**

In relation to the Stage 1 component the assessment:

'The acoustic assessment of the Dwyers-Oxford Site Redevelopment has included a review of the Stage 1 component of the project (the Dwyers Site podium). The sources of noise emission identified as being of potential acoustical significance are:

- *Mechanical plant and equipment*
- *Loading Dock*

In Heggies Report 10-5947-R1 it was noted that mechanical plant, such as air conditioning and refrigeration condensers and exhaust fans associated with the proposed redevelopment, has the potential to impact on nearby residential properties.

From the results of ambient noise surveys conducted at the site, appropriate noise criteria have been established based on the Department of Environment and Conservation (DEC) Industrial Noise Policy (INP) – refer Heggies Report 10-5947-R1, Section 3.1.1, Table 1.

Noise emissions from mechanical plant operation will be controllable by common engineering methods typically consisting of:

- *Silencers*
- *Acoustic louvers*
- *Variable speed controls*
- *Barriers*
- *Acoustically lined ductwork*

The selected mechanical equipment must be reviewed and assessed for conformance with established criteria at the detailed design stage of the project when specific plant selection and location is determined.

Noise emissions from the loading dock facility associated with the Stage 1 development will require further review to determine whether the implementation of additional controls into the detailed project design is required.'

In relation to the overall concept, the assessment:

'Heggies Pty Ltd has conducted an acoustic assessment of the Concept Design proposed for the redevelopment of the Dwyer-Oxford Site in support of the integrated Development Application submission to Wollongong Council.

The scope of the assessment includes the impact of existing noise on the amenity of the proposed residential components of the development, provides criteria for noise emission from the development and establishes sound insulation requirements between residential apartments.

The key findings of this assessment are as follows:

***Mechanical Noise Emission** – Specific plant selections have not been made at this stage of the project. This issue is to be reviewed at the detailed design stage to ensure that compliance with the established criteria is achieved at all residential receivers.*

***Road Traffic Noise Intrusion** – Measured external noise levels indicate that it will be necessary to consider location and orientation of noise sensitive areas, and the incorporation of improved glazing, in order to satisfy the proposed internal noise criteria. These recommendations are typical for a residential development in an urban area affected by road traffic noise. This issue should be reviewed at the detailed design stage to ensure that compliance with noise criteria will be achieved.*

***Sound Insulation Requirements** – Compliance with the sound insulation requirements of BCA 2007 are to be achieved by the residential components of the proposed development.*

These recommendations have been included as recommended conditions in the Statement of Commitments at **Section 11.**

11 Draft statement of commitments

Public Domain Improvements

- A special levy of 1% of the cost of the development be paid for the purpose of contributing to public domain improvements. In addition a levy of 2% of the cost of the portion of the development located with the Commercial Core Zone (the Oxford Site Stage 3) also to be paid.

  This payment to be made prior to release of the construction certificate for the various stages of each development. Payment may also be made through payment in lieu for public domain works to be undertaken by the proponent.
- Public domain improvements will be undertaken in accordance with the landscape plans by Taylor Brammer drawing No.s LC01 and LC02.

Public Art

- Public will be provided on the south-eastern corner of Crown and Corrimal Street. Details -of the public art shall be provided and construction completed prior to the release of the occupation certificate.

Water services

- A Section 73 Certificate shall be obtained from Sydney Water and sewer main relocation and amplification works are to be undertaken in accordance with Sydney Water requirements.

Accessibility

- The applicant will ensure that the following commitments are implemented throughout the design process.
  - (i) Ensure retail, restaurant, office, cinema doorways have appropriate clear widths of 850mm in accordance with AS1428.2.
  - (ii) A direct clear pathway (1200mm from front of cars) needs to be made available from the level 1 basement accessible car bays to the entrance of the Mini Major
  - (iii) Retail entry stair from Crown Street needs handrails in accordance with AS1428.1 and tactile ground indicators in accordance with AS1428.4. Signage to be provided to other main entrance within Mall.
  - (iv) Emergency warning systems should include audible and visual warnings and signals to assist people with sensory disabilities.
  - (v) Ensure all fire doors have a clear width of 850mm (920mm door leaf) to allow wheelchair access into fire rated corridors
  - (vi) The access corridors leading to the accessible WCs on levels 1 & 2 should have a width of 1800mm.
  - (vii) Ramps on level 1 need to have handrails and TGSI that comply with AS1428.1 and AS1428.4.
  - (viii) The area in front of the door of level 1 accessible WC is required to be level.
  - (ix) In the 4 restaurants with mezzanines, widen stairs to 1500mm to allow future installation of stair platform lift
  - (x) The BCA requires that 8 hotel rooms are accessible. The draft DDA Premises Standards requires 9 accessible guest rooms.
  - (xi) The numbers of wheelchair seating areas within each cinema should be provided according to the draft DDA Premises Standards. Cinema 2 will need larger seating platform to accommodate wheelchair users.
  - (xii) Provide Tactile Ground Indicators (TGSI) at all travelators on all levels, as specified in AS1428.4
  - (xiii) All lift cars require appropriate height control panels and internal handrails to comply with AS1735.12
  - (xiv) All lift lobbies require audio/visual lift arrival indicators and suitable call buttons as specified in AS1735.12
  - (xv) Provide an accessible toilet on level 3 retail. The accessible toilet needs to comply with AS1428.2.
  - (xvi) Provide an accessible toilet within the cinema area of level 4. The accessible toilet needs to comply with AS1428.2.
  - (xvii) Provide a minimum clear width of 850mm (920mm door leaf) at accessible toilet doors.
  - (xviii) Provide a mixture of left hand and right hand transfer toilet pans (e.g. level 1 WC to have pan on right hand wall, level 2 WC to have pan on left hand wall etc…)
  - (xix) Provide vertical clearance of 2.5 metres at all accessible car bays and a clearance of 2.3 metres leading to the accessible car bays.
  - (xx) Ensure the illumination levels comply with AS1428.2
  - (i) Provide way finding signage to direct people to facility entrances, accessible toilets, lifts, accessible car parks
  - (ii) Signage to comply with BCA part D3.6. The signs to male, female and accessible toilet should have raised pictogram, text have braille included.
  - (iii) Provide appropriate vertical signage indicating terms of parking in a bay for people with disabilities (reference AS 2890.6)
- A further accessibility review will be submitted in conjunction with the Project Applications for the subsequent Stages 2 and 3.

Acoustic impact

- In relation to the Stage 1 component, a further acoustic assessment shall be undertaken to ensure the mitigation measures in relation to mechanical plant, equipment operation and the loading dock as outlined in the Heggies Report, are implemented. This further report shall be submitted with the Construction Certificate.
- In relation to Stages 2 and 3 a further acoustic assessment shall be undertaken to ensure the mitigation measures in relation to mechanical plant, road traffic intrusion and sound insulation as outlined in the Heggie Reports, are implemented. This report shall be submitted with the Construction Certificate for those stages.

Road widening Land dedication

- Land will be dedicated along the eastern side of Corrimal Street to effect widening of the road in accordance with the recommendations of the traffic report by Parsons Brinkerhoff and site works plan by TTW C1000 P2. The dedication of land and road works shall be completed in conjunction with the Stage 1 construction works and prior to the issuing of an occupation certificate for Stage 1. Works associated with the Stage 3 component at the intersection of Burelli Street and Town Hall Lane will be completed prior to the completion of the Stage 3 component.

Remediation and Validation Plan

- A revised and expanded Remediation and Validation Plan relating to the Oxford site will be prepared and submitted with the Project Application for the Stage 3 works. The Plan will include a risk assessment in accordance with the Department of Environment and Conservation's Approved Methods for the Modelling and Assessment of Air Pollutants in NSW; Workcover's Occupational Health and Safety Requirements; SEPP 55 and Managing Land Contamination Planning Guidelines (Department of Planning and EPA).

Construction management plan

- Construction will take place in accordance with the Construction Management Plan dated 6 September 2007 by Belmorgan Property Development.

Waste management

- Waste management will take place in accordance with the Waste Management Plan dated September 2007 by JD Macdonald. In particular the following will occur:
  - 'dedi*cated compactors be used for general and recyclable waste for retail and commercial tenants.*
  - *A dedicated refrigerated garbage room for food putrescibles waste will be provided.*
  - *Major tenancies to implement and manage their own waste management systems, equipment and collections.*
  - *It is proposed that 1100L mobile garbage bins be used as a recommended size but tenants may nominate a more appropriate size for their particular use.*
  - *Daily collection cycle is recommended for putrescibles waste generated but can be modified to suit the tenant's particular needs.*
  - *A waste caretaker to be employed to manage the waste management system for the Stage 1 development.*
  - *Signage*
- Details of signage shall be integrated into the design of the building. A separate application shall be submitted for signage.

Wind impact mitigation

- Wind amelioration measures for **Stages 2 and 3** will be included into the design of the future Project Application for these stages in accordance with that detailed in Section 10.6.3 above and the Wind Impact Assessment by Heggies.

Unit mix

- The final residential unit mix will be detailed in the Stage 3 Project Application. This mix will feature a minimum of 10% one bedroom units and 10% three bedroom units.

Vehicle access

- The recommendations of the Parsons Brinkerhoff Traffic and Parking Assessment in relation to the Stage 3 development be incorporated into the Project Application for that component. In this regard, in conjunction with the proposed road widening at the intersection of Burelli Street and Town Hall Lane, ban entry into Townhall Place for all articulated trucks but allow right-turn entry and exit by service vehicles.
- All road works associated with the Stage 1 development as detailed in the Site Works Plan C1000 P2 will be completed in conjunction with the Stage 1 construction works and prior to the issuing of an occupation certificate for Stage 1.

Safety and security

- Recommendations of the CPTED assessment by Urbis dated September 2007 are to be implemented and a safety and security report detailing such will be submitted prior to release of the construction certificate. This report will detail the process of the recommended further consultation.

Awnings

- Awnings to be a minimum of 3.3m sofit height, low profile eaves (less than 300mm), setback 1.2m from kerb and approximately 2.4m deep.
- Awnings to be under-lit to encourage night use.

ESD

- A further ESD report will be prepared by an ESD expert to ensure the compliance of the development with the relevant BASIX Residential targets (in relation to the Stage 3 component) and ABGR Commercial targets (in relation to all other stages) mandated in the City Centre DCP 2007. The report will be submitted prior to the release of the Construction Certificate for each stage.

Public transport

- A new eastbound bus stop will be located on Burelli Street to the west of Corrimal Street located outside the Burelli Street pedestrian access point. Street furniture and signage required for the bus stop shall be detailed in accordance with the Civic Improvement Plan and other Council requirements. Details of the works shall be submitted for approval prior to the release of the construction certificate for the Stage 1 development.

12 Conclusion

Assessment of the Concept Plan and Stage 1 Project Application against the Director General's Requirements issued under Part 3A of the Act finds that the proposal is:

- A substantial economic investment in the future of Wollongong City and an important step in its revitalisation.
- Of major benefit to Wollongong City where it rectifies a number of identified deficiencies in the retail mix of the City, including: a lack of a DDS, inadequate representation of supermarkets, and no contemporary large scale cinema.
- Well integrated as an overall concept including the neat integration of the approved Stage 1 component with the Stage 2 hotel above.
- In a highly accessible location on the main street within the City Centre and through enhancement of the Crown Street and Burelli Street public domain, facilitates the desired connection of the City Centre with the beach.
- Largely complying with the relevant development standards and guidelines. Where variations occur, these are considered to be minor and reasonable in the circumstances of the case.
- Assessed as having design excellence noting that the design of Stages 2 and 3 will be subject of a design competition to be undertaken at Project Application stage.
- Designed in accordance with the ESD requirements of the City Centre Plan and will meet with the ABGR and BASIX standards in particular.
- An appropriate response to the demand for commercial services in Wollongong City made evident by the accompanying economic survey data and economic impact assessment.
- An appropriate design response to streetscape context and a comprehensive site analysis, including its relationship with the nearby heritage items and the Special Character Area.
- Well designed to include articulated and active street frontages to respond to the particular character of each of the street frontages.
- Without significant impact upon the amenity of the surrounding area which is currently underdeveloped and presumably in the process of change.
- Of substantial benefit to the regional community through the creation of a significant number of jobs.

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