

CROWN STREET DEVELOPMENT APPLICATION
SUMMARY OF SUBMISSIONS

Ref No.	Submitter	Issue	Comment	Recommended Action
1	Roads and Traffic Authority (RTA)	1.1 Electronic copies of traffic generation modelling – not provided.	Electronic versions can be sent through	Electronic versions to be sent to RTA
		1.2 Justification for all trip rates in association with each proposed use – not provided.	Refer to attached letter from traffic expert	Refer to attached letter from traffic expert
		1.3 Request for concept design plans to detail location of proposed and required infrastructure.	It is unclear as to the precise nature of information required. In general, it is considered that adequate detail has been provided for the purpose of concept approval. Further detail will be provided with subsequent Project Applications.	Condition of consent
		1.4 Details of proposed bus stop relocation.	Details in relation to bus stop design can be provided for sign-off with CC details.	Condition of consent
		1.5 Adverse impacts on safety and queuing at vehicle access points including turning movements and storage details – Town Hall Place.	Refer to attached letter from traffic expert	
		1.6 Port cochere dimensions to be justified to ensure appropriate turning movement and storage capacity.	Refer to attached letter from traffic expert	
		1.7 Number and width of driveway access points across Burelli Street footpath to be minimised.	It is considered that crossings have been minimised to the extent of practicality.	
		1.8 Footpath width adjacent to hotel lobby – does not comply.	Refer to attached letter from traffic expert	
		1.9 Vehicle crossings along Crown Street should be minimised to reduce pedestrian conflict	It is considered that crossings have been minimised to the extent of practicality.	

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		1.10 Building on the Oxford site should be redesigned to avoid increasing desire of pedestrians to cross mid-block.	It is considered that proposed barrier fencing is adequate to discourage pedestrian crossing. The final configuration of the proposed stage 3 component will be subject of a design competition and issues such as entry exit points can be resolved through that process.	
		1.11 Inadequate servicing arrangements to Town Hall Place due to pedestrian safety and queuing arrangements.	Refer to attached letter from traffic expert	
		1.12 Inadequate servicing and turning arrangements for heavy vehicles on Oxford site. In particular, right turn movements and catering for 12.5m trucks without traffic control.	Refer to attached letter from traffic expert	
		1.13 Request for turning movement diagrams to be submitted in accordance with AUSTRROADS Standards.	Refer to attached letter from traffic expert	
2	Heritage Council of NSW	2.1 HIS satisfactorily addresses impacts of proposal – Condition to be included regarding management strategies of unidentified archaeological deposits.	Noted	Condition to be included in consent.
3	NSW Department of Housing	3.1 Support for residential component of the site - opportunity for affordable housing and high percentage of 1 & 2 bedroom housing stock to meet demand.	Noted, final mix and design to be subject of design competition.	
4	Letter dated 29 January 2008 (anonymous)	4.1 Economic impact upon the existing centre – development will fragment the shopping precinct.	The economic impact assessment submitted with the application addresses this issue.	
		4.2 Support for proposed hotel use.	Noted	
		4.3 Height, scale and design of development on Dwyer and Oxford Tavern sites inappropriate for locations.	The height and design fits within the parameters established by Council's planning policy, noting that the final design of stages 2 and 3 will be subject of a design competition.	

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		4.4 Development not consistent with road widening restrictions (required by RTA).	Design of road widening along Corrimal Street is consistent with RTA requirements.	
		4.5 Design of building out of keeping with the tourist area due to closed nature of pedestrian access.	The design at street level includes a high degree of openings to the street and associated café style activity – consistent with Council's policy objectives.	
		4.6 No demand for additional residential dwellings.	Actually, a submission by the NSW Department of Housing illustrates that there is increasing demand for residential dwellings, particularly for 1& 2 bedroom units, affordable and adaptable housing within the Wollongong City Centre. The features of the residential units will consider this demand as well as market expectations. In addition, the close proximity of residential units to services and facilities are considered to appeal across a wide demographic.	
5	BBC Consultant Planners on behalf of The GPT Group	5.1 The previous development consent should be disregarded due to strategic and statutory planning breeches and changed circumstances.	This matter is addressed in the Environmental Assessment report.	

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		5.2 The site is inappropriately located having regard to the intensity of retail development • Site is predominantly situated outside the B3 Commercial Core zone. • The proposal is inconsistent with zone objectives. • The proposed large scale retail uses on the Dwyer's site are prohibited in the zone. • The proposal is inconsistent with the Wollongong City Centre DCP. • The Dwyer portion of the site should not be developed as if it was part of the retail core.	These matters are addressed in the Environmental Assessment report. Further address of the prohibited component of the proposal is provided in the 23 July 2008 letter of Leyshon Consulting.	
		5.3 The proposal is inconsistent with the key City Centre strategic planning initiatives. • The proposal is inconsistent with the City Centre Revitalisation Strategy. • The proposal is inconsistent with the City Centre Vision. • The proposal will undermine investment confidence and certainty in the zoned Commercial Core. • The proposal will jeopardise major investment decision/commitments in an adjacent to the zoned Commercial Core. • Proposal is likely to result in removal of cinemas from the zoned Commercial Core.	These matters are addressed in the Environmental Assessment report.	

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		5.4 The proposal is inconsistent with the key State and Regional planning initiatives. • The proposal is inconsistent with integrating lands use and transport planning and draft SEPP 66. • The proposal is inconsistent with the Illawarra Regional Strategy. • The proposal is inconsistent with the Illawarra Regional Environmental Plan.	These matters are addressed in the Environmental Assessment report.	
		5.5 The height and floor space ratio of the proposal is excessive.	Subject to a design competition being held for Stages 2 and 3 of the proposal, the proposed height and FSR would comply. The proponent agrees to a condition being applied to require a design competition to be held.	Condition of consent in relation to design competition
		5.6 The economic impacts of the proposal require further analysis and are unacceptable.	It is considered that adequate information has been submitted in this regard, noting that further information is provided in letter dated 23 July 2008	
		5.7 The car parking requirements appear to have been incorrectly calculated.	The calculation on page 20 of the Stage 1 Traffic report demonstrates compliance with the LEP and DCP car parking requirements.	
		5.8 The car parking provision is inadequate.	The proposed car parking provision is considered to be adequate as discussed in the Traffic Report.	

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		5.9 The traffic impacts of the proposal have not been adequately addressed. • Inconsistent floor space figures for retail and commercial areas will impact on car park access arrangements • Trip generation exclusions (cinema, hotel, hotel restaurant and conference facilities) • Trip generation methodology unreliable – Top Ryde Shopping Centre closed and demolished in 2007. • Inadequate information on car parks/docks in relation to swept path analysis and access hours to docks • Impacts and upgrades • Increase demand for car use as site is further from the local transport nodes and travel demand management	It is considered that the Traffic Report adequately addresses these matters.	
		5.10 The Floor Space calculations should be carefully checked.	Information has been provided to allow careful checking. It is noted that the FSR for the Stage 2 and 3 component can be limited by way of condition of consent if desirable.	Condition of consent to limit FSR
		5.11 The proposal is not in the public interest.	There is significant support for the proposal and the potential for improving the quality and range of activities available for the community.	
6	Wollongong City Council	6.1 Proposal should not rely on previous consent for Dwyer's site as strategies have changed.	The proposal does not rely upon the existing Part 4 consent other than to demonstrate that Council saw fit to approve the proposal which is very similar to the Stage 1 component of the proposal. This previous approval was granted at the time when the City Strategy had been published.	

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		6.2 Proposal is inconsistent with road widening reservations. • Proposal for Dwyer's site encroaches on road reserve along Corrimal Street – amended plans required to include setback. • Oxford site shall be redesigned to allow for road widening in accordance with WCC Infrastructure Division's Dwg No. 4268, 01/08.	Amendments have been made to address the proposed road widening of Corrimal Street. See also address in Urbis covering letter. As also addressed in the Urbis letter, it is considered onerous for Council to require further road widening of Town Hall Place.	
		6.3 Clarification is sought as to why the proposal does not include an architectural design competition at Concept Plan stage.	It is considered most appropriate for any design competition to be held after concept plan approval so as more detailed aspects such as ESD and materials can be explored. It is considered that the parameters approved as part of the concept plan will allow amendment of the building envelope where warranted in the context of the competition.	
		6.4 Review of relevant planning policies.	Assessment has been made against all relevant planning policies.	
		6.5 Variations to WCCLEP 2007 • Non compliant with max. 400sqm retail space within the B4 City Edge Zone – prohibition, not development standard. • Building separation justification 'architectural integrity' – not supported.	Noted. Justification has been provided in the Environmental Assessment and in a further letter from Leyshon Consulting. Justification for the variation to building separation has been provided in the Environmental Assessment	
		6.6 Retail hierarchy within Wollongong City Centre – proposal will undermine and jeopardise provision of facilities in retail core.	Justification has been provided in the Environmental Assessment and in a further letter from Leyshon Consulting.	

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		6.7 Traffic Assessment – Additional information required • Road network and intersection implications – traffic generation modelling should include cinema, conference facilities, and hotel and restaurant facilities. • Intersection configuration – proposal should be amended to reflect requested changes to traffic signalling phasing.	Refer to attached letter from traffic expert	
		6.8 Site access for vehicles • Dwyer site - access point widths are considered excessive and should be revised and reduced; Port Cochere should be removed or amended to comply with WCC DCP and should include pick up/ drop-off location. • Oxford Tavern Site - safety and queuing implications of access and servicing scheme – should be reconfigured as per requirements.	Refer to attached letter from traffic expert	
		6.9 Pedestrian Access – mid-block entry/exit points non consistent with Access and Movement Strategy and should be modified.	The final configuration of the proposed stage 3 component will be subject of a design competition and issues such as entry exit points can be resolved through that process.	
		6.10 Street frontage treatment inconsistent with Wollongong City Centre DCP and pedestrian amenity.	Where the proposal achieves a high level of active street frontage to the remainder of the site, the extent of servicing to the laneway is considered appropriate. It is noted that fine tuning of street frontage can be achieved through the design competition process.	
		6.11 Public Transport - bus stop required closer to Dwyer's site.	The general location of the proposed bus stop has been nominated. Details of the construction can be subject to further information submitted with the CC.	Condition of consent.

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		6.12 Car parking and internal configuration – no quantitative evidence provided of cinema complex on parking demand.	The justification provided in the Traffic Report is considered to adequately address this matter.	
		6.13 Design Issues – regarding arcade on Oxford Site and entrance/exit points should be revised.	The final configuration of the proposed stage 3 component will be subject of a design competition and issues such as entry exit points can be resolved through that process.	
		6.14 Crime Prevention through Environmental Design (CPTED) – inadequate information provided - Operational hours for restaurant, cinema complex - Impact of McDonalds restaurant as a 'hang out' - Proximity of liquor outlets - Hours of opening of pedestrian entrance points.	All listed requirements can be addressed by way of condition of consent.	Conditions of consent
		6.15 Heritage Issues - Impact on Special Character Area 4 - Proposed design and compatibility with Wollongong Heritage DCP.	Amendments have been made to improve the street corner treatment of the building on the Oxford site. Further resolution of the proposal can occur throughout the design competition and project application phase.	
		6.16 Overshadowing – revised to show full extent of the shadows	The shadow diagrams show detail to allow a full assessment against the relevant parameters.	
		6.17 Contamination – Contamination report required in accordance with SEPP 55	A Phase 2 contamination report has been submitted in relation to the Oxford site. It is noted that approval for demolition and remediation of the Dwyers site has already been issued by Council.	
		6.18 Placement of basement fill material to be detailed in Waste/Construction Management Plan	Construction management plan to be amended prior to construction	Condition of consent