

PCU026190



016

Department of Planning & Infrastructure
GPO BOX 39
SYDNEY NSW 2001

APPLICATION

MP-2006/209/C

Date

6 September 2011

Dear Mr Woodland

Proposed modifications to concept plan and a project application for:

Development

Construction of a new six-level retail centre (called as 'West Keira') associated with above and below ground car parking including necessary support structures for the erection in the future of two towers (one commercial, one residential) and their associated parking above the roof of the retail podium. Alterations and additions to existing 'Wollongong Central Shopping Centre', including a new eight screen cinema complex; and Interconnection of the West Keira with Wollongong Central across Keira Street via a tunnel and pedestrian bridge.

Location

Wollongong Central, 168-218 Crown Street, WOLLONGONG NSW 2500, 202-204 Keira Street, WOLLONGONG NSW 2500, Lot 1 Richardson Street, WOLLONGONG NSW 2500, 176-192 Keira Street, WOLLONGONG NSW 2500, 194-198 Keira Street, WOLLONGONG NSW 2500, 200 Keira Street, WOLLONGONG NSW 2500, 206 Keira Street, WOLLONGONG NSW 2500, 220-224 Crown Street, WOLLONGONG NSW 2500, 10 Crown Lane, WOLLONGONG NSW 2500, Lot 1 Crown Lane, WOLLONGONG NSW 2500, 6 Crown Lane, WOLLONGONG NSW 2500, 226-228 Crown Street, WOLLONGONG NSW 2500

I refer to your correspondence dated 5 August 2011 requesting comment in regard to the GPT Group's request to modify the above project pursuant to Section 75W of the Environmental Planning and Assessment Act 1979. Council has reviewed the proposal and provides the following comments on the modified conditions sought:

Condition A: Amend schedule of approved drawings.

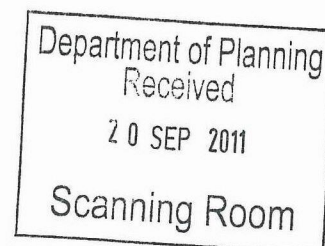
Comment: No issues raised.

Condition B6: Reduction in car spaces from 1,446 to 1,318.

Comment: Council notes that the original application resulted in a deficiency in car parking when compared to the controls of the day. Since this time parking rates have been incorporated into WDCP 2009. The DCP has been in force for one year and the city centre parking rates are currently under review. The current combined rate is for both office premises and retail premises being 1 space per 30m2 gross floor area (for ground floor) and 1 space per 50m2 gross floor area (for above ground). The review currently being undertaken of WDCP 2009 recommends revised parking rates to one (1) space per 60m2 for both office premises and business/retail uses for the City Centre.

Condition B24: Staged payment of s.94 contributions.

Comment: No issues raised with the proposal to stage payment subject to:



The submitted Quantity Survey does not address the requirements under Clause 15, 16 or Schedule 4 - "Detailed Cost Report" of Wollongong Section 94A Development Contributions Plan (2010). Clause 15 outlines the requirements for determining the cost of development under Section 25J of the EP&A Regulation. It would appear Section 25J has not have been fully adhered to in the submitted cost, e.g. GST is noted to be excluded from the \$184,209,313 cost. Assuming the other requirements under 25J are included, the Development cost including GST would appear to be \$202,630,244.30 which would make the total Section 94A levy \$4,052,604.89.

The staged Break-up, excluding existing indexation, should be:

Stage A West Keira and associated pedestrian connections.	\$3,091,646.19
Stage B Wollongong Central refurbishment and alterations/additions.	\$960,958.70

In addition there is \$356,337.84 in indexation that has occurred since the original approval was issued and is to be added to the total liability. Therefore the total Section 94A Levy payable is currently \$4,408,942.73

Condition E6: Kerb/gutter damage – change wording from ‘of any’ to ‘the final’ Occupation Certificate.

Comment: Wording in this manner does not enable Council to collect monies to make good damage on an ongoing basis. There is also no guarantee that a final OC will ever be requested or released. Infrastructure damage costs may then have to be borne by Council as a result.

Condition E12: Traffic works – change wording from completion before ‘an’ to ‘the final’ Occupation Certificate.

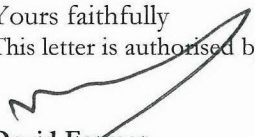
Comment: Wording in this manner does not enable the RTA to satisfactorily ‘police’ ongoing traffic management works until the final OC. There is also no guarantee that a final OC will ever be requested or released.

Condition AN9: Hours of operation – replace ‘7.30am’ with ‘7.00am’.

Comment: No issues raised.

Other specific comments relevant to the proposed modification are at attachment 1

Yours faithfully
This letter is authorised by



David Farmer
General Manager
Wollongong City Council
Direct Line (02) 4227 7111

Attachment 1

Traffic Matters:

- The impacts of turning movements (of the proposed 19m design vehicle) for the Market Street and Richardson Street intersection have not been assessed as the documentation does not contain information relating to turning paths. Council recommends that turning movements comply with relevant standards.
- The proposed modification will increase traffic volumes on Richardson Lane significantly and the current road width will not safely cater for the proposed two way traffic volumes. Council recommends that the widening and reconstruction of Richardson Lane in accordance with Austroads Guide to Road Design be included within the required list of traffic management works as stipulated in condition of consent condition B18.
- The car park driveway entry in Richardson Lane should allow for passing of vehicles simultaneously entering and exiting the ramp.
- The fragmented nature of the proposed car parks will likely result in additional vehicle circulation on surrounding streets. This will have a significant impact on the operation of the road network. Council recommends that either the internal layout be modified to provide connected car park levels within the West Keira building or a parking guidance system be provided on street and within the car parks to inform route choice and improve general car park operation thereby reducing vehicle circulation on street. This parking guidance system should provide drivers with real time information on parking availability within each car park and include signage for the Crown Central Keira/Kenny Street car park as well as the Crown Central Market Street and West Keira Development sites. This work should be completed in coordination with Council and the RTA to enable the provision of such signage at key intersections in the surrounding road network.
- Council recognises that a significant proportion of users will utilise bus services and taxis to travel to and from the centre. The proponent should be encouraged to incorporate the provision of bus stop infrastructure on both sides of Keira Street as part the development and also cater for taxi pick up and drop off. Bus shelters should be provided in accordance with designs produced as part of the recent RTA and Wollongong Council joint project, the “CBD Bus Interchange Passenger Infrastructure Upgrade”. The proponent should contact Council for copies of these design drawings.
- The deletion of the roundabout from the proposal will remove a turn around opportunity at this location. Council recommends that the design should be revised to provide a turn around facility for vehicles which enter Richardson Street but do not wish to then enter the car park or the loading dock.

Heritage Matters:

The impact of the current proposal is considered generally similar to the perceived impact of the approved development and therefore no objection is raised in principle.

Roads and Traffic Authority:

RTA comments are provided separately two letters dated 18 August and 22 August, 2011.