

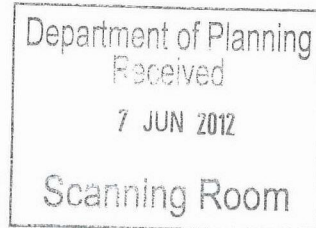


016

Department of Planning & Infrastructure
GPO BOX 39
SYDNEY NSW 2001

Attention: Caroline Owen

Dear Sir/Madam



APPLICATION

MP-2006/209/D

Date

5 June 2012

Development

Proposed modifications to concept plan and a project application for:
Construction of a new six-level retail centre ('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 letter dated 30 April 2012 seeking Council's 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 modified proposal, and raises no objection to the proposed entrance modification in principle; however the following traffic comments should be taken into account in the Department's assessment of the modified proposal. For your information, comments are also provided in relation to S94A.

Pedestrian Visibility at the Proposed Access

The proposed new access crosses the footpath in a busy pedestrian area. Pedestrians have the right of way under these arrangements so it is important that the development provides at least minimum pedestrian sightlines for pedestrian safety in accordance with AS2890.1 Figure 3.3. However the required sight triangles do not appear to have been provided on either side of the access, and a central column is shown within the access which would also obstruct a driver's view of pedestrians.

Pedestrian/Vehicle Conflict as Vehicles are Leaving the Site

Cars exiting the site, particularly right-turners, may need to wait on the footpath obstructing pedestrian flow. This would result in potential pedestrian/vehicle conflicts as pedestrians are likely to walk in front of or behind cars while drivers look for a gap in traffic. Drivers may suddenly exit once a gap in traffic emerges without seeing approaching pedestrians.

Pedestrian /Vehicle Conflict as Vehicles Enter the Site

In some cases drivers may already be in the process of making a right turn into the site while pedestrians are crossing. In these situations the driver would need to either wait on the road obstructing oncoming traffic, or edge through pedestrians on the footpath. Drivers may also see a gap in the traffic and make a sudden right turn into the site while pedestrians walking along the footpath may be unaware of this danger. Some left turning drivers are likely to try to edge through pedestrians on their way into the site.

Traffic Analysis

Council is concerned that the high (and increasing) pedestrian flows in Market Street have not been adequately considered in the traffic analysis. During peak times there is likely to be a steady continuous flow of pedestrians along the southern alignment of Market Street which would affect the movement of vehicles in and out of the access and may not be accounted for in the SIDRA analysis.

Clarification should be sought to confirm that the on-street parking on the northern side of Market Street opposite the driveway, has been considered 'fully parked-out' during the traffic analysis. This would not allow through traffic to pass vehicles waiting to turn right into the subject development. Council is concerned that the modelling may not have considered this issue.

Entrance Feature

It is recommended that the Department undertake its own assessment of the proposed architectural feature at the driveway entrance.

Section 94 Contributions:

In accordance with advice under modification C the staged Break-up should be updated as follows:

Stage A West Keira and associated pedestrian connections.	\$3,135,151.01
Stage B Wollongong Central refurbishment and alterations/additions.	<u>\$960,958.70</u>
Therefore, the Total Section 94A Levy payable is currently	\$4,096,109.71

The current Bank Guarantee held by Council for the previous value of Section 94A Contributions for Stage A of \$3,091,646.19 should be replaced by the applicant in accordance with the undated Stage A value of \$3,135,151.01.

If you have any require any further information, please do not hesitate to contact Mr Mark Riordan, Manager City Planning, on telephone 4227 7638.

Yours faithfully



David Farmer
General Manager
Wollongong City Council