

Access and parking

The site adjoins the residential areas of Berkeley to the north and south. The western boundary adjoins the F6 freeway and the eastern boundary adjoins the Council land that is also vacant. The proposed development is accessible from the freeway via the Berkeley Road intersection to and from the north and south and does not require any change to the existing arterial road traffic provisions.

Traffic noise impacts on portion of the subject site from the freeway between the end of the acoustic wall at the northeast corner of the site and the start of the deep cutting further to the south. Therefore the master plan proposes to locate the residential portions of the development away from the noise affected portion of the site.

The current street frontage and vehicular access to the site is from the south-western end of Warwick Street. Warwick Street is a Local Residential Street with a carriageway that is approximately 10 metres wide.

Due to the magnitude of the proposed development, an additional access through neighbouring Wollongong Council owned property (Lot 2 DP 860917) to Nolan Street (a major collector road) is proposed.

Nolan Street has a road width of 13 metres and, with its relatively steep topography, centre and double line markings have been provided to assist in the overall traffic flow. Traffic volumes using Nolan Street are not high for its classification as a Major Collector Road. Nolan Street links with the Princes Highway to the north and Northcliffe Drive to the south, both these roadways are designated as sub-arterial roads. Accordingly, this new access to Nolan Street will become the main connection to the site and both Warwick Street or Hopman Crescent, which are both local roads, will be secondary.

The site is adjacent to a bus route that provides access via the Illawarra bus route network to a large part of the Illawarra region and to the train station at Unanderra 2.2 km from the subject site.

A large, 181 space, exterior parking zone has been projected to the east of the site that caters for the Medical centre, Day surgery and Childcare facility(stage 1) and the Holistic course (stage 2). This parking area consists of various platforms that gently adapt to the natural contour of the site.

This parking is complemented by smaller car park pockets, close to building entrances, along the site's road network.

Large underground basement car parks have been allocated under the building footprint of the Ancillary accommodation and Conference centre (stage 4), Hospital (stage 5), Senior housing (stage 6) and Residential care facility (stage 7), thus making access to buildings direct and hiding vehicles from the landscape view, contributing to a greener, eco-friendly environment.

Parking for the Serviced apartments (stage 3) has also been hidden, in this case excavating under the Holistic course, keeping vehicles out of site.