

Assessment against Sydney Development Control Plan 2012

Zoning / Standard	Provision	Compliance
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Section 2 – Locality Statements

2.12.1
Pymont
Locality
Statement

A strong physical definition of streets and public spaces by buildings is a predominant characteristic of the area and is to be maintained. New development is to align with the street, address the street and respond to the detail and character of existing historic buildings. A high quality public domain is encouraged with awnings and easily identifiable building entrances seen from the street. Driveways are to be minimised and located to not conflict with pedestrians.

- Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.
- Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.
- Maintain views and vistas from the public domain to the harbour, Central Sydney and surrounding areas.
- Define and enhance the amenity of the public domain with awnings and buildings that align and address the street.
- Retain historical low scale housing and large scale industrial buildings.
- Use compatible materials including sandstone (where sustainable) and face brick.
- Encourage café and restaurant street dining where footpath width permits.
- Adaptively re-use historical buildings providing a mix of land uses in the distinctive built forms.



Complies

The concept DA is consistent with the principles of the Pymont locality for the following reasons:

- The proposed building envelope will respond to the adjoining heritage items and heritage conservation area whilst fine urban grain will be located adjacent the heritage listed terraces along Jones Street.
- It also responds to the large-scale industrial buildings by providing an appropriate transition with a mix of land uses and distinctive built forms;
- The number of driveways have been minimised to two with a primary vehicle entrance point along Wattle Street and the other along Fig Street for service vehicles;
- The proposal will create an important vista from Jones Street to Wentworth Park; and
- The built form will align with the street edge along Jones Street, Wattle Street and Fig Street.

Section 2 – General Controls

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3.1.6 Sites greater than 5,000sqm	<p>(2) Introduce through-site links, narrow building frontages and limiting the length and size of street blocks.</p> <p>(3) Street blocks are not to exceed 120m in length. Where site frontages exceed 120m, new public streets are to be introduced.</p> <p>(4) New streets are to be located to align and connect with the surrounding street network, maximising connectivity and creating view corridors.</p> <p>(5) Lanes, shared ways or through-site links are to be provided at breaks between buildings.</p> <p>(6) The layout of the development is to provide legible and publicly accessible through-site links.</p> <p>(7) Development on sites greater than 5,000sqm is to provide a range of complimentary uses and housing types, including single storey apartments, garden apartments, and maisonette apartments or terrace houses.</p> <p>(8) At least 5% of the total dwellings on a 5,000sqm or larger site are to be terrace houses or maisonette apartments.</p> <p>(9) A Public Art Strategy is to be submitted with a Site Specific DCP or Stage 1 DA and is to describe the public art proposed for the development and be consistent with the City of Sydney Guidelines for Public Art in Private Development.</p>	<p>Complies</p> <ul style="list-style-type: none"> The proposal will incorporate two through site links which will connect Jones Street, Wattle Street and the light rail. Jones Street is greater than 120m in length whilst Wattle Street and Fig Street are less than 120m. However, a public through site link is proposed along the Jones Street frontage to break up the built form. The range of housing types will be further explored at the Design Competition and Detailed DA stages, however the indicative scheme incorporates a variety of unit types including fine grain housing to the ground floor with individual access. A Public Art Strategy has been provided to support the application (refer to Appendix 14).
3.2.1.1 Sunlight to publicly accessible spaces	<p>(1) Overshadowing effects of new buildings on publicly accessible open space are to be minimised between the hours of 9am to 3pm on 21 June.</p> <p>(2) Shadow diagrams are to be submitted with the development application and indicate the existing condition and proposed shadows at 9am, 12 noon and 2pm on 14 April and 21 June. If required, the consent authority may request additional detail to assess the overshadowing impacts.</p>	<p>Complies</p> <p>The application is accompanied by overshadowing diagrams that show proposed shadows at 9am, 12noon and 2pm on June 21. Existing diagrams are not required as the site is currently vacant.</p> <p>The diagrams show that the proposed development does not</p>

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		overshadow Wentworth Park from 11am at mid-winter, and does not overshadow Fig Lane Reserve between 9am-3pm.
3.2.2 Addressing the street and public domain	<p>(1) Buildings are to be designed to positively address the street.</p> <p>(2) Buildings are to be designed to maximise the number of entries, visible internal uses at ground level, and include high quality finishes and public art to enhance the public domain.</p> <p>(3) Development that exposes the blank side of an adjoining building or has a party wall to the public domain is to be designed with a visually interesting treatment of high quality design applied to that wall.</p> <p>(4) Ground floor tenancies and building entry lobbies on sites not flood affected are to:</p> <ul style="list-style-type: none"> (a) have entries at the same level as the adjacent footpath or public domain; (b) have finished floor levels between 0-1.0m above or below the adjacent footpath or public domain entry; (c) provide opportunities for direct surveillance of the adjacent street or public domain at maximum intervals of 6m; and (d) be elevated up to 1.0m above ground level for privacy for ground floor residential uses. <p>(5) Car parking areas at ground level are to be screened by active uses to a minimum depth of 6m from the facade visible to the street or public domain.</p> <p>(7) Residential developments:</p> <ul style="list-style-type: none"> (e) are to have a street address and provide a direct line of sight from a street to the principal common building entry or entries. Where a development comprises a number of buildings with a variety of orientations, a major part of the overall development is to face the street; (f) are to be designed and laid out so that every 6m a dwelling, communal space or other high use space provides opportunities for direct surveillance of the adjacent street or public domain; and (g) are to provide individual entries directly from the street to any ground floor dwellings next to the street. <p>(9) Align breaks between buildings with nearby streets, lanes and pedestrian links to enable view connections.</p>	<p>Complies</p> <ul style="list-style-type: none"> • The indicative scheme incorporates entries to the various land uses along each street frontage. • The site is considered to be flood affected and therefore provision (4) doesn't apply. • The indicative scheme incorporates retail/non-residential floor space to a minimum depth of 6m where car parking areas are at ground level. • The indicative scheme incorporates a residential dwelling every 6m and allows for individual access along all street frontages. • The proposal will create an important vista from the Jones Street terraces to Wentworth Park.
3.2.6 Windeffects	<p>(1) A wind effects report is to be submitted with a development application for buildings higher than 45m and for other buildings at the discretion of the consent authority. The report is to be prepared by a suitably qualified engineer and is to:</p> <ul style="list-style-type: none"> (a) be based on wind tunnel testing, which compares and analyses the current wind conditions and the wind conditions created by the proposed building; (b) report the impacts of wind on the pedestrian environment at the footpath level within the site and the public domain; 	<p>Complies</p> <p>A Wind Report has been submitted as part of the Concept DA (Appendix 17), refer to Section 7.8 for further discussion.</p>

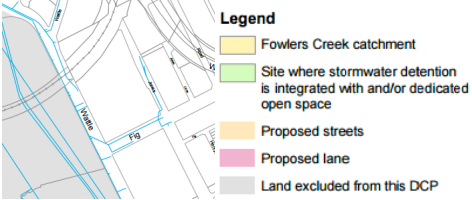
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	<ul style="list-style-type: none"> (c) provide design solutions to minimise the impact of wind on the public and private domain; and (d) demonstrate that the proposed building and solutions are consistent with the provisions of this DCP. <p>(2) Development must not create a ground level environment where additional generated wind speeds exceed:</p> <ul style="list-style-type: none"> (a) 10 metres per second for active frontages as shown on the Active frontages map; and (b) 16 metres per second for all other streets. <p>(3) New developments are to incorporate design features that will ameliorate existing adverse wind conditions so that the criteria above are achieved.</p> <p>(4) Building design is to minimise adverse wind effects on recreation facilities and open spaces within developments.</p> <p>(5) Balconies are to be designed to minimise wind impacts and maximise useability and comfort through recessed balconies, operable screens, pergolas and shutters.</p> <p>(6) Balconies must be recessed on building over 45m where possible.</p>	
3.3.1 Competitive design process	<p>(1) In accordance with Clause 6.21(5) of the Sydney LEP 2012 any of the following development is subject to a competitive design process:</p> <ul style="list-style-type: none"> (a) buildings greater than 55m in Central Sydney and greater than 25m outside of Central Sydney; (b) development having a capital value of more than \$100,000,000; (c) development in respect of which a development control plan is required to be prepared under Clause 7.22 of the Sydney LEP 2012; (d) development for which the applicant has chosen such a process. <p>(2) The competitive design process must be undertaken in accordance with the City of Sydney Competitive Design Policy and using the Model Competitive Processes Brief.</p> <p>(3) The competitive design process is to be undertaken in accordance with a Design Excellence Strategy approved by Council as part of an associated site-specific DCP or concepts stage development application (Stage 1 Development Application); and</p> <p>(4) The competitive design process is to be undertaken before the detailed Stage 2 Development Application is submitted.</p>	<p>Complies</p> <p>The site is required to undergo a Design Competition process as a DCP (or concept DA) is required to be prepared under Clause 7.20 of the SLEP 2012. The concept DA is accompanied by a Design Excellence Strategy (refer to Appendix 15).</p>
3.3.8 Site specific development control plans and stage 1 development applications	<p>(1) The following documentation is to be provided as part of a site specific development control plan application:</p> <ul style="list-style-type: none"> (a) Site, context and development options analysis; (b) Public domain layout including levels, uses, access and circulation and dedications; (c) Built form massing and dimensioned envelopes; (d) Distribution of uses and floor space areas; (e) Overshadowing analysis; 	<p>Complies</p> <p>Refer to Section 6 of the SEE for further discussion.</p>

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	<ul style="list-style-type: none"> (f) Stormwater management strategy; (g) Traffic management and servicing strategy and parking numbers and location; (h) Ecologically sustainable development strategies and benchmark commitments (including connection to green infrastructure); (i) Heritage impact statement; (j) Design excellence strategy; (k) Landscape concept plan; (l) Public art strategy; and a (m) Staging plan 	
3.5.2 Urban vegetation	<ul style="list-style-type: none"> (1) Development applications are to include a Landscape Plan, except where they are for single dwellings, terraces and dual occupancies. (2) Provide at least 15% canopy coverage of a site within 10 years from the completion of development. (3) Appropriate plant species are to be selected for the site conditions with consideration given to trees providing shade in summer and allowing sunlight in winter, or to provide habitat. Appropriate tree species include any tree (excluding noxious weed trees) that are not prone to drop fruit, seedpods, gumnuts, branches, sap and or bark. (4) Locally indigenous species are to be used where possible and in accordance with the City's Landscape Code. (5) Understorey plantings comprising locally-indigenous shrubs and groundcovers are encouraged. (6) Provide soft landscaping between 1.5m and 3m in plan depth to the perimeter of ground level car parking areas to screen the car parking area from the street and integrate with streetscape planting. (7) One tree per 4 car spaces is to be provided within ground level parking areas in addition to perimeter planting. This planting is to: <ul style="list-style-type: none"> (a) be planted in bays with a minimum dimension of 2m and soil depth of 1m unencumbered deep soil. The bays are to be provided with a raised kerb barrier and native ground cover planting; (b) be planted in soil with a suitable rooting volume for the required number of trees; (c) use trees that develop a clean trunk height greater than 4.5m and a crown canopy of at least 50sqm to provide adequate shade and vehicle clearance; (d) improve pedestrian amenity; (e) not to hinder the visibility of either drivers or pedestrians, with open sightlines maintained between parking areas, public streets and paths; (f) not conflict with lighting and services; and (g) break up large areas of impervious surfaces. (8) Car parking areas and access aisles should be designed, surfaced and graded to reduce run-off, 	<p>Complies</p> <p>The concept envelope provides sufficient areas for landscaping in accordance with this provision, including a 15% canopy coverage (1,845sqm). Concept landscaping plans have been provided with the application (Appendix 5 and Appendix 18).</p>

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	<p>allow stormwater to be controlled within the site, and provide for natural infiltration of stormwater runoff through landscaping.</p>	
<p>3.7.2 Drainage and stormwater managemen t</p>	 <p>Legend</p> <ul style="list-style-type: none"> Fowlers Creek catchment Site where stormwater detention is integrated with and/or dedicated open space Proposed streets Proposed lane Land excluded from this DCP <p>(1) A local drainage management plan is required for development on sites of:</p> <ul style="list-style-type: none"> (a) 1,000sqm or more in the Fowler's Creek catchment area and drains to Johnston's Creek as shown on the Stormwater management map; or (b) 1,800sqm or more in other catchments. <p>(2) The Local Drainage Management Plan is to address:</p> <ul style="list-style-type: none"> (a) the hydrology of the locality and its relationship to the drainage system; (b) the distribution of soil types and the scope for on-site infiltration; (c) any expected rise in ground water level due to development; (d) the role of the principal landscape components on the site for water conservation and on-site detention; (e) the scope for on-site stormwater detention and retention, including collection of water for re-use; (f) how any detrimental impacts on the existing natural hydrology and water quality are proposed to be minimised; (g) how pedestrian safety is to be ensured; and (h) integration of drainage management responses and open space areas. <p>(5) Drainage systems are to be designed so that:</p> <ul style="list-style-type: none"> (a) on a site with an area greater than 1,000sqm: <ul style="list-style-type: none"> (i) stormwater flows up to the 5% annual exceedance probability event are conveyed by a minor drainage system; and (ii) stormwater flows above the 5% annual exceedance probability event are conveyed by a major drainage system. <p>(9) Where the proposed development is located on a floodplain, high level overflows are permitted for roof drainage systems where the overflow is set above the 1% annual exceedance probability level.</p> <p>(10) Connection to existing stormwater infrastructure are not to reduce the capacity of that</p>	<p>Complies</p> <p>A Civil Design report has been submitted with the application and incorporates a preliminary stormwater plan (Appendix 20) which will be further refined at the Detailed DA stage. Refer to Section 7.9 of the SEE for further discussion.</p>

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	<p>infrastructure by more than 10%. The development proposal is to show the level of impact on the existing stormwater infrastructure as a result of the proposed new connection.</p> <p>(12) Post-development stormwater volumes during an average rainfall year are to be:</p> <ul style="list-style-type: none"> (a) 70% of the volume if no measures were applied to reduce stormwater volume; or (b) the equivalent volume generated if the site were 50% pervious, whichever results in the greater volume of detention required. 	
3.9.5 Heritage items	<p>(3) Alterations and additions to buildings and structures and new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the:</p> <ul style="list-style-type: none"> (a) building envelope; (b) proportions; (c) materials, colours and finishes; and (d) building and street alignment. <p>(4) Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by:</p> <ul style="list-style-type: none"> (a) providing an adequate area around the building to allow interpretation of the heritage item; (b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item); (c) protecting, where possible and allowing the interpretation of archaeological features; and (d) Retaining and respecting significant views to and from the heritage item. 	<p>Complies</p> <p>The proposal is accompanied by a Heritage Impact Statement (Appendix 11), refer to Section 7.3 for further discussion.</p>
3.9.13 Excavation in the vicinity of heritage items and in heritage conservation areas	<p>(1) Excavation beneath, or adjacent to heritage items and/or buildings in heritage conservation areas will only be permitted if it is supported by both a Geotechnical Engineering report and a Structural Engineering report.</p> <p>(2) Excavation will not be permitted if:</p> <ul style="list-style-type: none"> (a) it will occur under common walls and footings to common walls, or freestanding boundary walls, or under any other part of adjoining land, and (b) it will occur under or forward of the front facade. 	<p>Complies</p> <p>The proposal is accompanied by a Geotechnical Report (Appendix 21) which provides a preliminary assessment, refer to Section 7.6 for further discussion.</p>
3.11.1 Managing transport demand	<p>(1) A Transport Impact Study is required to address the potential impact of</p> <ul style="list-style-type: none"> (a) the development on surrounding movement systems where the proposed (b) development is; (c) a non-residential development equal to or greater than 1,000sqm GFA; (d) car park with more than 200 spaces; (e) for 25 or more dwellings; or in the opinion of the consent authority, likely to generate significant traffic impacts. <p>(2) Commercial development is to include initiatives to promote walking, cycling and the use of public transport, through the submission of a Green Travel Plan, where the estimated peak trip generation is greater than or equal to:</p>	<p>Complies</p> <p>A Transport Report is provided with the concept DA (Appendix 12), refer to Section 7.2 for further discussion.</p>

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	<ul style="list-style-type: none"> (a) 100 vehicles per hour for non-residential development; or (b) 50 vehicles per hour for residential development within Green Square and shown as Category A on the Land Use and Transport Integration Map; or (c) 60 vehicles per hour for residential development within Green Square and shown as Category B or C on the Land Use and Transport Integration Map; or (d) is likely to generate significant traffic impacts according to Council. <p>(3) A Transport Access Guide and a strategy for the future availability of the Guide to residents, employees and visitors of a development is to be prepared for all developments except:</p> <ul style="list-style-type: none"> (a) individual dwelling houses and dual occupancies; (b) residential flat buildings of less than 25 units; (c) individual businesses and services in existing shopping strips and retail centres; (d) developments having a floor area of less than 1,000sqm GFA; and (e) businesses employing less than 10 staff. 	
3.11.2 Car share scheme parking spaces	<p>(1) Car share parking spaces are to be provided in addition to the maximum number of car parking spaces permitted in the development.</p> <p>(2) The minimum number of on-site parking spaces to be made available for car share scheme vehicles is to be provided according to the following rates:</p> <ul style="list-style-type: none"> (a) residential development, other than dwelling houses and dual occupancies, on land shown on the Land Use and Transport Integration (LUTI) Map in the Sydney LEP 2012 as: <ul style="list-style-type: none"> (ii) Category B - 1 per 60 car spaces provided; or (a) office premises, business premises or retail premises on land shown on the PTAL Map in the Sydney LEP 2012 as: <ul style="list-style-type: none"> (iii) Category F - 1 per 50 car spaces provided. <p>(4) All car share parking spaces are to be:</p> <ul style="list-style-type: none"> (a) publicly accessible 24 hours a day seven days a week; (b) located together; (c) located near and with access from a public road and integrated with the streetscape through appropriate landscaping where the space is external; and (d) clearly designated by signs as being for car share scheme use. 	<p>Able to comply</p> <p>It is anticipated that the development can accommodate car sharing spaces in accordance with these controls which will be addressed further in the Detailed DA.</p>
3.11.3 Bike parking and associated facilities	<p>(2) Bike parking spaces for new developments are to be provided in accordance with the rates set out in Table 3.5 On-site bike parking rates, except where:</p> <ul style="list-style-type: none"> (a) an apartment in a residential building has a basement storage area on title that is large enough to accommodate a bike and is no smaller than a Class 1 bike locker, then additional bike parking for that apartment is not required; and (b) a proposed use is not included in Table 3.5 On-site bike parking rates, an applicant is to provide bike facilities to accommodate Council's mode share target for trips by bike as described in the Cycle Strategy and Action Plan 2007-2017. 	<p>Able to comply</p> <p>The indicative scheme incorporates 209 bicycle parking spaces within the basement levels. However, the exact numbers will be detailed in Detailed DA.</p>

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	<p>(3) Secure bike parking facilities are to be provided in accordance with the following:</p> <ul style="list-style-type: none"> (a) Class 1 bike lockers for occupants of residential buildings; (b) Class 2 bike facilities for staff/employees of any land use; and (c) Class 3 bike rails for visitors of any land use. <p>(4) Where bike parking for tenants is provided in a basement, it is to be located:</p> <ul style="list-style-type: none"> (a) on the uppermost level of the basement; (b) close to entry/exit points; and (c) subject to security camera surveillance where such security systems exist. <p>(5) A safe path of travel from bike parking areas to entry/exit points is to be marked.</p> <p>(6) Access to bike parking areas are to be:</p> <ul style="list-style-type: none"> (a) a minimum of 1.8m wide to allow a pedestrian and a person on a bike to pass each other and may be shared with vehicles within buildings and at entries to buildings); (b) accessible via a ramp; (c) clearly identified by signage; and (d) accessible via appropriate security or intercom systems. <p>(7) Bike parking for visitors is to be provided in an accessible on-grade location near a major public entrance to the development and is to be signposted.</p> <p>(8) For non-residential uses, the following facilities for bike parking are to be provided at the following rates:</p> <ul style="list-style-type: none"> (a) 1 personal locker for each bike parking space; (b) 1 shower and change cubicle for up to 10 bike parking spaces; (c) 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided; (d) 2 additional showers and cubicles for each additional 20 bike parking spaces or part thereof; (e) showers and change facilities may be provided in the form of shower and change cubicles in a unisex area in both female and male change rooms; and (f) locker, change room and shower facilities are to be located close to the bike parking area, entry and exit points and within an area of security camera surveillance where there are such building security systems. 	

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	<p>Table 3.5: On-site bike parking rates</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 10px;"> <thead> <tr style="background-color: #d9d9d9;"> <th style="width: 35%;">Proposed use</th> <th style="width: 30%;">Residents/Employees</th> <th style="width: 35%;">Customer/Visitors</th> </tr> </thead> <tbody> <tr> <td colspan="3">Residential</td> </tr> <tr> <td>Residential accommodation</td> <td>1 per dwelling</td> <td>1 per 10 dwellings</td> </tr> <tr> <td colspan="3">Tourist and Visitor Accommodation</td> </tr> <tr> <td>Hotel or motel accommodation or serviced apartment</td> <td>1 per 4 staff</td> <td>1 per 20 rooms</td> </tr> <tr> <td>Backpackers accommodation</td> <td>1 per 4 staff</td> <td>1 per 10 beds</td> </tr> <tr> <td colspan="3">Commercial</td> </tr> <tr> <td>Office premises or business premises</td> <td>1 per 150sqm GFA</td> <td>1 per 400sqm GFA</td> </tr> <tr> <td>Bulky goods premises</td> <td>1 per 600sqm GFA</td> <td>1 per 1,000sqm GFA</td> </tr> <tr> <td>Shop, Restaurant or cafe</td> <td>1 per 250sqm area</td> <td>2 plus 1 per 100sqm over 100sqm GFA</td> </tr> <tr> <td>Shopping centre</td> <td>1 per 200sqm GFA</td> <td>1 per 300sqm sales GFA</td> </tr> </tbody> </table>	Proposed use	Residents/Employees	Customer/Visitors	Residential			Residential accommodation	1 per dwelling	1 per 10 dwellings	Tourist and Visitor Accommodation			Hotel or motel accommodation or serviced apartment	1 per 4 staff	1 per 20 rooms	Backpackers accommodation	1 per 4 staff	1 per 10 beds	Commercial			Office premises or business premises	1 per 150sqm GFA	1 per 400sqm GFA	Bulky goods premises	1 per 600sqm GFA	1 per 1,000sqm GFA	Shop, Restaurant or cafe	1 per 250sqm area	2 plus 1 per 100sqm over 100sqm GFA	Shopping centre	1 per 200sqm GFA	1 per 300sqm sales GFA	
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3.11.4 Vehicle parking	<p>(1) Where the development comprises a land use not specified in the Sydney LEP 2012, the proposed rate of car parking provision is to be justified via a Parking and Access Report.</p> <p>(2) For residential buildings, car parking spaces are to be allocated to dwelling units in accordance with parking rates in the Sydney LEP 2012 and are to be a part lot to a dwelling unit in a strata plan so that they remain connected to the dwelling.</p> <p>(3) All visitor spaces are to be grouped together in the most convenient locations relative to car parking area entrances, pedestrian lifts and access points and are to be separately marked and clearly sign-posted.</p> <p>(4) Development applications are to indicate how visitor parking is to be accessed, including arrangements for access into a secure area if proposed.</p> <p>(5) New developments are to achieve high quality ground level relationships between the buildings and all public domain interfaces even where this will result in inefficient basement car parking layouts including: spilt basement levels or additional excavation.</p> <p>(6) Where a residential development proposes less than the maximum number of car parking spaces permissible under Sydney Local Environmental Plan 2012, the reduction in the number of spaces should be shared proportionally between resident parking spaces and visitor parking spaces.</p> <p>(7) Development proposing less than the maximum number of parking spaces permissible under Sydney Local Environmental Plan 2012 must adjust the number of visitor parking spaces in accordance with the reduction of total car parking spaces.</p>	<p>Complies</p> <p>The indicative scheme will not exceed the maximum permissible rates within the SLEP 2012 and the car parking numbers will be refined as part of the Detailed DA. Refer to Section 6.7.5 of the SEE for further discussion.</p>																																	

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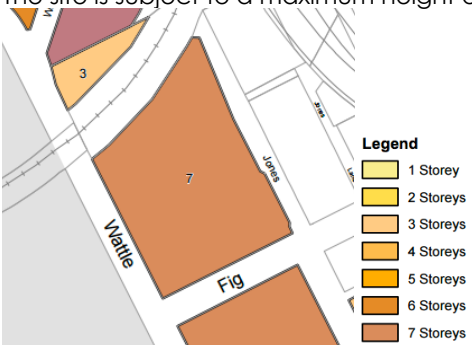
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<p>3.11.6 Service vehicle parking</p>	<p>(1) Separate parking spaces for service vehicles are to be provided in accordance with Schedule 7 Transport, parking and access, and are not to be shared with parking provided for any other purpose. Service vehicle parking spaces, including spaces for bike couriers are to be:</p> <ul style="list-style-type: none"> • located near vehicle entry points and near lifts; • clearly designated and signposted for service vehicles only; • screened from the street where possible; and • located completely within the boundary of the site, clear of parked vehicles; and clear of through traffic. <p>(2) Parking spaces for service vehicles are not to be used for other purposes such as storage of goods and equipment.</p> <p>Service vehicles: <u>Residential buildings and serviced apartments</u></p> <ul style="list-style-type: none"> • 1 space for the first 50 dwellings or serviced apartments; plus • 0.5 spaces for every 50 dwellings/serviced apartments or part thereafter. <p><u>Commercial premises:</u></p> <ul style="list-style-type: none"> • 1 space per 3,300m² GFA, or part thereof, for the first 50,000m²; plus • 1 space per 6,600m², or part thereof, for additional floor area over 50,000m² and under 100,000 m²; plus • 1 space per 13,200m², or part thereof, for additional floor area over 100,000m². <p><u>Shops, shopping centres:</u></p> <ul style="list-style-type: none"> • 1 space per 350sqm GFA, or part thereof, up to 2,000sqm; then • 1 space per 8,00sqm GFA thereafter. <p>For mixed use developments, the total number of service vehicle spaces is to be calculated on a pro rata basis of spaces required for the relative proportions of different uses within the building.</p>	<p>Complies</p> <p>Service vehicle access is located on Fig Street and the loading dock area includes a turntable to ensure vehicles enter and exit in a forward direction. The Transport Report (Appendix 12) stipulates that from estimating the trip generation from the land uses, it is anticipated that 4-5 loading spaces will be required. The service vehicle requirement will be addressed further at the Detailed DA stage.</p>
<p>3.11.7 Motorbike parking</p>	<p>1 motorcycling parking space for every 12 car parking spaces is to be provided in all buildings that provide onsite parking.</p>	<p>Able to comply</p> <p>The indicative scheme incorporates 27 motorbike parking spaces within the basement levels. The indicative scheme incorporates 314 car parking spaces and thus there is a requirement for 26 motorbike spaces. The proposal includes 27 motorcycle spaces which is sufficient to service the development.</p>

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3.11.9 Accessible parking	1 accessible car parking space for every adaptable residential unit. 1 accessible for every 20 car parking spaces or part thereof is to be allocated as accessible visitor parking.	Able to comply Accessible parking in accordance with this control can be provided as part of the Detailed DA.
3.11.10 Vehicle access for developments greater than 1000sqm GFA	(1) For developments equal to or greater than 1,000sqm GFA, vehicle access to a site is to be located so the safety of those using the access and the street is not likely to be compromised. Vehicle access is not to be located in the following locations: <ul style="list-style-type: none"> (a) within 10m of an uncontrolled intersection, including intersections with laneways; (b) within 25m of the property boundary adjacent to a signalised intersection; (c) within 60m of the approach side of an intersection on a state road and within 30m on its departure side; (d) within 12m of a 'stop' or 'give way' sign or hold line at intersections; (e) opposite a busy side road for a distance of 6m beyond the alignment of the property boundaries adjacent to that side road; (f) opposite a busy driveway for a distance of 6m beyond the alignment of the driveway edges; (g) within 15m of the alignment of an intersection where the proposed vehicle access is to be used by service vehicles; (h) within 30m of the alignment of an intersection where the proposed vehicle access is used by service vehicles to access 3 or more loading spaces; (i) where there is insufficient 'weaving' distance to or from a nearby road that could be used by traffic generated by the development; (j) within 2m of other access driveways or within 1m of any common boundary, except where access is off a laneway; and (k) within 20m of the approach to, and 10m of the departure from an existing or proposed pedestrian crossing. 	Complies The proposal will include a vehicle access point along Wattle Street (left in and left out) and an access point along Fig Street for the loading dock area. The proposed vehicle access points will comply with the location requirements for state roads, pedestrian crossings and signalised intersections in the DCP.
3.11.13 Design and location of waste collection points and loading areas	(1) Waste collection and loading is to be accommodated within new development in one of the following ways, in order of preference: <ul style="list-style-type: none"> (a) in the building's basement; or (b) at grade within the building in a dedicated collection or loading bay; or (c) at grade and off street within a safe vehicular circulation system where in all cases vehicles will enter and exit the premises in a forward direction. (2) The waste collection and loading point is to be designed to: <ul style="list-style-type: none"> (a) allow waste collection and loading operations to occur on a level surface away from vehicle ramps; and (b) provide sufficient side and vertical clearance to allow the lifting arc for automated bin lifters to 	Complies The waste storage rooms are located within the basement levels and the waste collection point is onsite off Fig Street. Service vehicles are able to enter and exit in a forward direction from Fig Street given a turntable is provided.


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	<p>remain clear of any walls or ceilings and all ducts, pipes and other services.</p> <p>(3) Vehicle access for collection and loading will provide for:</p> <ul style="list-style-type: none"> (a) a 9.25m Council garbage truck and a small rigid delivery vehicle; (b) minimum vertical clearance of 4.0 metres for residential development or else 3.8m clear of all ducts, pipes and other services, depending on the gradient of the access and the type of collection vehicle; (c) collection vehicles to be able to enter and exit the premises in a forward direction. Where a vehicle turntable is necessary to meet this requirement, it is to have a capacity of 30 tonnes; (d) maximum grades of 1:20 for the first 6m from the street, then a maximum of 1:8 with a transition of 1:12 for 4m at the lower end; (e) a minimum driveway width of 3.6m; and (f) a minimum turning circle radius of 10.5m. 													
<p>3.12.2 Adaptable dwelling mix</p>	<p>Adaptable housing is designed to enable easy modification in the future for occupation and visitation by people with a disability or people who may acquire a disability gradually as they age. Design criteria for adaptable housing are set out in the relevant Australian Standards.</p> <p>(1) Adaptable dwellings are to be spread amongst all unit sizes to accommodate various household sizes.</p> <p>(2) Adaptable dwellings are to be provided in all new development in accordance with the following rates:</p> <table border="1" data-bbox="394 858 947 1058"> <thead> <tr> <th>Total number of dwellings</th> <th>Number of adaptable dwellings to be provided</th> </tr> </thead> <tbody> <tr> <td>Between 0 and 7</td> <td>Nil</td> </tr> <tr> <td>Between 8 and 14</td> <td>1 dwelling</td> </tr> <tr> <td>Between 15 and 21</td> <td>2 dwellings</td> </tr> <tr> <td>Between 21 and 29</td> <td>3 dwellings</td> </tr> <tr> <td>30 or more</td> <td>15% of total dwellings</td> </tr> </tbody> </table>	Total number of dwellings	Number of adaptable dwellings to be provided	Between 0 and 7	Nil	Between 8 and 14	1 dwelling	Between 15 and 21	2 dwellings	Between 21 and 29	3 dwellings	30 or more	15% of total dwellings	<p>Able to comply</p> <p>The development will be required to provide 15% of the total dwellings as adaptable. Specific dwellings to be provided as adaptable will be confirmed in the Detailed DA.</p>
Total number of dwellings	Number of adaptable dwellings to be provided													
Between 0 and 7	Nil													
Between 8 and 14	1 dwelling													
Between 15 and 21	2 dwellings													
Between 21 and 29	3 dwellings													
30 or more	15% of total dwellings													
<p>3.14.3 Collection and minimisation of waste during occupation</p>	<p>(1) The waste management plan is to address the generation of waste from the occupants of the development and include:</p> <ul style="list-style-type: none"> (a) plans and drawings of the proposed development that show the location and space allocated to the waste management facilities; (b) nomination of the waste collection point for the site; (c) identification of the path of access for users and collection vehicles; (d) details of the on-going management of the storage and collection of waste, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas; and (e) where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste management arrangements. 	<p>Able to Comply</p> <p>A Waste Management Plan will be submitted at the Detailed DA stage.</p>												

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	<p>(2) Waste incineration devices are not permitted. (3) Development is to include sufficient space in kitchens and other areas where waste might be generated for the separation of waste into recyclables, waste to landfill and organics for composting or worm farming.</p>	
<p>Section 4 – Development Types (Residential Flat, Commercial, and Mixed Use Developments)</p>		
<p>4.2.1 Height in storeys and street frontage height in storeys</p>	<p>(1) Development must not exceed the maximum number of storeys as shown in the Building height in storeys map. (2) The maximum may only be achieved where it can be demonstrated that the proposed development: (a) reinforces the neighbourhood character; (b) is consistent with the scale and form of surrounding buildings in heritage conservation areas; and (c) does not detract from the character and significance of the existing building. (3) The street frontage height of a building must not exceed the maximum height shown on the Building street frontage height in storeys map. Refer to provision 4.2.2 Building setbacks, to determine the street frontage height setback. (4) Where the Street frontage height of buildings map does not indicate the maximum height, the maximum street frontage height must generally be consistent with the street frontage height in storeys of adjacent buildings, or the predominant street frontage height in storeys in the vicinity of the proposed building. (5) Height of buildings and the street frontage height in storeys should not match anomalous tall neighbouring buildings that are inconsistent with the neighbourhood. The site is subject to a maximum height of seven storeys.</p>  <p>The site is subject to a maximum building height of 6 storeys fronting Fig Street.</p>	<p>Generally complies with minor non-compliance</p> <p>The building envelope is predominately 7 storeys with a portion at 8 storeys along Wattle Street for the purpose of providing a consistent street frontage wall height. The variation with the maximum storey height control and the street frontage height is discussed in further detail in Section 6.8.1 of the SEE.</p>

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<p>4.2.1.2 Floor to ceiling heights and floor to floor heights</p>	<p>(1) Buildings with a commercial or retail use are to have a minimum floor to ceiling height of:</p> <ul style="list-style-type: none"> (a) 3.6m on the first basement floor to enable conversion to retail uses for all development in Central Sydney; (b) 3.6m on the ground floor; and (c) 3.3m on the first commercial floor and any commercial floor above. <p>(2) The minimum floor to floor height of an above ground parking level must be 4.5m on the ground floor and 3.6m on any parking level above to facilitate the conversion of above ground car parking to other uses.</p> <p>(3) The design of ground and first floor residential units in a mixed use area or mixed use building are to be flexible with multiple configurations and finished floor to finished ceiling heights of at least 3.3m to enable both residential and commercial uses.</p> <p>(4) Habitable rooms in multi-unit residential development and mixed use development are to have a minimum floor to ceiling height of 2.7m.</p> <p>Note: A floor to ceiling height of 2.7m requires a minimum floor to floor height of 3.1m and a floor to ceiling height of 3.3m require a minimum floor to floor height of 3.6m.</p>	<p>Able to comply</p> <p>The building envelopes are capable of complying with the required floor to ceiling heights, further consideration will be made at Detailed DA stage.</p>
<p>4.2.2.1 Setbacks</p>	<p>Note: It is noted that the setback map does not specify any setbacks for the site.</p> <p>(1) Setbacks are to be consistent with the setbacks shown in the Building setback and alignment map. Where no setback or alignment is shown on the map, the setback and alignment must be consistent with adjoining buildings. When the setback or alignment varies, either the adjacent or average front setback or alignment is to be adopted.</p> <p>(2) Underground parking structures, balconies and bay windows may encroach into the front setback by a maximum of 1m.</p> <p>(3) The rear setback and alignment is to be consistent with adjoining buildings. When the setback or alignment varies, either the adjacent or average rear setback or alignment is to be adopted.</p> <p>(4) In areas where corner buildings are typically built to the street boundary on one or more</p>	<p>Complies</p> <p>There are no setback controls identified for the site. Surrounding development generally has a 0m setback along all the street frontages which the proposal is consistent with. A 6m setback will be provided along the boundary with the Light Rail to allow for deep soil</p>

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	frontages, new development on a corner may also build to the street boundary. (5) Where the site boundary includes a splay at the corner, the building is to be built to the boundary of the splay at ground level.	landscaping whilst an articulation zone will be provided for the built form above to overhang (where the tree canopy is not impacted upon).
4.2.2.2 Setbacks above the street frontage height	(1) Setbacks above the street frontage height are to be included where: (a) adjacent buildings include upper level setbacks; and (b) new development is adjacent to a heritage item to reduce visual impact and to respect the heritage item. (2) A setback above the street frontage height is to be a minimum of 3m for residential above non-residential and for residential above residential. (3) Where the setback area incorporates screening or similar structures, the design of the screens or structures is to be secondary to the street wall of the building. For example, a secondary structure or screen should be visually recessed or setback at least 300mm from the street wall.	Minor non-compliance The building envelope does not incorporate an upper level setback for the commercial building along Fig Street, refer to Section 6.8.1 of the SEE for further discussion.
4.2.3.1 Solar access	(1) Development applications are to include diagrams in plan and elevation that show solar access to proposed apartments and the shadow impact on neighbouring development at hourly intervals between 9am, 12noon and 3pm on 22 March and 21 June. In some cases, Council may require hourly intervals. (2) Proposed apartments in a development and neighbouring developments must achieve a minimum of 2 hours direct sunlight between 9am and 3pm on 21 June onto at least 1sqm of living room windows and a minimum 50% of the required minimum area of private open space area. (3) New development must not create any additional overshadowing onto a neighbouring dwelling where that dwelling currently receives less than 2 hours direct sunlight to habitable rooms and 50% of the private open space between 9am and 3pm on 21 June. (4) Where the consent authority considers that the level of daylight access to living rooms of proposed dwellings may be inadequate, the applicant will be required to provide a Daylight Report. A Daylight Report is to include an analysis of daylight levels in principal living spaces of residential units and serviced apartments with and compliance with the DCP	Complies The submitted shadow diagrams show that the proposed development does not cause any additional overshadowing to the private open space of the Harbour Mill development or adjacent heritage terraces between 9am and 3pm in midwinter.
4.2.3.3 Internal common areas	(1) Internal common areas, corridors and lift lobbies are to have access to daylight and an outlook. (2) Provide modulation and adequate dimensions to common corridors to give a feeling of spaciousness. Common corridors must also be designed to maximise safety and security. (3) Common corridors are to be at least 2m wide in front of lifts.	Complies The internal common areas have access to light and outlook, and a 2m width is provided in front of the lifts.
4.2.3.5 Landscaping	(1) For new development, submit a landscape plan prepared by a suitably qualified landscape architect with the development application that shows the: (a) planting schedule with numbers and species of plants including botanical and common names; (b) number and name including botanical and common names of mature trees on site;	Able to comply The proposal is accompanied by a Landscape Plan (refer to Appendix

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	(c) type, levels and detail of paving, fencing, retaining walls and other details of external areas of the site; and (d) response to other requirements of this provision. (2) Natural features, such as cliff lines and rocky outcrops are to be retained. (3) All development proposals are to be designed to minimise the impact on significant trees on site, street trees and trees on adjoining land. (4) Landscaping is to give preference to species with low water needs, including native plant species, and trees and shrubs are to be selected and located to manage sun and wind impacts.	5) which provides a preliminary landscape plan, further detail is to be provided at the Detailed DA stage.
4.2.3.7 Private Open Space and balconies	(1) Private open space may be in the form of courtyards, decks and balconies and is to be provided for at least 75% of dwellings in a development.	Complies All apartments feature private open space in the form of either courtyards or balconies.
	(2) Private open space is to have a north west to north east aspect where practicable.	Complies Private open space areas are generally oriented towards the north, northeast and northwest where possible.
	(3) Private open space is to be directly accessible from the living area of the dwelling and capable of serving as an extension of the living area.	Able to comply This will be confirmed in the Detailed DA.
	(4) Private open space for ground floor dwellings is to be located at the ground level where possible, with a maximum gradient of 1 in 20.	Complies Ground level units and terraces are provided with private open space at ground level.
	(5) Up to 25% of dwellings in a development may have 'juliet' balconies only or a floor to ceiling window to living rooms with a balustrade to the window	N/A The indicative scheme does not propose any Juliet balconies.
	(6) Private open space is to have the following minimum consolidated area and dimensions for all dwelling sizes within a development: <u>Ground level dwellings:</u> 25m ² with a minimum dimension of 4m; and <u>Upper level units:</u> 10m ² with a minimum dimension of 2m.	N/A The private open space areas comply with the ADG requirements.

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4.2.3.12 Flexible housing and dwelling mix	<p>(1) Developments that propose more than 20 dwellings are to provide a mix of dwellings consistent with the following percentage mix:</p> <ul style="list-style-type: none"> • Studio: 5 - 10%; • 1 bedroom: 10 – 30% • 2 bedroom: 40 – 75%; and • 3+ bedroom 10 - 100% <p>The maximum percentage of 1 bedroom dwellings may be increased above 30% provided that the numbers of studio dwellings and 1 bedroom dwellings combined does not exceed 40% of the total dwellings proposed.</p>	<p>Able to Comply</p> <p>The future detailed DA will be capable of achieving the required dwelling mix targets. The Indicative Reference Scheme shows these targets being achieved.</p>
4.2.3.10 Outlook	<p>(1) Provide a pleasant outlook, as distinct from views, from all apartments.</p> <p>(2) Views and outlooks from existing residential development should be considered in the site planning and massing of new development.</p> <p>Note: Outlook is a short range prospect, such as building to building, while views are more extensive or long range to particular objects or geographic features.</p>	<p>Complies</p> <p>The development is capable of complying with building separation distances in the ADG, subject to the inclusion of appropriate façade treatments. The proposed building separation will provide distant and pleasant outlooks of the adjoining heritage items/heritage conservation area and across Wentworth Park.</p>
4.2.4 Fine grain, architectural diversity and articulation	<p>(1) The maximum street frontage length of an individual building is:</p> <ul style="list-style-type: none"> (a) 65m on streets with a width greater than or equal to 18m wide; and (b) 40m on streets with a width less than 18m wide (refer to Figure 4.25). <p>(2) Where the street frontage of the building exceeds the maximum length identified in provision (1), it is to be broken into two or more buildings each with different architectural characters to the street or public domain.</p> <p>(3) Each building facade is to be articulated into smaller elements at a scale or grain that reflects:</p> <ul style="list-style-type: none"> (a) the use of the building and the various components of the building; (b) the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity; and (c) the details and building elements including building entries, ground floor, lower floors, top floor and roof. <p>(4) Any two buildings are required to be separated by full height breaks consistent with the building separation provisions of the RFDC or as per below whichever is greater. Where the lower of the two buildings is (refer to Figure 4.28):</p> <ul style="list-style-type: none"> (a) up to 3 storeys, the break is to be at least 4m wide; and 	<p>Does not comply</p> <p>Street frontage lengths: Wattle Street – 104.7m Fig Street – 95.1m Jones Street – 102.6m and 28.9m</p> <p>Articulation zones will be introduced to address this non-compliance. Refer to Section 6.8.2 of the SEE for further discussion on the non-compliances.</p>

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	<p>(b) 4 storeys and above, the break is to have a width of 1m for each storey of the lower building. For example, where a 7 storey building must be separated from a 12 storey building, a minimum 7m separation is to be provided.</p> <p>(5) Within long street blocks, buildings are to be limited in length, have a variety of facades, articulation, massing and architectural character so the street block presents as a group of buildings rather than a single building.</p> <p>(6) Generally street block development is to provide at least two full height breaks between buildings to enable low level air flow and visual connections between the street and courtyards. Where possible, breaks between buildings are to be aligned with streets and lanes in the surrounding area.</p> <p>(10) Groups of dwellings served by the same vertical circulation lift or stair are to be designed as a distinct 'building component'. Generally for buildings up to 8 storeys high, these groups must not exceed 25 dwellings per core.</p>	
<p>4.2.5.2 Courtyard buildings and perimeter street block buildings</p>	<p>(1) Where the courtyard is private and does not facilitate a publicly accessible through-site link, the space is to have a visual connection to the public domain through entrances and breaks in the building.</p> <p>(2) In mixed-use courtyard buildings, the central courtyard may function as a semi-private, mixed commercial space, being privately maintained and is to have public access during suitable hours set at the discretion of the consent authority.</p> <p>(4) Any two buildings are required to be separated by full height breaks consistent with the building separation provisions of the RFDC or as per below whichever is greater. Where the lower of the two buildings is (refer to Figure 4.28):</p> <ul style="list-style-type: none"> (a) up to 3 storeys, the break is to be at least 4m wide; and (b) 4 storeys and above, the break is to have a width of 1m for each storey of the lower building. For example, where a 7 storey building must be separated from a 12 storey building, a minimum 7m separation is to be provided. <p>(5) Within long street blocks, buildings are to be limited in length, have a variety of facades, articulation, massing and architectural character so the street block presents as a group of buildings rather than a single building.</p> <p>(9) Any part of a building less than 35m high and in excess of 40m long must be designed with at least two distinct building components, each of which is to:</p> <ul style="list-style-type: none"> (a) have its own architectural character; (b) not exceed 25m in length with a preferred length of less than 20m. <p>(11) Buildings less than or equal to 40m in length, may have a single architectural character provided that the facade elements establish a 'fine grain' articulation.</p>	<p>Able to comply A future detailed DA will be capable of complying with these provisions, which will also be considered as part of the future competitive design alternatives process.</p>

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4.2.5.3 Development on busy roads and active frontages	<p>(1) Where sensitive uses are proposed, council may require an Acoustic Assessment prepared with reference to NSW Government's Development near Rail Corridors and Busy Roads – Interim Guidelines.</p> <p>(2) Where sensitive uses are proposed, development is to be appropriately designed to minimise the impact of road noise and vibration.</p> <p>(3) Where development fronts roads with more than 40,000 vehicles per day, non-residential uses are required on the ground floor and first floor.</p> <p>(4) Where development fronts roads with more than 20,000 vehicles per day, non-residential uses are required on the ground floor.</p> <p>(5) Non-residential uses require a minimum ceiling height of:</p> <p>(a) 3.6m where located on the ground floor; and</p> <p>(b) 3.3m where located on the first floor or above.</p> <p>(6) Non-residential uses on the ground floor and first floor require a minimum internal depth from the street frontage of 10m measured from the glass line.</p> <p>(7) Where a development has residential uses with habitable rooms that front a busy road with more than 20,000 vehicles per day or is located on an active frontage and has a floor level within 10m of the ground level, it must be designed to have a street frontage that has:</p> <p>(a) a minimum 65% of the elevational area, including the balustrade, as solid masonry; and</p> <p>(b) a sun room behind the street frontage with a minimum clear depth of 1.2m; and</p> <p>(c) fully retractable privacy screens at the street frontage alignment; and</p> <p>(d) fully retractable glazed screens directly behind the privacy screens which create a full acoustic seal and reasonable acoustic amenity in habitable rooms when closed.</p>	<p>Able to comply</p> <p>An Acoustic Report has been submitted as part of the Concept DA (Appendix 19), refer to Section 7.7 for further discussion.</p>
4.4.4 Child care centres		
4.4.4.2 Allocation of child care places	<p>(1) Proposals for child care centres are to:</p> <p>(a) Not exceed 90 child care places;</p> <p>(b) Provide a minimum of 33% of childcare places for children aged under two years.</p> <p>(2) Child care places in residential development are encouraged to be provided on the basis of 6 child care places per 100 households.</p> <p>(3) Child care places in commercial development are encouraged to be provided on the basis of 1 child care place per 1,450sqm of GFA.</p>	<p>Generally complies</p> <p>The COS Brief requires at least 91 child care places to be provided and at least 33% of childcare places to be provided for children aged under two years. The child care facility will provide child care places well above the requirements in provision (2) and (3).</p>
4.4.4.3 Location	<p>It is recognised there may be a need to accommodate above ground level child care centres higher density areas. Child Care Centres may be located above the ground level where it is not possible to provide them at ground level.</p>	<p>Complies</p> <p>The child facility complies with the</p>

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Zoning / Standard	Provision	Compliance
	<p>(1) Child care centre may be located above the ground floor when:</p> <ul style="list-style-type: none"> (a) there are no viable alternatives for a location at ground level in the building or the surrounding site; (b) the location of the child care centre at the ground level will detrimentally impact the significance of the heritage item; (c) access to outdoor space is available; and (d) emergency access and egress points are suitable. <p>(2) Child care centres are not to be located:</p> <ul style="list-style-type: none"> (a) within sight of injecting rooms, drug treatment clinics, sex industry premises and other such uses; or (b) within no through roads unless, in the opinion of the consent authority, there would be adequate parking and turning space either within the roadway or the centre grounds; or (c) in close proximity to cooling towers; or (d) where there are undue health risks on the site or in the vicinity <p>(3) Child care centres are not to have direct street frontage access to a classified road, or any other road which in the opinion of the consent authority is unsuitable for a child care centre, having regard to:</p> <ul style="list-style-type: none"> (a) the prevailing traffic conditions; (b) pedestrian and vehicle safety; and (c) the likely impact of the development on traffic. <p>(4) Where a child care centre is proposed within 300m of a mobile phone tower or base station, a transmission line easement, or other source of significant electromagnetic radiation, a report prepared by a suitably qualified person assessing the potential exposure impact on the centre and its occupants must accompany the development application. The report must detail how the proposal complies with relevant Australian Standards.</p>	<p>location requirements in subclause (2), (3) and (4) and is not located above ground floor.</p>
<p>4.4.4.4 Design of play areas</p>	<p>(1) Indoor play areas must have:</p> <ul style="list-style-type: none"> (a) access to sunlight, natural ventilation and views to the outdoors; (b) convenient access between indoor and outdoor areas; and (c) enable clear lines of sight to allow for staff to supervise from other areas of the child care centre. <p>(2) Outdoor areas are to be located away from:</p> <ul style="list-style-type: none"> (a) areas where objects can be dropped from above onto play areas; (b) main entrances, car parking areas, vehicle circulation areas, existing noise and environmental pollution sources; and (c) living and bedroom windows of surrounding dwellings in predominantly residential areas. <p>(3) Outdoor areas must:</p> <ul style="list-style-type: none"> (a) be a minimum size of 7sqm of usable outdoor space per child; 	<p>Complies</p> <p>Indoor play area: The larger primary indoor play areas are proposed to be oriented to the north to maximise access to sunlight and natural ventilation. The remaining indoor play areas are oriented towards the east and will receive adequate solar and views due to the provision of the through-site link which will accommodate comprehensive</p>

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	<p>(b) provide space for active play;</p> <p>(c) be provided with at least 3 hours of solar access to 50% of the required outdoor area between 9am and 3pm on 22 June;</p> <p>(d) be directly accessible from indoor areas;</p> <p>(e) enable clear lines of sight to all outdoor areas to allow staff to supervise from other areas of the child care centre;</p> <p>(f) be secure from public access except to provide emergency evacuation or for deliveries such as sand replacement;</p> <p>(g) have gates which are self-closing and child proof, with child-proof locks and latches and which are able to be permanently locked;</p> <p>(h) provide separate areas for different age groups that suit their needs and abilities;</p> <p>(i) include landscaping which creates visual interest and provides shading where appropriate; and</p> <p>(j) be designed to protect users of the area from adverse wind, solar and other dramatic conditions.</p> <p>(4) Outdoor areas are to be adequately fenced on all sides, with a minimum height of 1.8m and are to:</p> <p>(a) provide for the safety and security of children;</p> <p>(b) prevent children climbing over, under or through fences and leaving the premises unsupervised;</p> <p>(c) prevent persons from outside the centre accessing the site;</p> <p>(d) be designed so that the fence is integrated with the building design and landscape through materials and colours;</p> <p>(e) the integration with existing and proposed landscaping; and</p> <p>(f) prevent objects being thrown over the edge where outdoor areas are elevated.</p> <p>(5) A proportion of the required outdoor space may be provided as indoor area, but only where:</p> <p>(a) the location of the child care centre makes it impracticable to provide the required amount of useable play space outdoors;</p> <p>(b) the area provided is in addition to other indoor space requirements;</p> <p>(c) the indoor area is designed and equipped to permit children to participate in activities that promote gross motor skills;</p> <p>(d) the area has a northern orientation for access to sunlight; and</p> <p>(e) the floor to ceiling heights are higher than those in the rest of the child care centre.</p>	<p>landscaping and will facilitate access to daylight. The play areas are oriented towards the outdoor play areas which to enable clear sight lines for staff.</p> <p>Outdoor play area:</p> <ul style="list-style-type: none"> • The outdoor play areas are predominately underneath the residential built form above to minimise objects being dropped. • There are two outdoor play areas with one for < 2 years and the other for > 2 years. This allows for children with the same needs/abilities to be grouped together. • The outdoor area facing the northern boundary will look onto the existing landscaping which will provide a pleasant outlook and provide further shading. • The proposal includes an expansive outdoor play area with an area of 829sqm that will receive more than 3 hours of sunlight between 9am to 3pm at mid-winter.
<p>4.4.4.5 Control of noise impacts to child care</p>	<p>(1) An operational Plan of Management is to be submitted with any application to allow consideration of potential noise impacts.</p> <p>(2) The repeatable maximum LAeq1 hour) must not exceed 40 dBA (Leq1 hr) within the internal spaces of the child care centre.</p>	<p>A Plan of Management and Acoustic Report which addresses the noise impacts of the child care facility will be provided as part of</p>

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centres	(3) An acoustic assessment, including recommended noise attenuation measures and prepared by a suitably qualified acoustic consultant must be submitted with the development application to demonstrate that these provisions can be achieved.	the Detailed DA.
4.4.4.6 Parking and pedestrian safety	(1) Vehicle and pedestrian access points are to be appropriately marked and sign posted. (2) Vehicles must be able to enter and leave the site in a forward direction. (3) Areas used by vehicles must be separated from areas used by children with appropriate fencing and gates. (4) Where parking spaces are within a mixed use development, the spaces for the child care centre are to be located and grouped together and conveniently located near the access point to the centre.	Able to comply Parking access for the child care facility is provided from Wattle Street and the indicative scheme incorporates car parking for the facility in the basement which is grouped together.
4.4.4.7 Safety and security	(1) Public entry to a child care centre is to be limited to one secure point which is: (a) located to ensure easy access; (b) adequately signposted and well lit; (c) located away from areas used by vehicles; (d) visible from the street, or visible from a building foyer if located within a multi-unit building; (e) not accessed through outdoor space used by children; (f) of a sufficient size to prevent congestion, consider the capacity of the child care centre; (g) monitored through either natural or camera surveillance; and (h) to incorporate a transitional space between the entry point and entrance into the child care centre. (2) Entry into the child care centre must be limited to authorised persons only, through the provision of an electronic security system, for example, swipe cards. (3) Incorporate windows on the front façade to enable natural surveillance.	Able to comply The child care centre has one pedestrian access point, along the through site link which is located away from traffic and allows for natural surveillance from pedestrians using the through site link or future residents.
4.4.4.8 Additional considerations for child care centres located above ground level	(1) The child care centre is to be provided with either a safe haven or an emergency lift within the centre. (2) The safe haven is to: (a) be centrally located within the child care centre, and open directly onto a dedicated fire-isolated stair; and (b) have a floor area calculated at a rate of 0.25sqm per person for the capacity of the child care centre, including staff. (3) Indoor areas are to be well proportioned to provide flexibility of uses and should be uninterrupted by internal features such as columns. (4) Playrooms should be enclosed by floor to ceiling height glass. (5) The design and location of the required outdoor space is to: (a) include measures that will protect users of the space from adverse wind and climatic	Able to comply These items are to be further considered at the Detailed DA stage.

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	conditions; and (b) incorporate fencing that: (i) is unable to be climbed over, under or through by children; (ii) includes a safety zone and alarm system; (iii) prevents objects being thrown over the edge where outdoor areas are elevated; (iv) allows egress in the event of an emergency evacuation by the Fire Brigade or others, consistent with the required Emergency Evacuation Plan; and (c) be integrated with the building design.	