



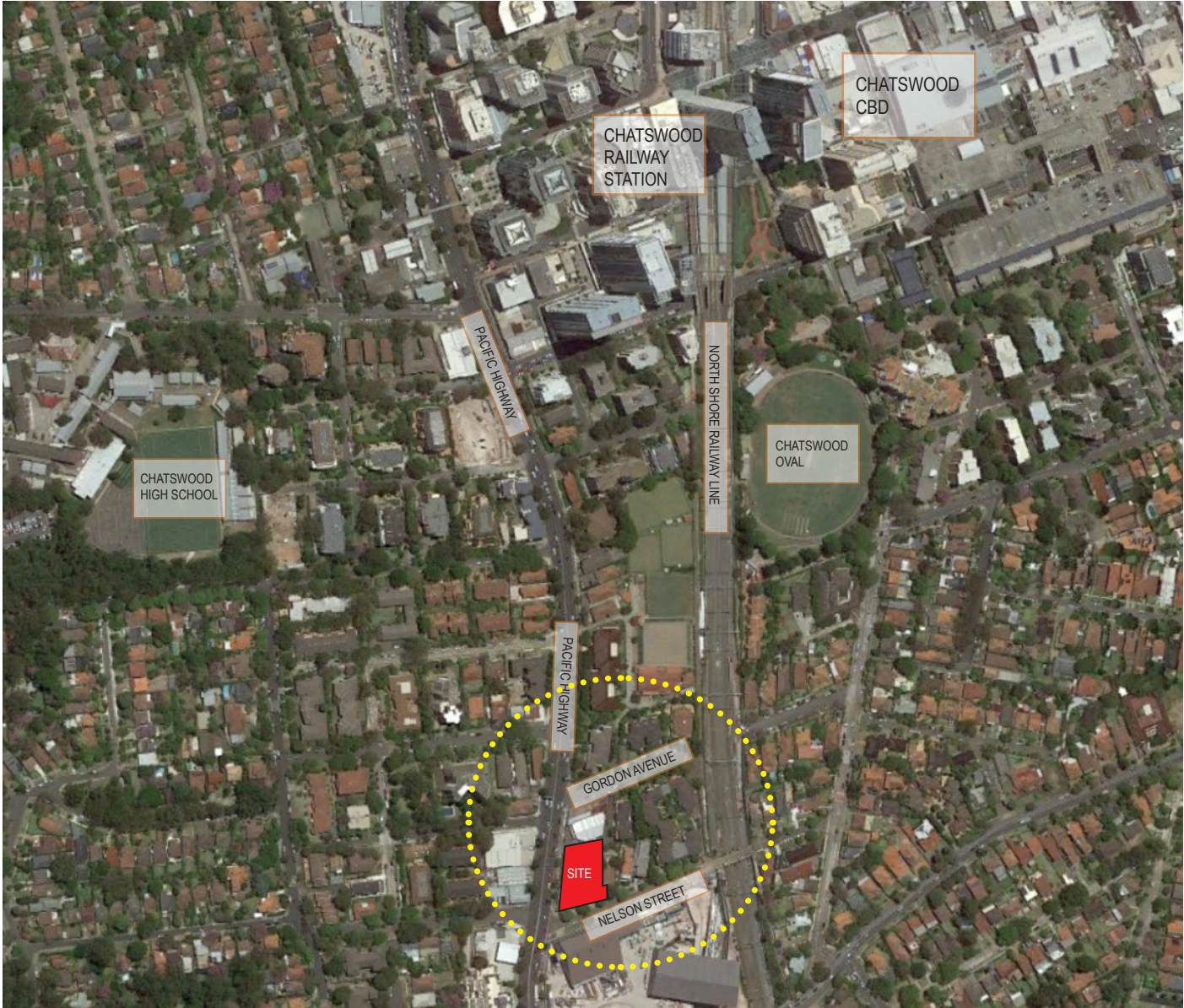
## 613 - 627 PACIFIC HIGHWAY, CHATSWOOD NSW 2067 | PLANNING PROPOSAL

ARCHITECTURAL DESIGN REPORT & DRAWINGS

ISSUE A

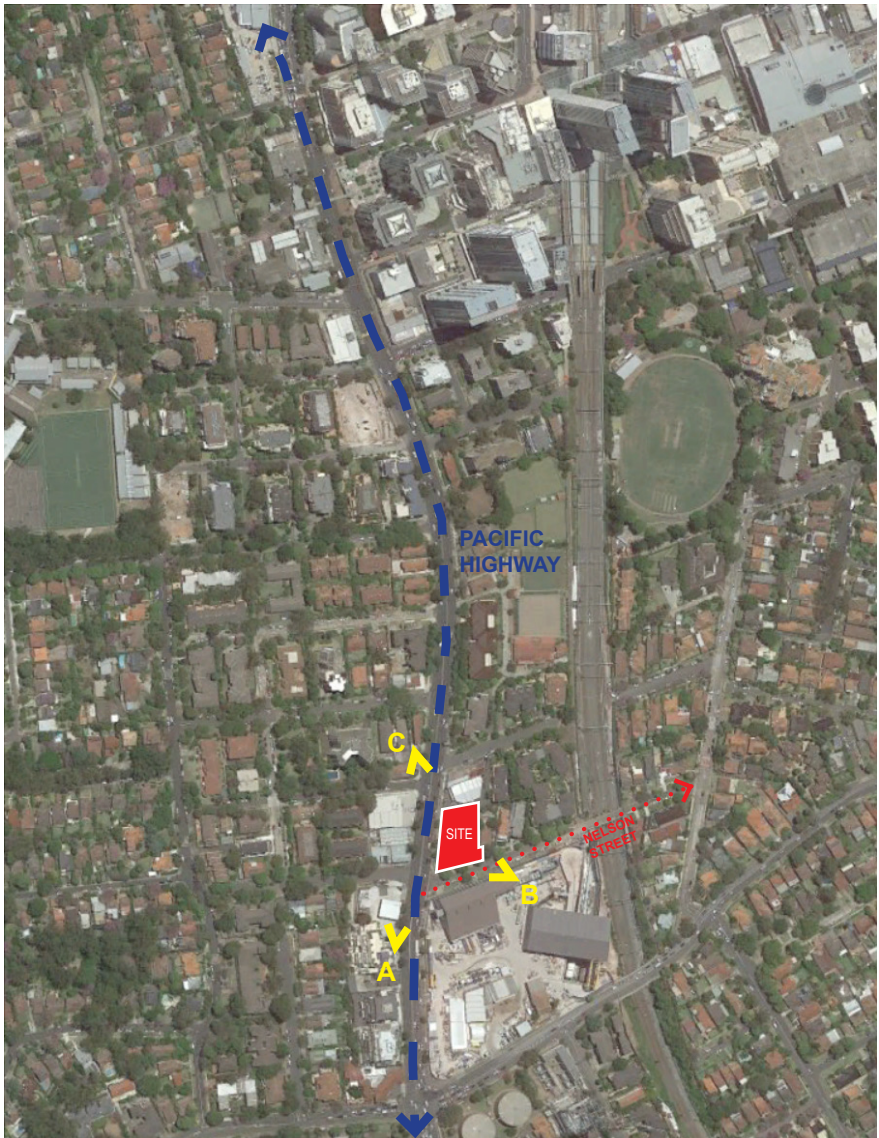
1st April 2021



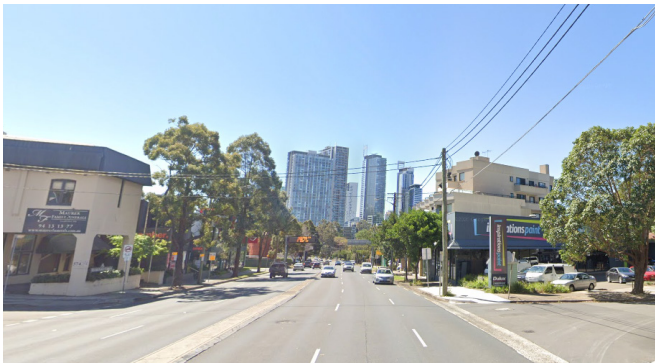




SITE ANALYSIS



- Prominent Location on the corner of Pacific Highway and Nelson Street
- Link Between Chatswood CBD and Sydney CBD
- Gateway Location of future Chatswood CBD



View A from south side of Pacific Highway



View B from Nelson Street



View C from North side of Pacific Highway

KEY SITE



# SITE ANALYSIS

## Disclaimer

The planning proposal envelope illustrated in this report for the northern adjacent site 629-639 Pacific Highway is an indicative envelope shown to be in accordance with the ADG design principle and Chatswood Strategy.



## ADJACENT SITES



## BUILT FORM CONCEPT

Existing Site : 1827 sqm

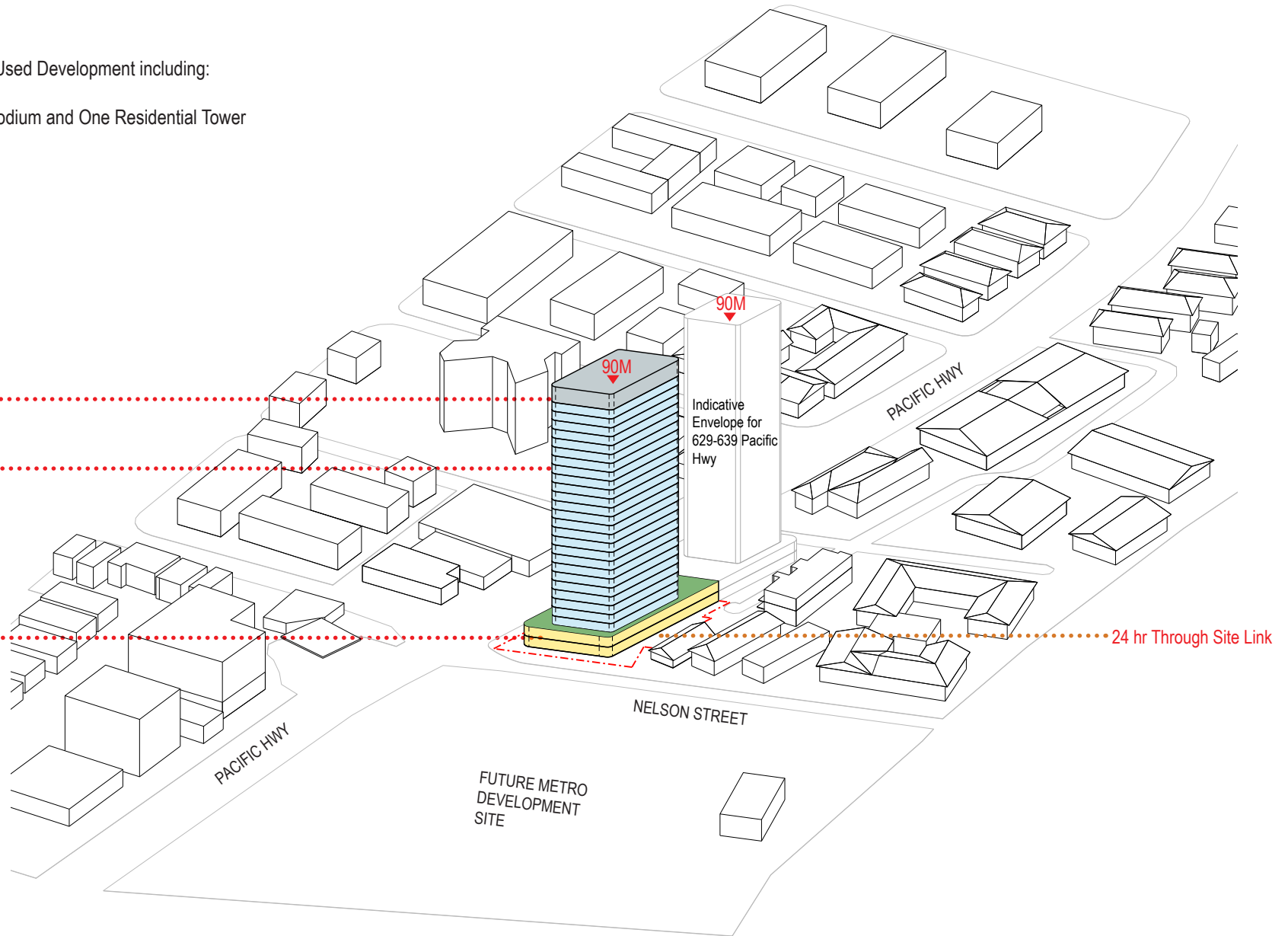
Proposed Development - Mixed Used Development including:

Two Levels of Non-Residential Podium and One Residential Tower

Plant / Communal  
Green Open Space

Residential  
9160 sqm GFA  
365.4 GFA per Floor

7M Non-Residential  
Podium with Communal  
Green Rooftop  
1113 sqm GFA  
1:1 Ratio to Site Area



PROPOSED MASSING ENVELOPE

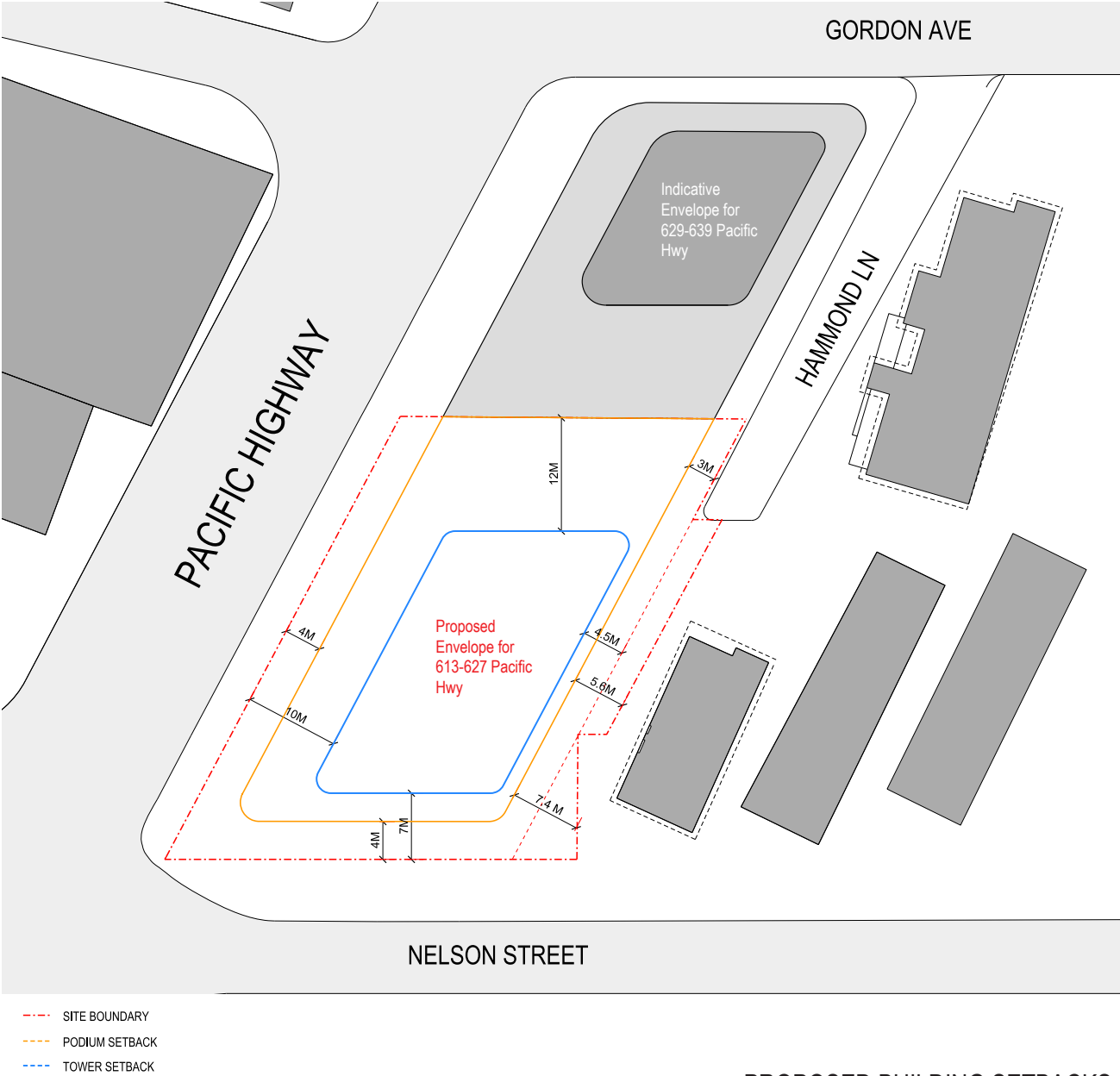
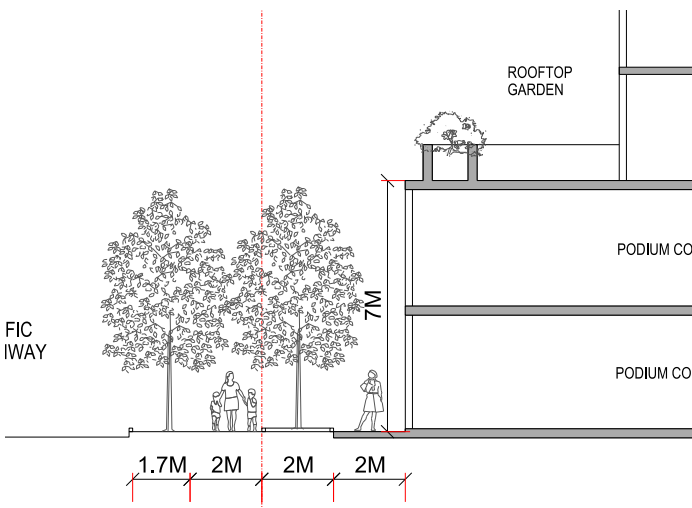


BUILT FORM CONCEPT

Building Envelope Setback Analysis

At both its podium and tower, the proposed development accords with setback controls established in the Chatswood Strategy guidelines. As stipulated in the Pacific Highway Frontage Precinct Requirement, a 4m setback is required along the Pacific Highway and adjacent Nelson Street corner of the site. In addition to meeting this requirement, the proposed development sets back the entire Nelson Street podium frontage by 4 metres, providing increased public amenity and enhancing the the building's connection to the streetscape.

All proposed podium frontages will adopt the 7m required street wall requirement. Along the podium's Pacific Highway frontage, the podium's 4m setback allows for tree planting and landscaping as per the Chatswood strategy. A 3.7 metre zone between the site's boundary and the adjacent highway provides shared footpath and a further landscaping zone. See sectional diagram below.



PROPOSED BUILDING SETBACKS



## BUILT FORM CONCEPT



## GROUND PLANE & FUTURE PUBLIC DOMAIN



## BUILT FORM CONCEPT

### Through Site Link and Public Realm Design

The podium's ground plane design aims to encourage a sympathetic relationship between the proposed building and the wider public realm. Strong links are established between the building's commercial interior, and its exterior public walkways, spaces, and landscaping.

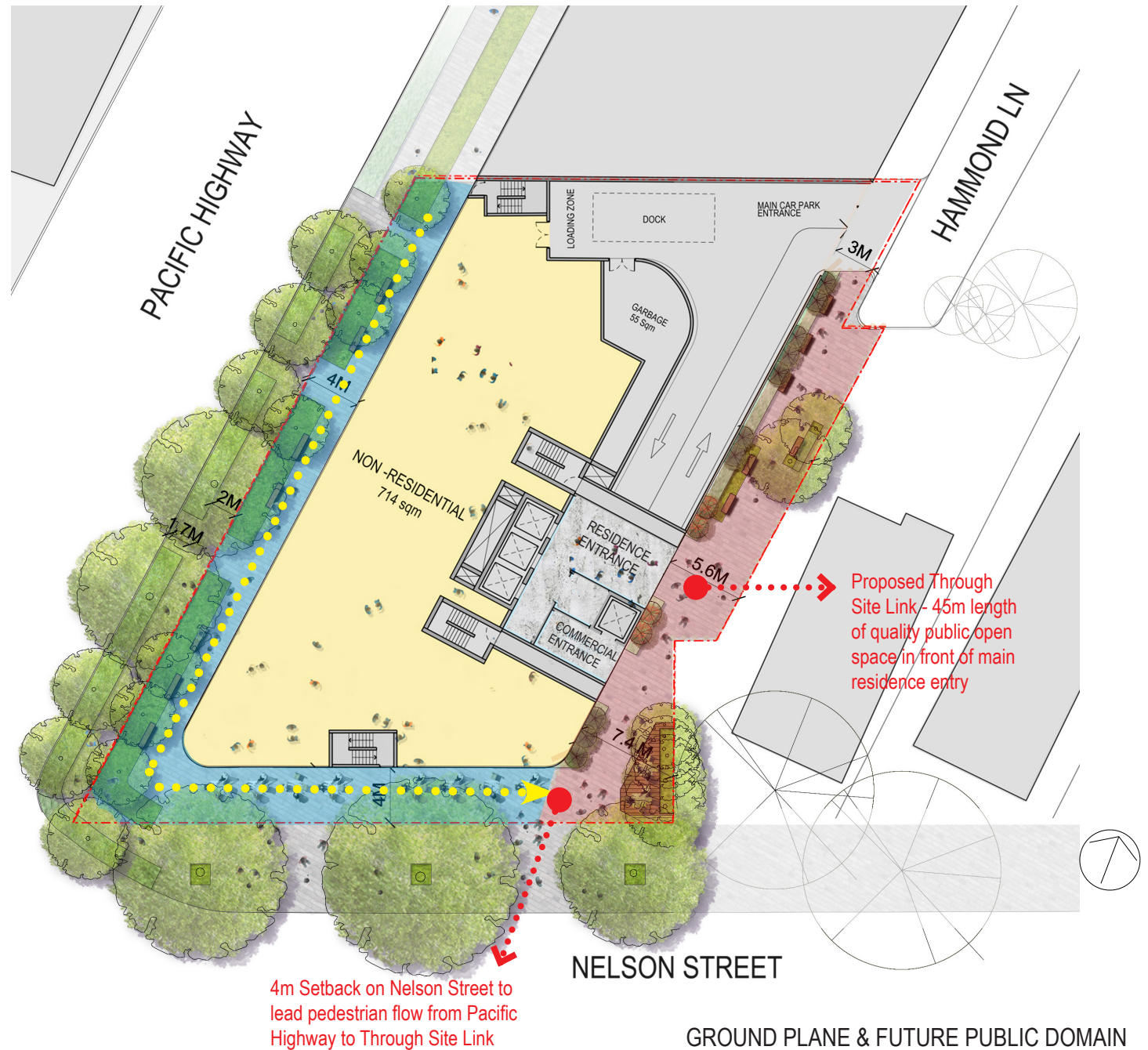
An additional setback is provided to form a through site link along the site's eastern boundary between Nelson Street and Hammond Lane. This line of connection establishes a public walkway that connects the site to its broader urban context while also enhancing walkability and pedestrian access to the future Chatswood CBD.

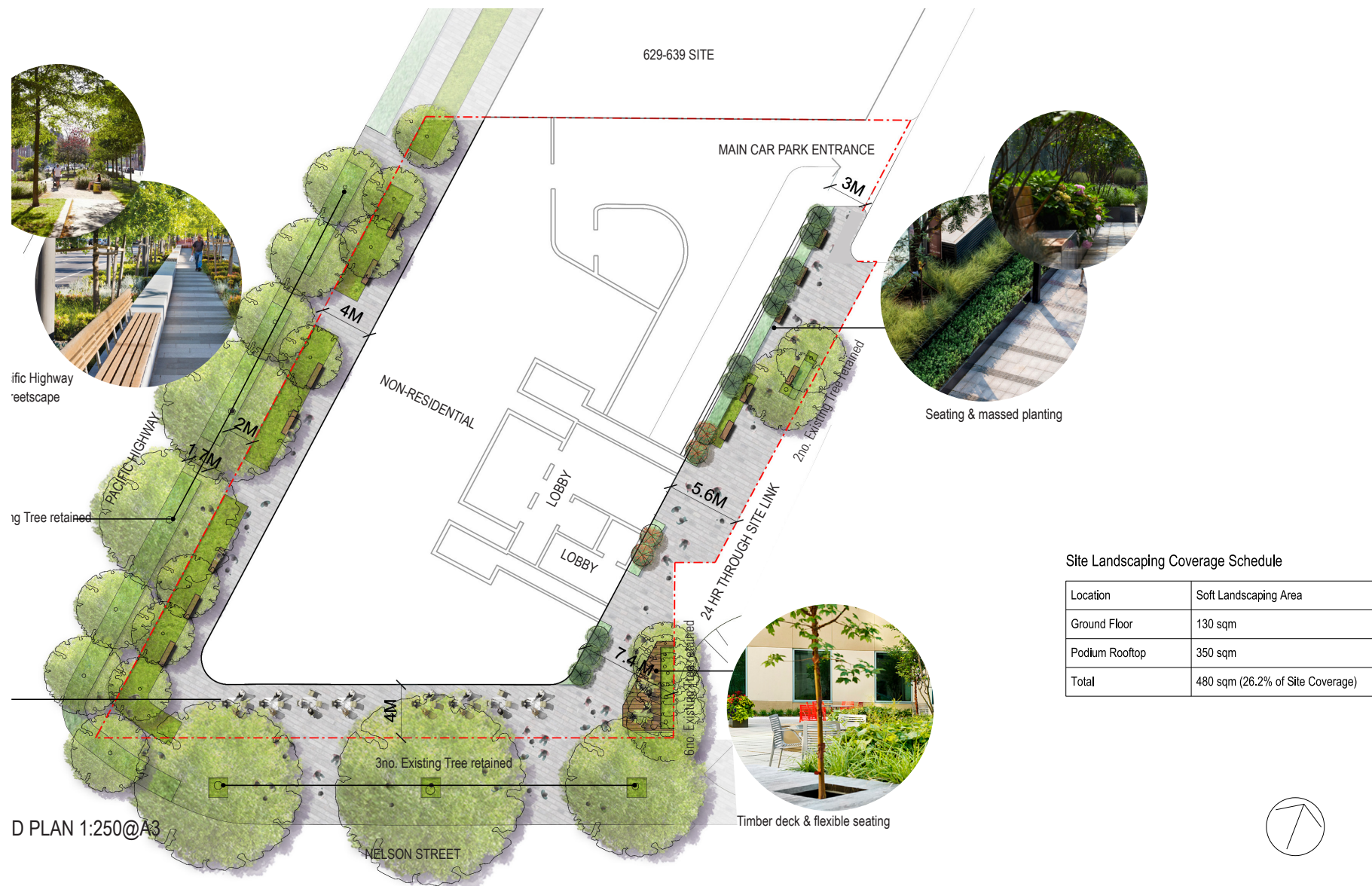
The residential tower's main entrance, as well as additional retail frontage are located along the building's eastern facade directly adjacent to the through site link. These elements activate this portion of the site by providing opportunities for varied retail models, as well as passive surveillance of the newly instantiated laneway from the tower's foyer.

The building's set back along Nelson Street adopts the same setback as is required along the Pacific Highway. This manoeuvre establishes a generous public promenade around the podium's key corner, and encourages pedestrian flow towards the through site link.

It is proposed that Hammond Lane terminate in line with the carpark entrance at the north east corner of the site. This strategy will minimise traffic impact to the podium frontage and enhance the experience and walkability of the street.

Overall the proposed development provides a positive contribution to the subject area—Pacific Highway, Nelson Street, and future through site link—by establishing generous public walkways, enhancing pedestrian access to the surrounding area, providing key zones of landscaping, and creating opportunities for increased retail in close proximity to the Chatswood CBD.





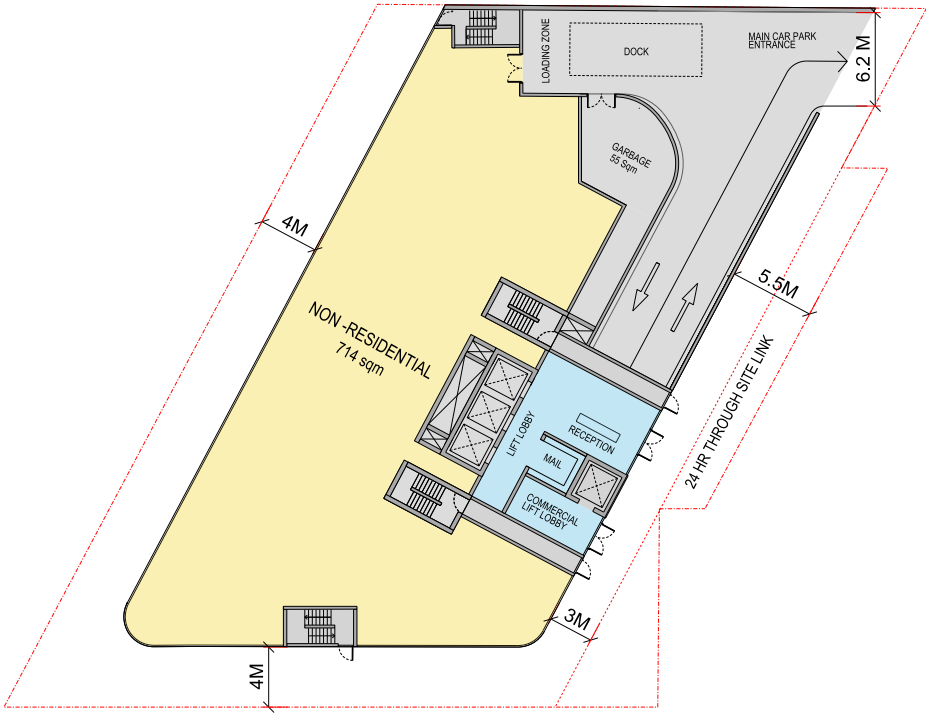
CONCEPT GROUND LANDSCAPE PLAN



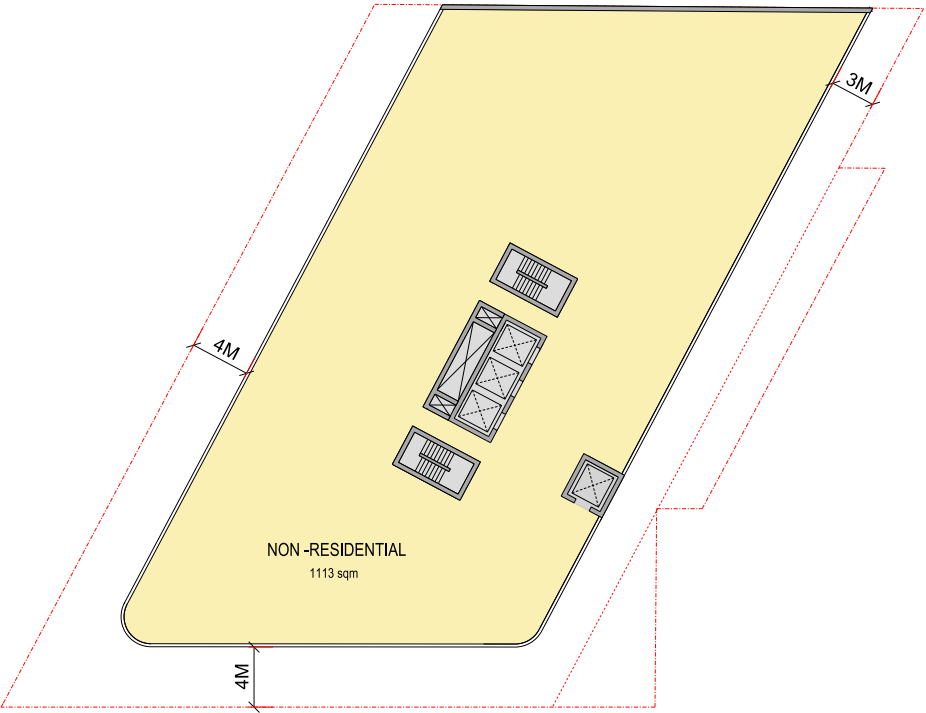
BUILT FORM CONCEPT

Podium Commercial Area Schedule

Location	Soft Landscaping Area
Ground Floor	714 sqm
First Floor	1113 sqm
Total	1827 sqm (1:1 Site Area)



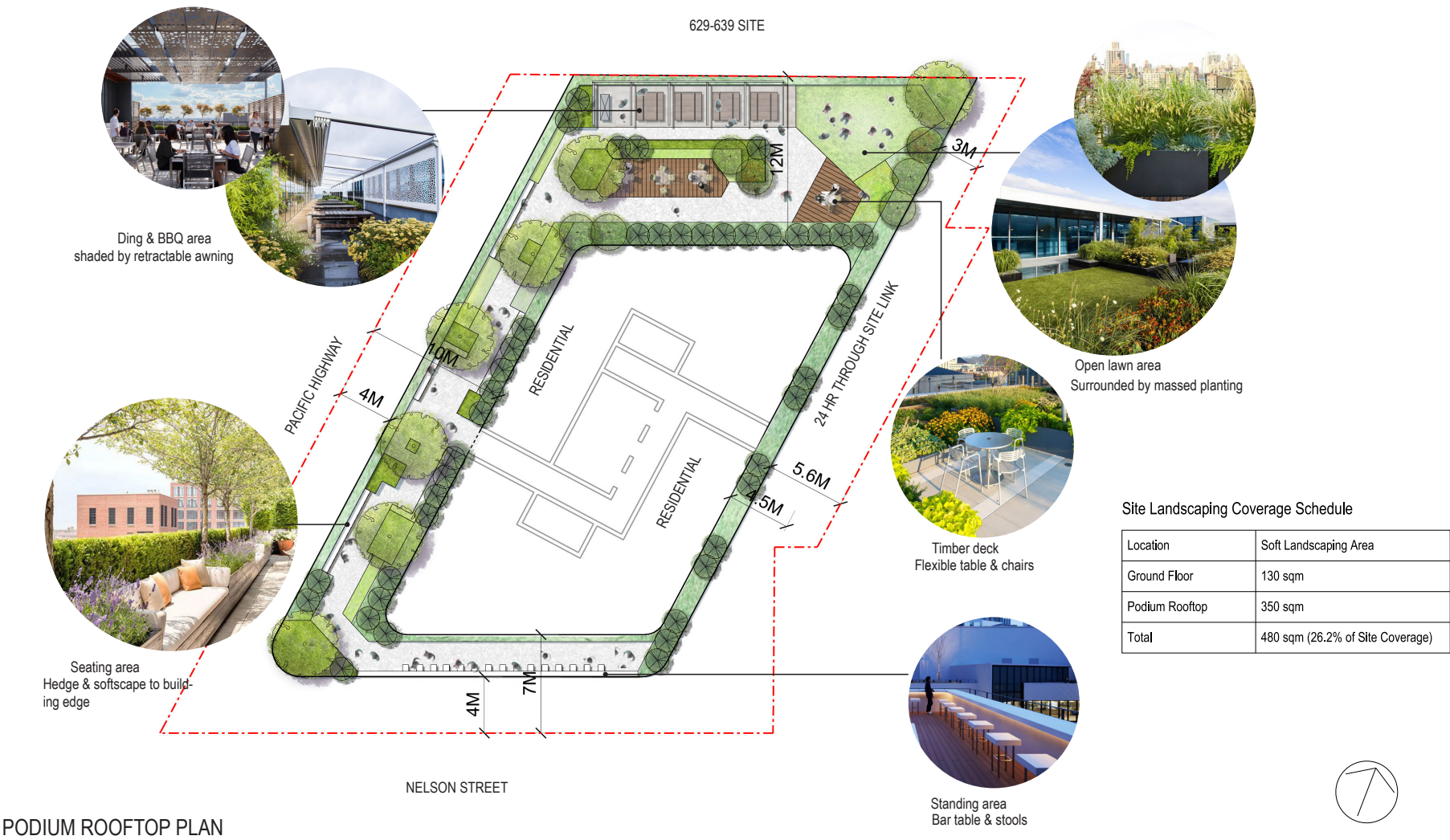
Ground Floor Plan



First Floor Plan

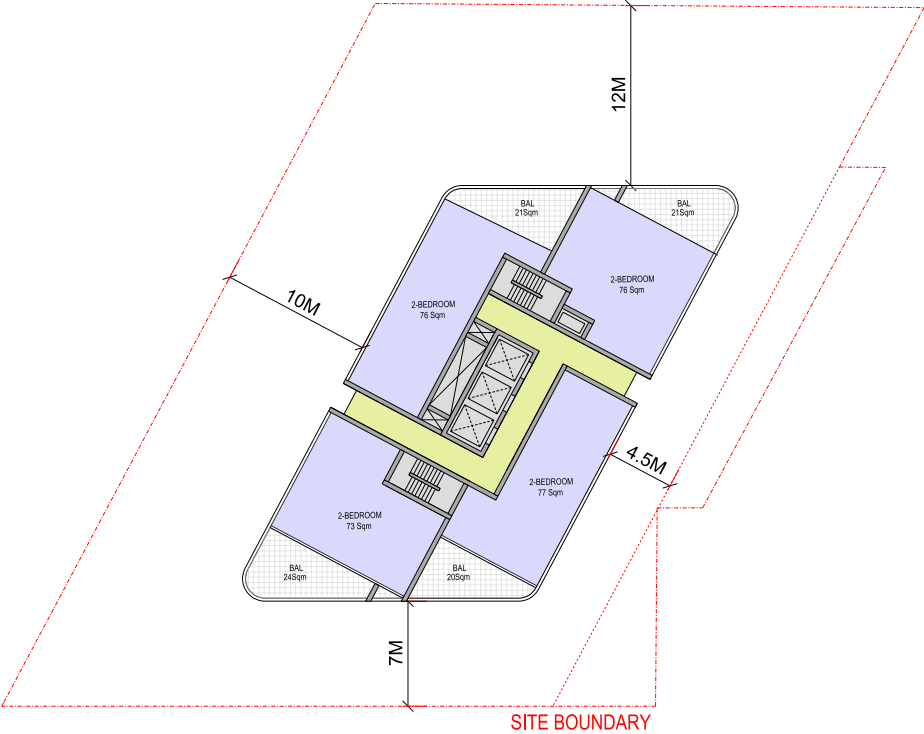


INDICATIVE FLOOR PLANS

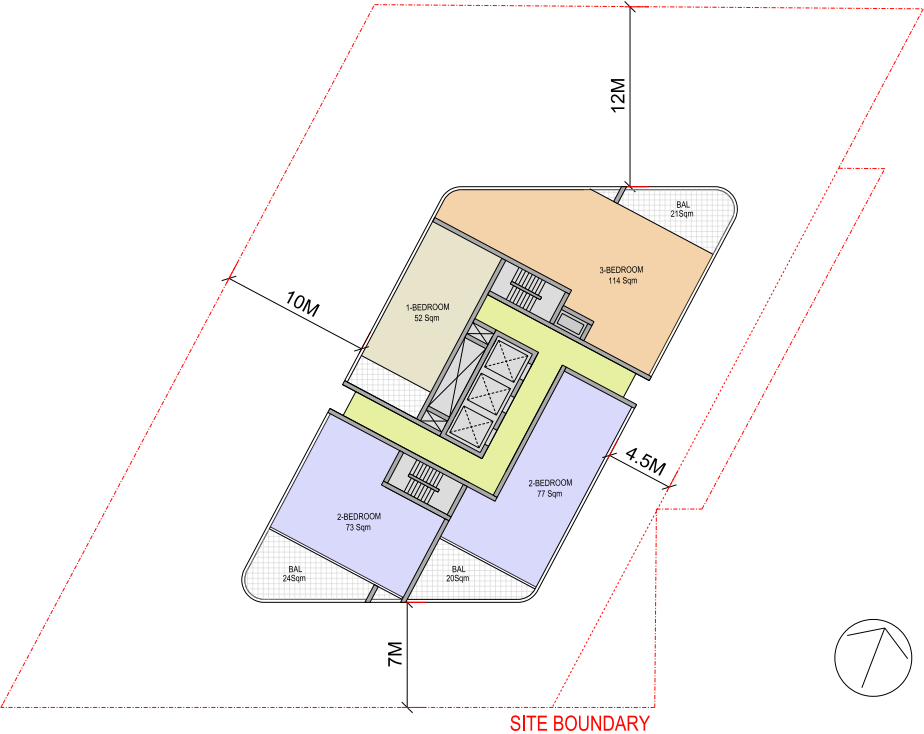


CONCEPT PODIUM ROOFTOP LANDSCAPE PLAN



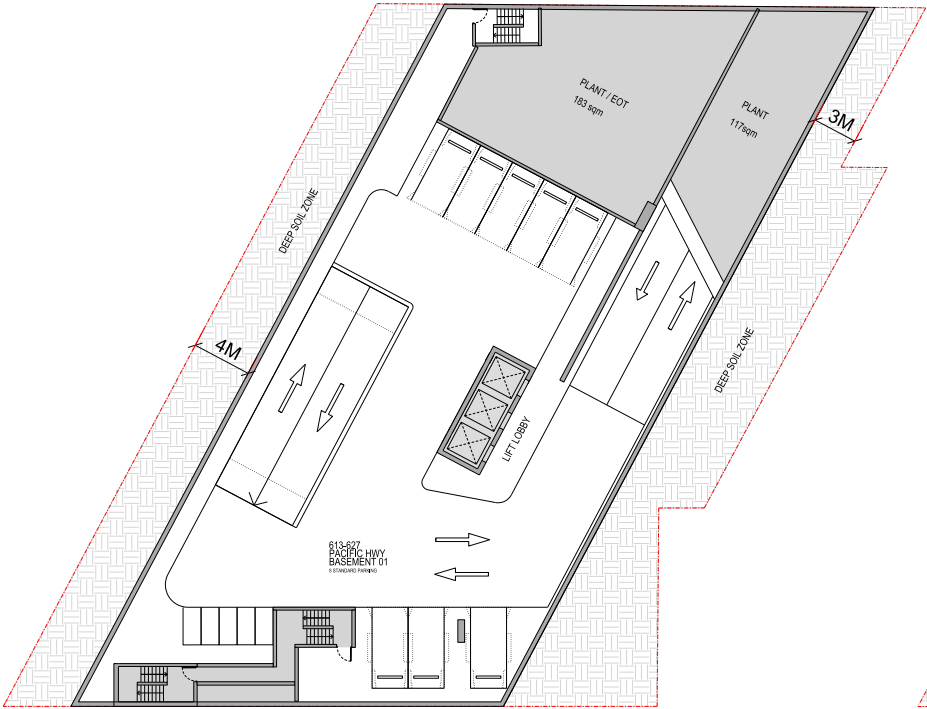


Typical Floor Plate 01



Typical Floor Plate 02





Basement 01 Floor Plan



Basement 02 Floor Plan



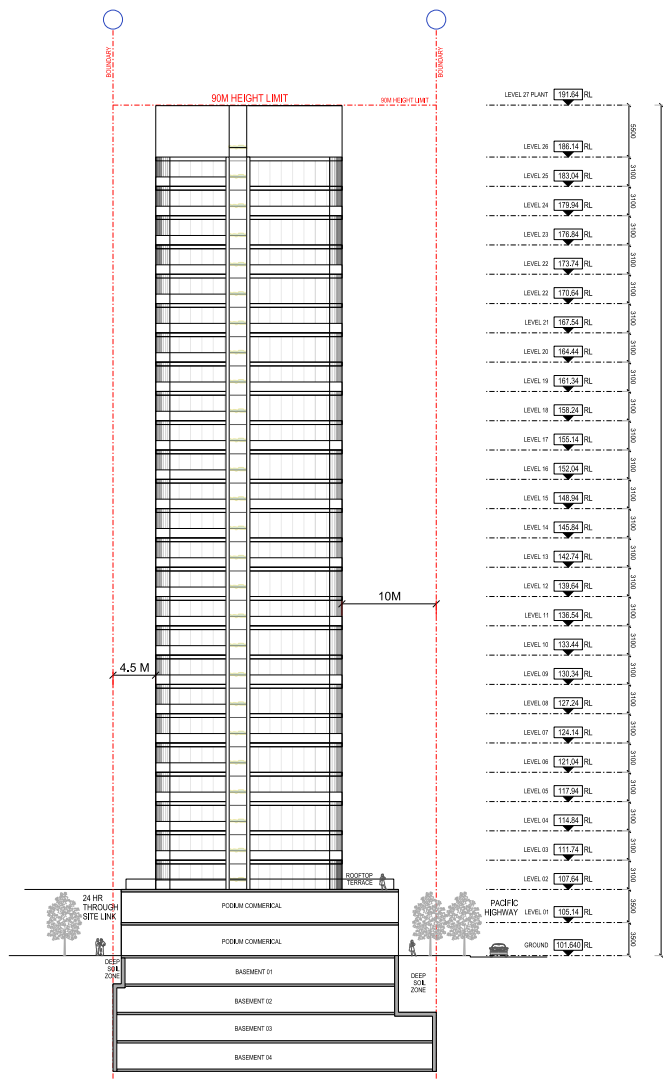




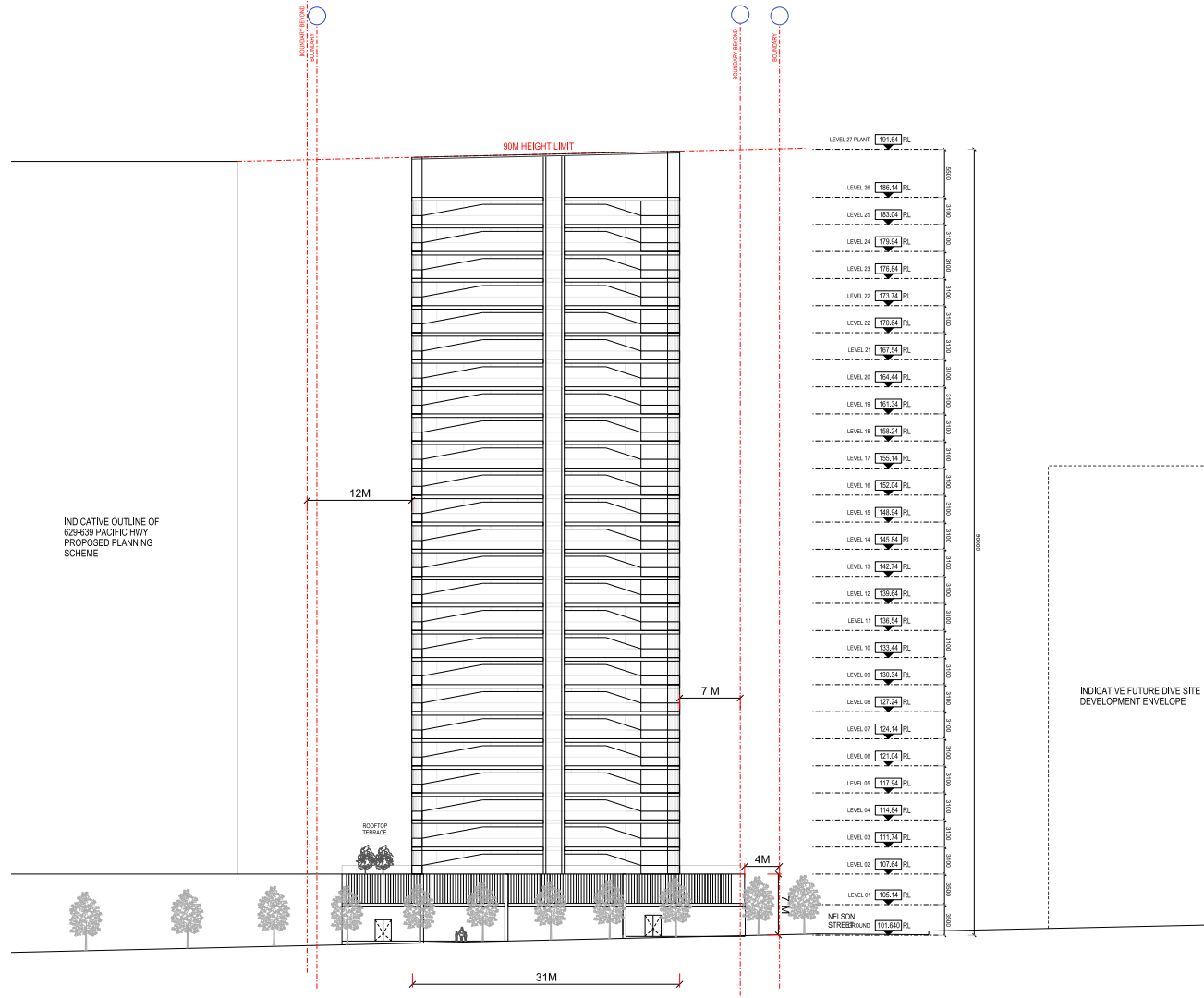
Typical Basement Floor



BUILT FORM CONCEPT



North Elevation

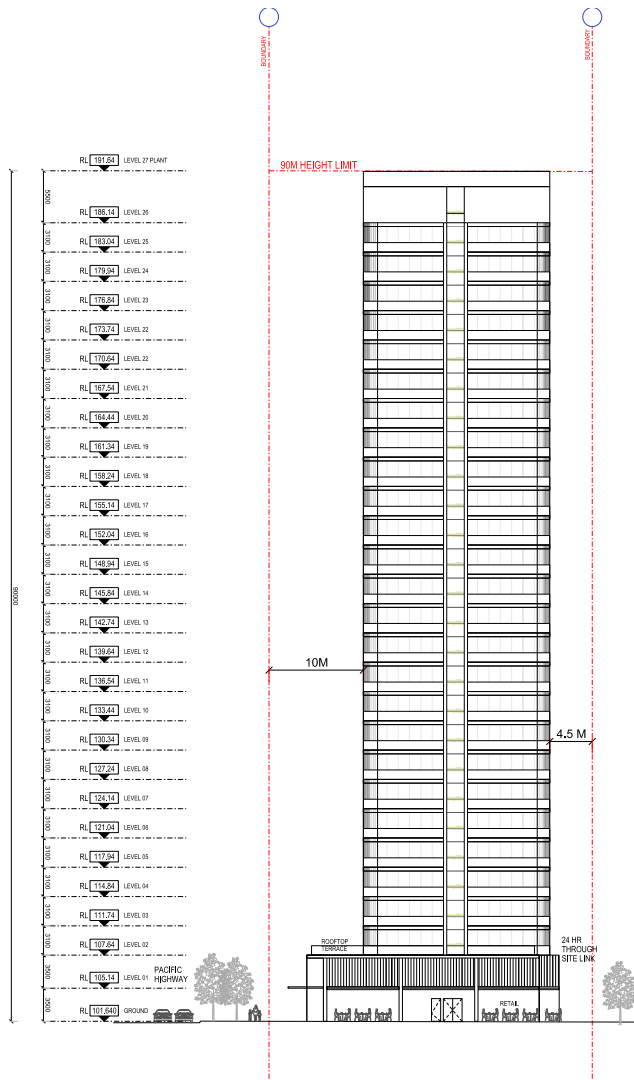


West Elevation

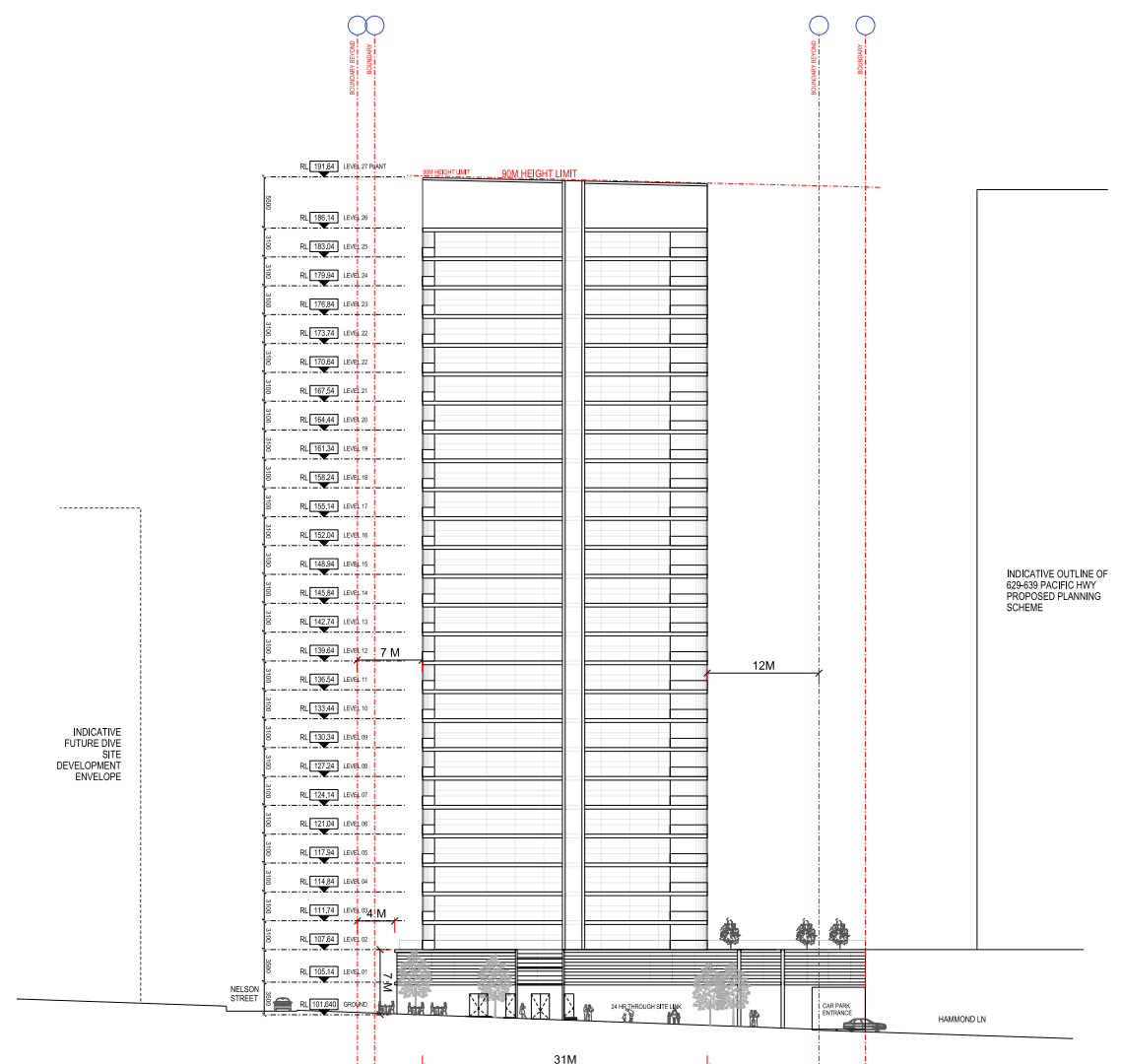
INDICATIVE ELEVATIONS



## BUILT FORM CONCEPT



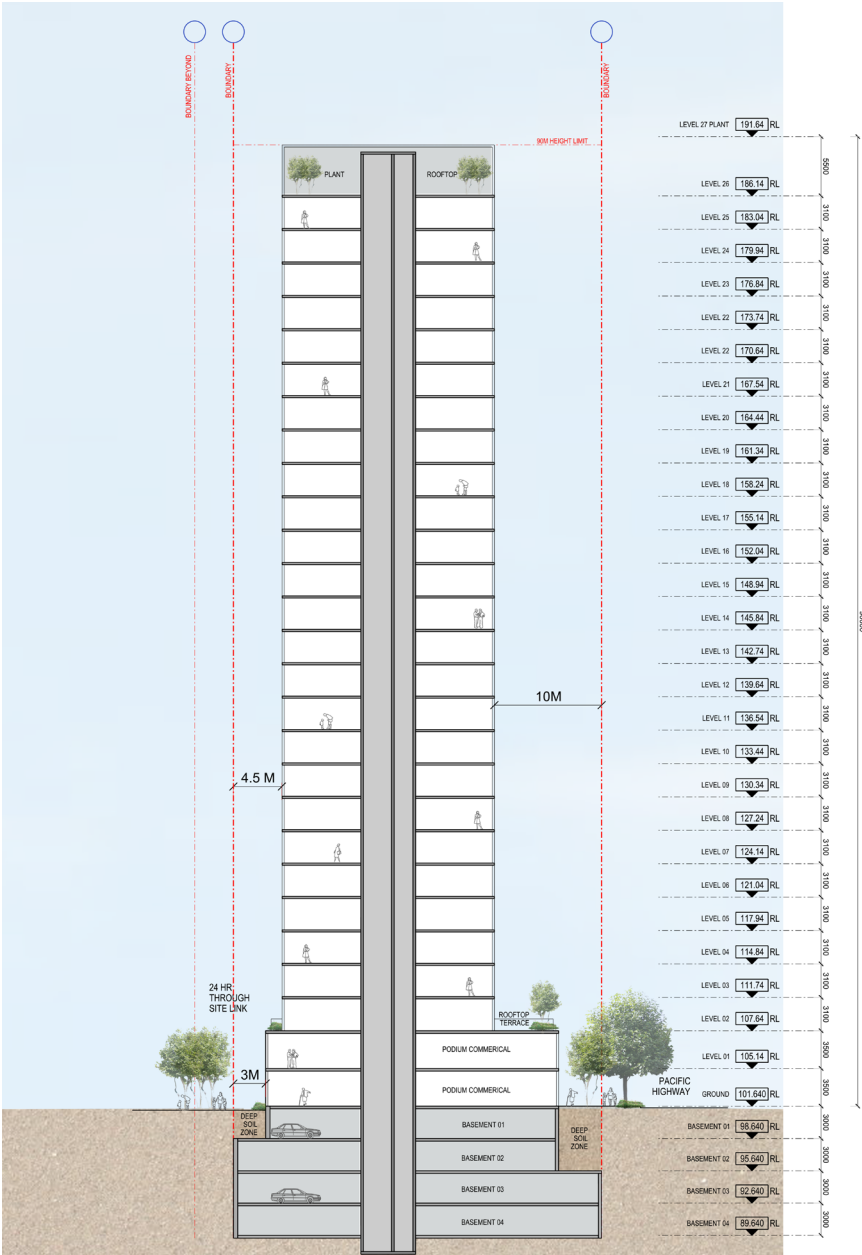
South Elevation



East Elevation

## INDICATIVE ELEVATIONS

BUILT FORM CONCEPT



East West Section

INDICATIVE SECTION



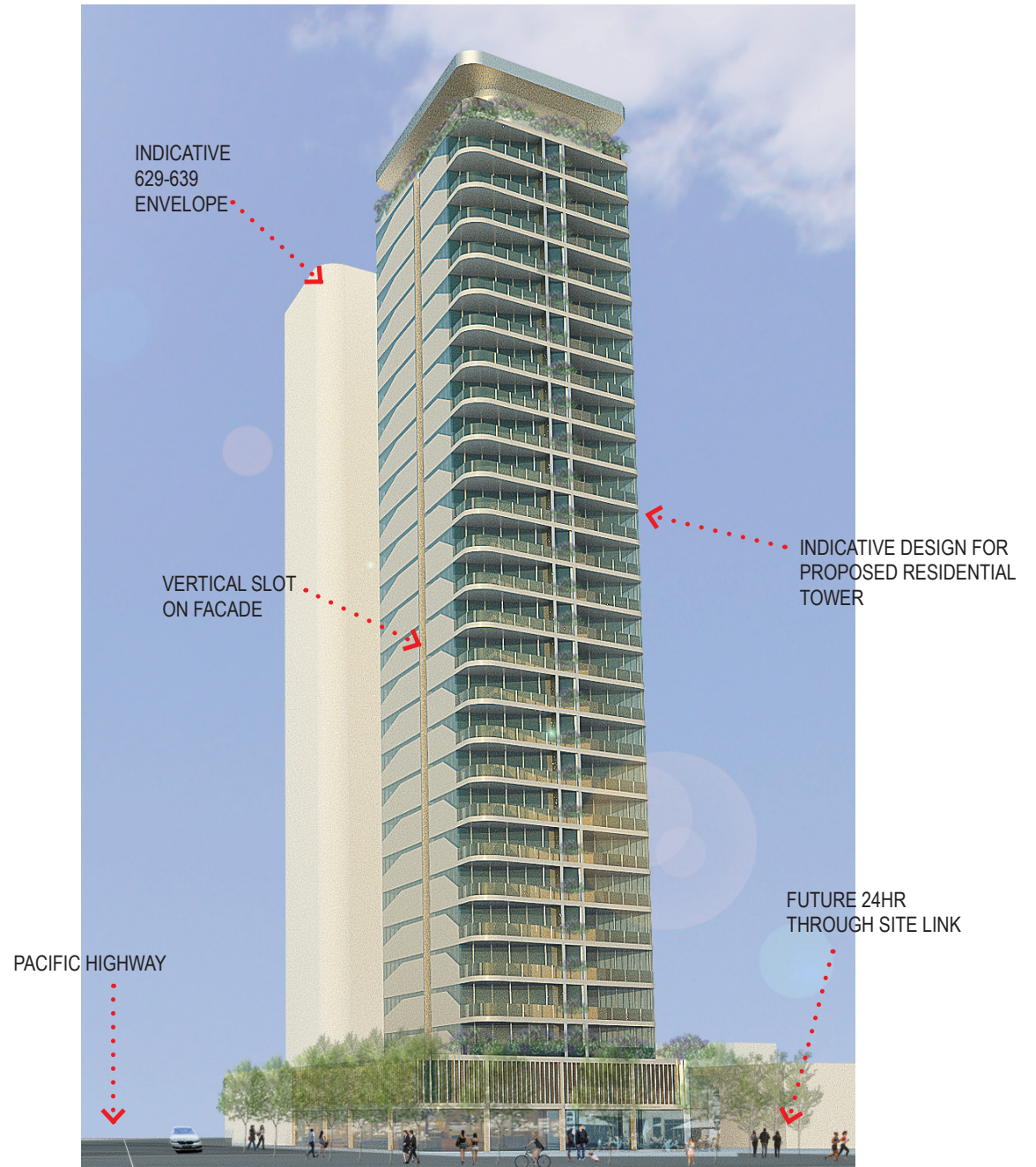
## BUILT FORM CONCEPT

### Design of Elevations in Context

The proposal's schematic elevations demonstrate a commitment to creating design interest, and to minimising the visual impact of the tower via a strategy of cuts, voids and slots across the building's key facades.

Across its western facade, modulation in material and cladding strategies allows the tower to read as two slender volumes, connected by a singular vertical element.

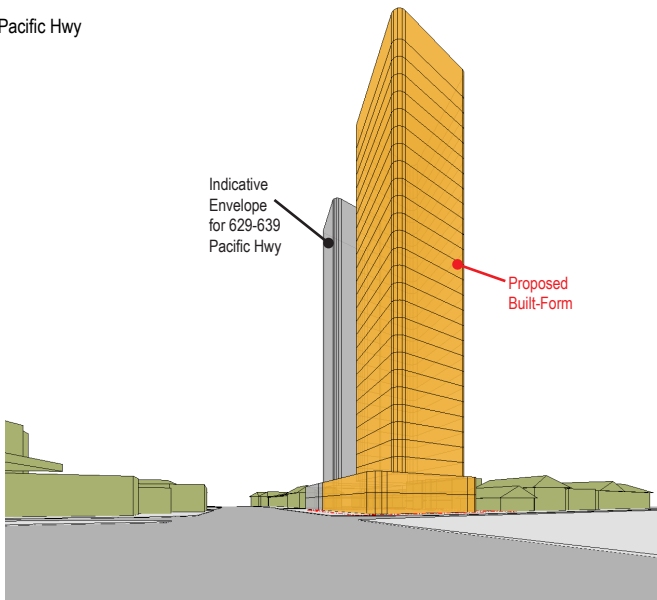
Balconies located at the tower's north and east facades establish horizontal rhythm, maximise views and solar access for occupants, and provide opportunities for pursuing sustainable strategies such as cross ventilation and passive cooling to apartments.



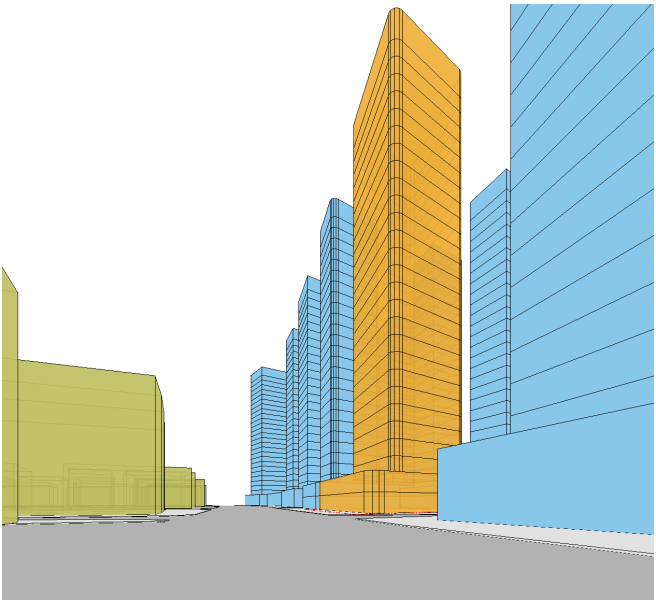
INDICATIVE DESIGN PERSPECTIVE

BUILT FORM CONCEPT

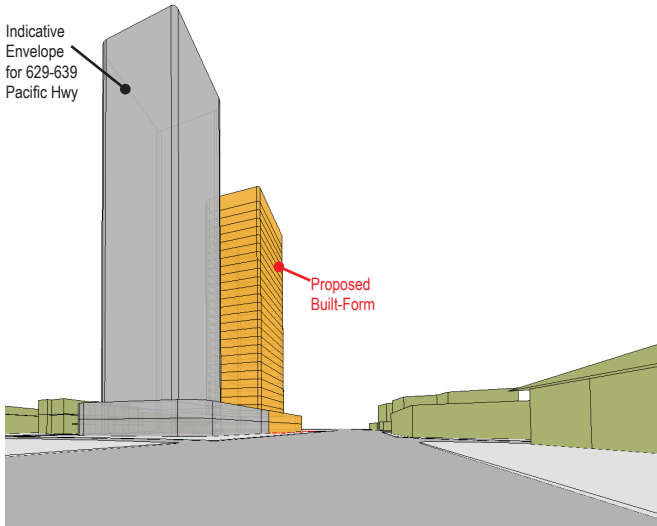
Indicative Envelope for 629-639 Pacific Hwy



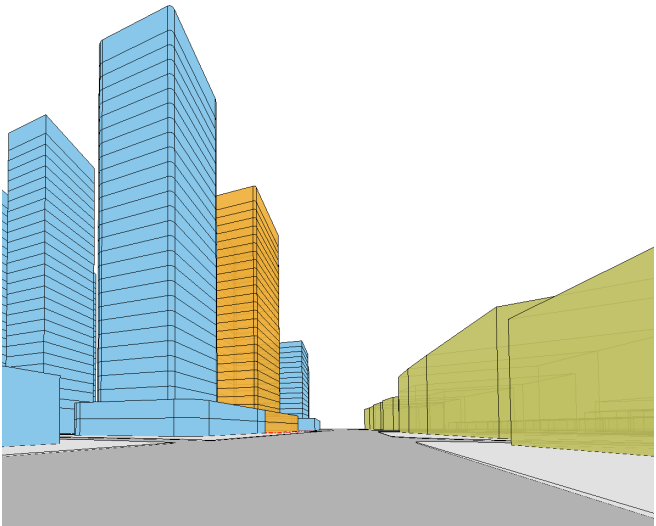
View Perspective From Southern Side of Pacific Highway



View Perspective From Southern Side of Pacific Highway in Future Chatswood Context

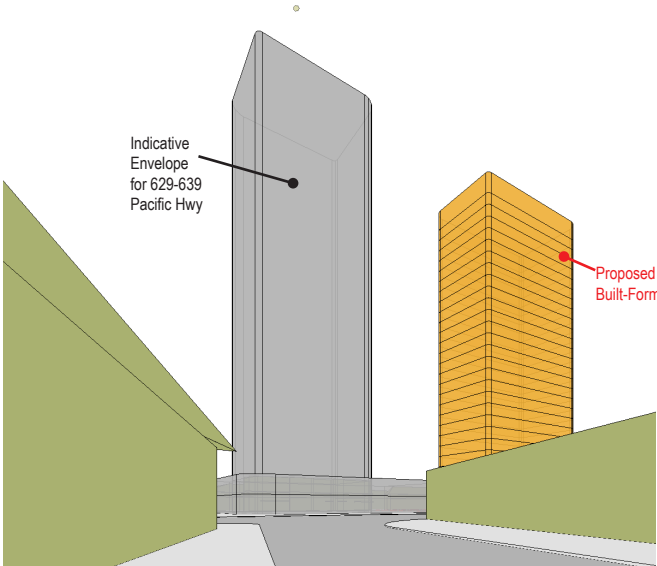


View Perspective From Northern Side of Pacific Highway

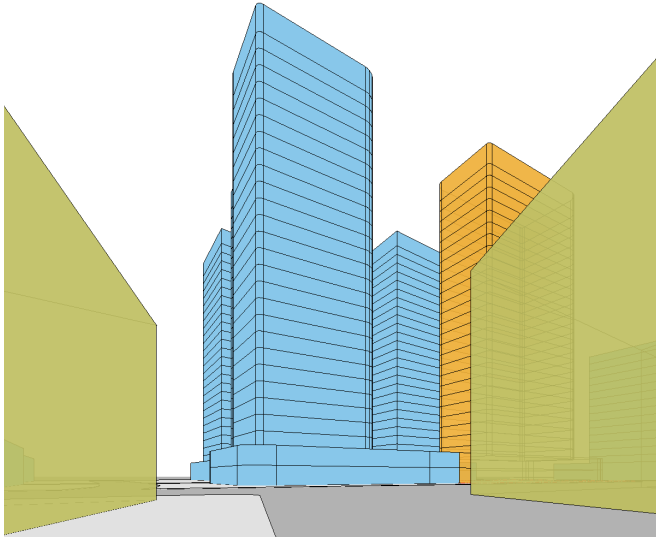


View Perspective From Northern Side of Pacific Highway in Future Chatswood Context

BUILT FORM VIEW

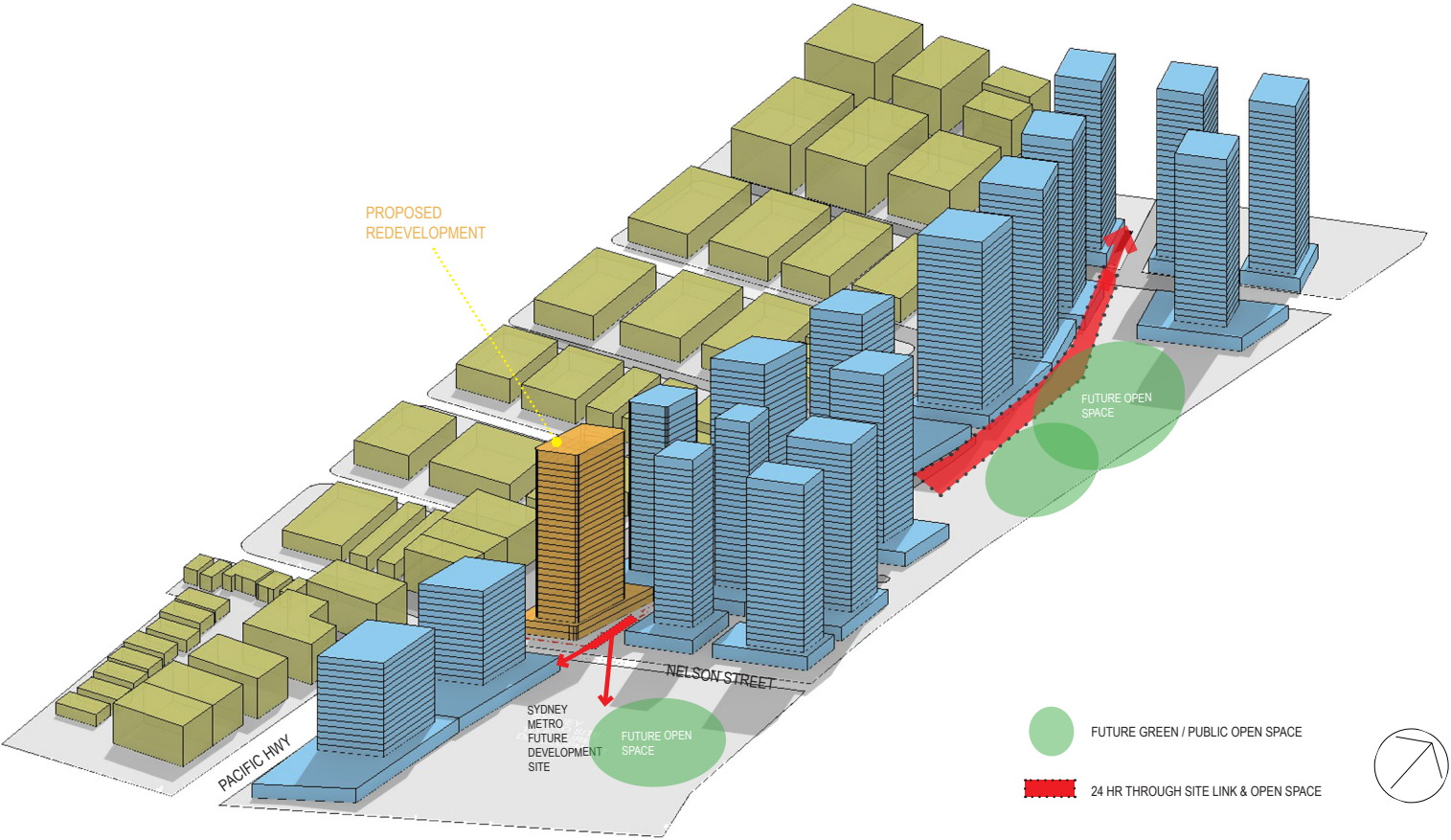


View Perspective From Fehon Road



View Perspective From Fehon Road in Future Chatswood Context





Proposed development in future Chatswood context

FUTURE THROUGH SITE LINKS & OPEN SPACE

## BUILT FORM CONCEPT

### Heritage Impacts and Urban Form Transition

The proposed built form outcome reflects the application of the key elements of the future LEP and DCP outlined at Section 3.1 of the CBD Strategy as they apply to site.

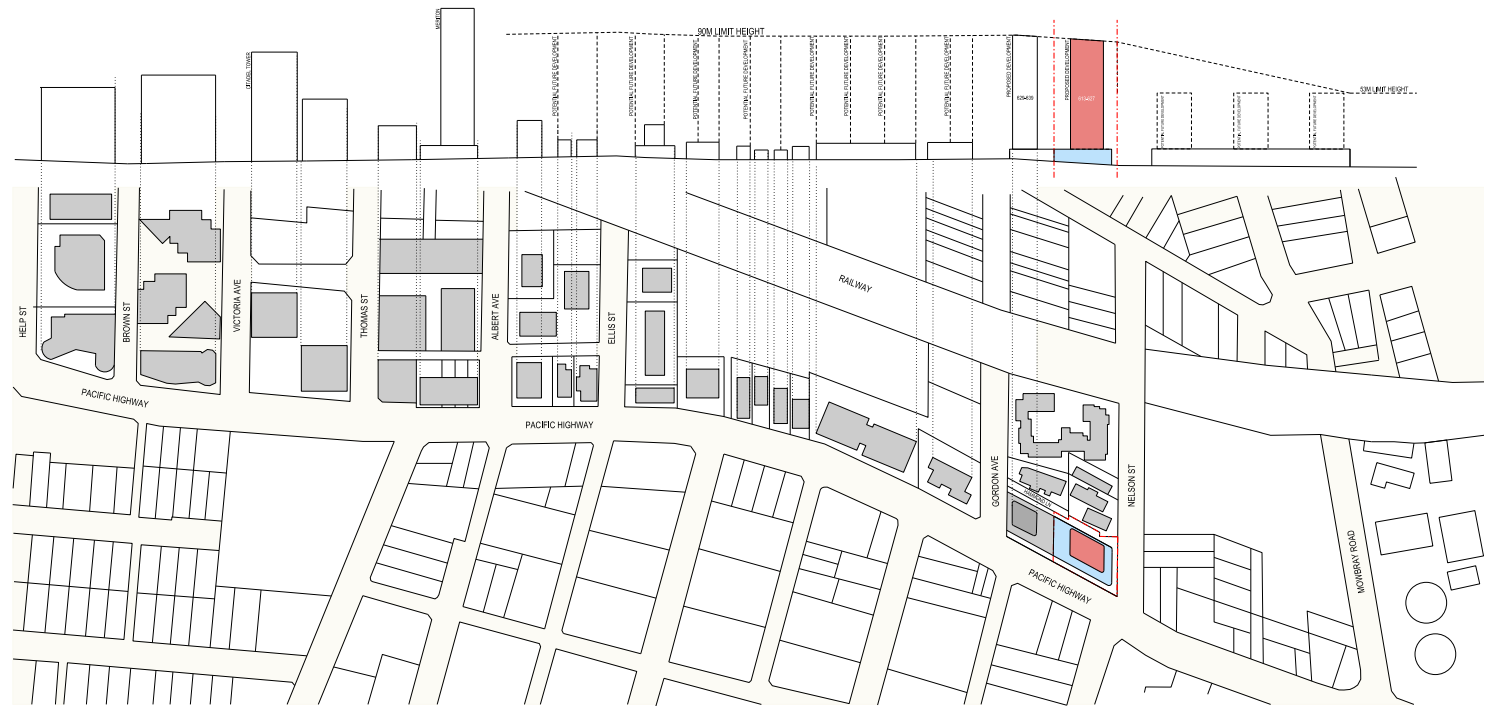
The independent heritage and design analysis, commissioned in response to DPIE questions during the preparation of the CBD Strategy, identified transition areas within the CBD that required lower heights and FSRs to respond to the lower density / heritage conservation areas at the periphery of the CBD.

The independent analysis identified the Metro Dive site at the corner of Pacific Highway and Mowbray Road as a transition site. This is reflected in the CBD Strategy through the application of a maximum FSR of 4.5:1 and a maximum height limit of 53 metres at the Dive site.

Therefore it has been accepted by Council that the Metro Dive site acts as the urban transition zone between the lower density development to the south of Mowbray Road and the higher density zones north of Nelson Street.

The independent analysis did not identify 613-627 Pacific Highway as a transition site. 613-627 Pacific Highway does not sit within a transition zone and it is separated from the Chatswood Heritage Conservation Area (east of the railway line) by land immediately east on Nelson Street that the CBD Strategy identifies as suitable for development up to 90m and FSR 6:1. The planning proposal will not interrupt the urban form transition between the CBD and surrounding sensitive development to the east or the south. Further, the proposed built form outcome is considered to be consistent with the CBD Strategy's vision, principles and guiding concepts as it:

- Maintains sun access to key public places
- Does not interrupt the built form transition between heritage items and the CBD
- Will provide a slender tower and workable floorplate
- Will not result in the isolation of surrounding sites
- Will respond to the public domain along the Pacific Highway, Nelson Street and Hammond Lane at the human scale
- Will facilitate the addition of a fine grain link between Hammond Lane and Nelson Street
- Will facilitate the provision of a greener more sustainable development than currently exists on site.



Proposed development in relationship to future Chatswood Skyline



## HERITAGE IMPACTS AND URBAN FORM TRANSITION

# BUILT FORM CONCEPT

## Design Progression to Final Concept

A Pre-Council meeting for this planning proposal was held on 24th of Feb 2021. Through the meeting we have received constructive feedback from the council, and most of these feedback were addressed, reflected and advanced to the final design outcome as presented in this report.

The major design adjustment made post to the pre-council meeting are from the following aspects:

### 1) Podium & Tower Setbacks

The pre-council meeting design presented a podium with 0 setback on Nelson Street, and a tower with 0 setback to the podium street wall on the eastern side boundary, as well as a much larger than necessary tower setback to the northern boundary. Through design development we adhere closely to meet the required setback to Chatswood strategy and ADG control, and provided even more setback on Nelson Street than required with an intention to enhance street connections with the future through site link and pacific highway.

### 2) Podium Planning

At the pre-council meeting stage we proposed a commercial to site ratio of 0.6:1, and it was not supported by the council. We have endeavored to meet the 1:1 ratio since, and we have achieved it in the final design proposal. Unfortunately due to site constraint which has been assessed by the traffic engineer, we are unable to place the loading dock off the ground floor to create more commercial space on the ground floor. Refer to traffic report for details.

### 3) Deep Soil Zone and Tree Retaining

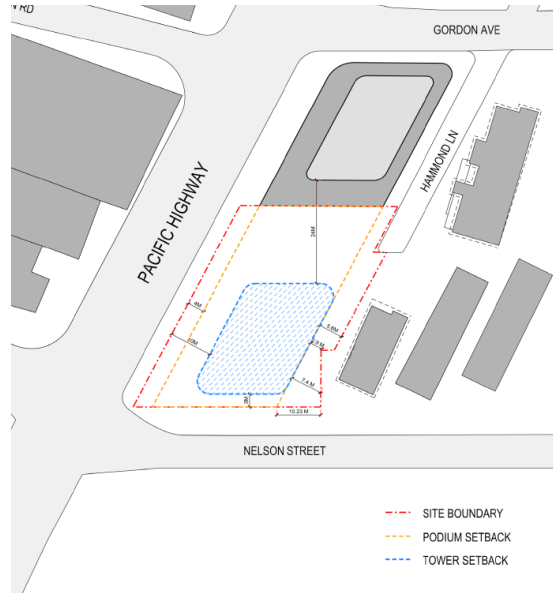
Treatment of existing trees were not well considered at pre-council meeting stage, and we have absorbed council's recommendation to provide deep soil zone to retain the existing trees on Pacific Highway and area of future through site link.

### 4) Tower Floor Plates

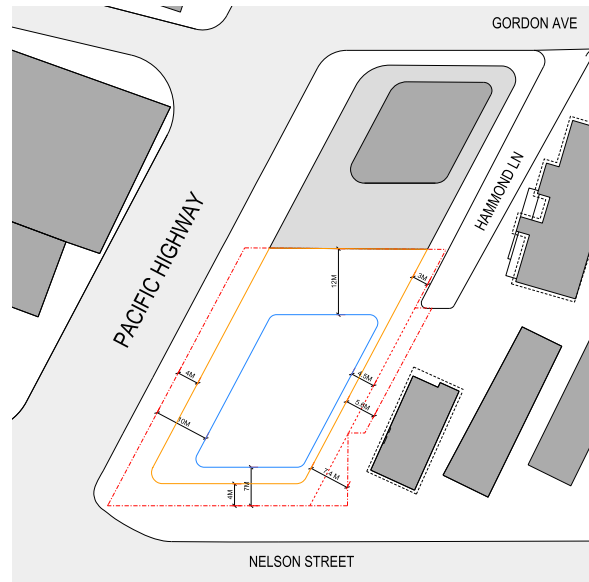
Tower Floor Plate sizes were increased due to reduced boundary setback to the northern boundary. The proposed tower footprint complies with setback requirements of Chatswood Strategy and ADG control, and 365 sqm GFA floor late is still well under 400 sqm.

### 5) Podium Wall Height

The previously proposed built form had 8m street wall height on Pacific highway and it is not amended to 7m as per Chatswood strategy requirement.



Pre-Council Meeting Design dated 24th Feb



Final Design



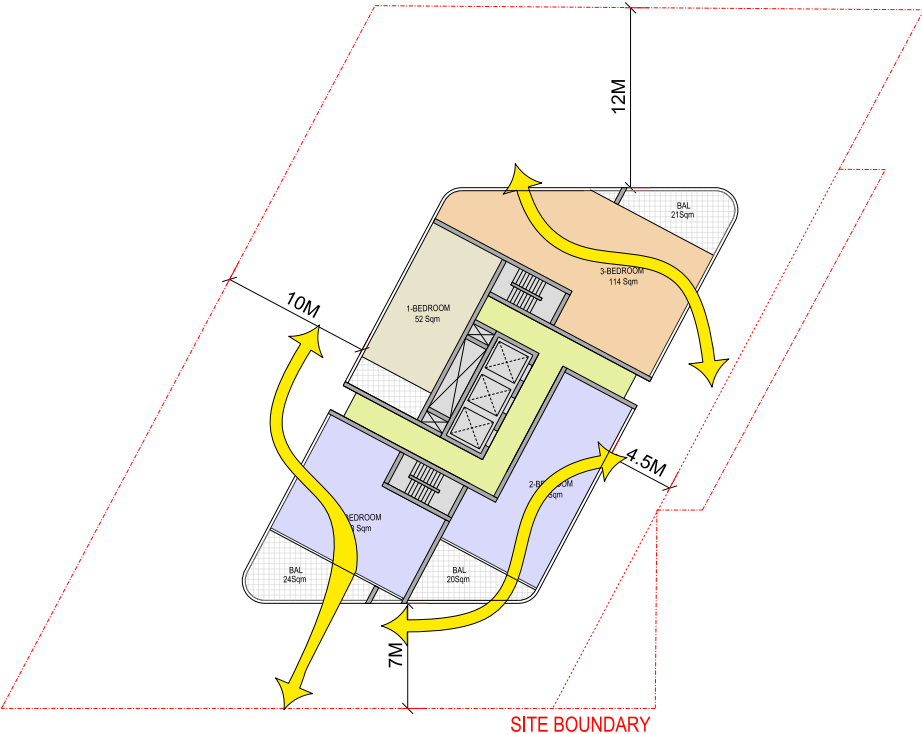
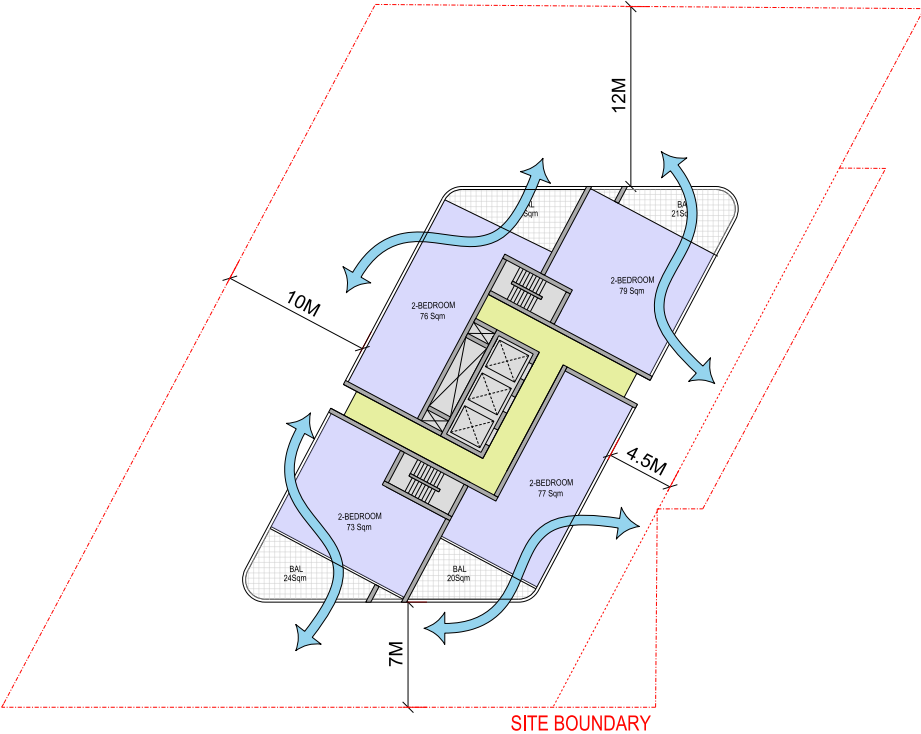
Pre-Council Meeting Design dated 24th Feb



Final Design

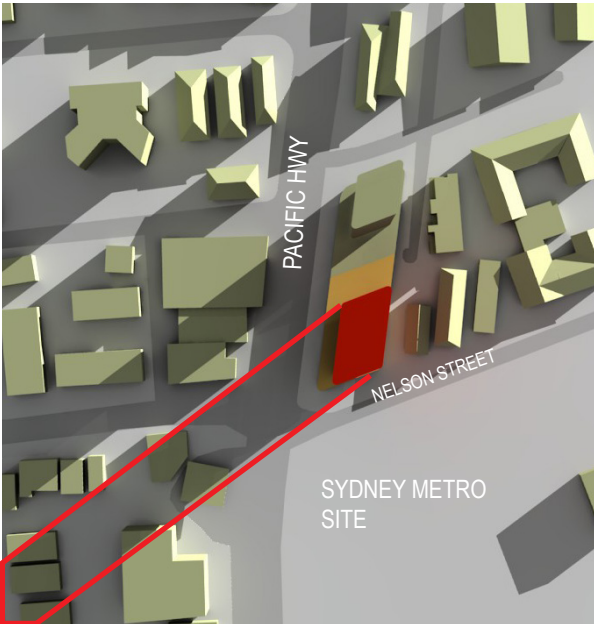
## DESIGN PROGRESSION





CROSS VENTILATION DIAGRAM

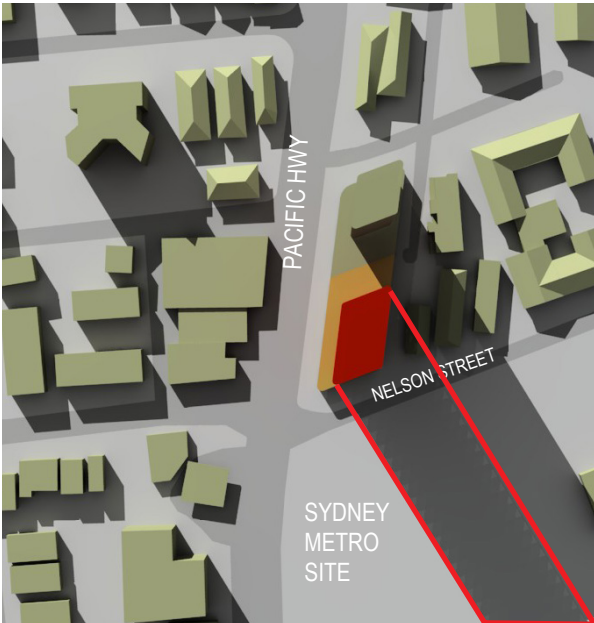
SOLAR ANALYSIS



June 21ST, 9AM



June 21ST, 12PM



June 21ST, 3PM

 Shadow Proposed By Built Form

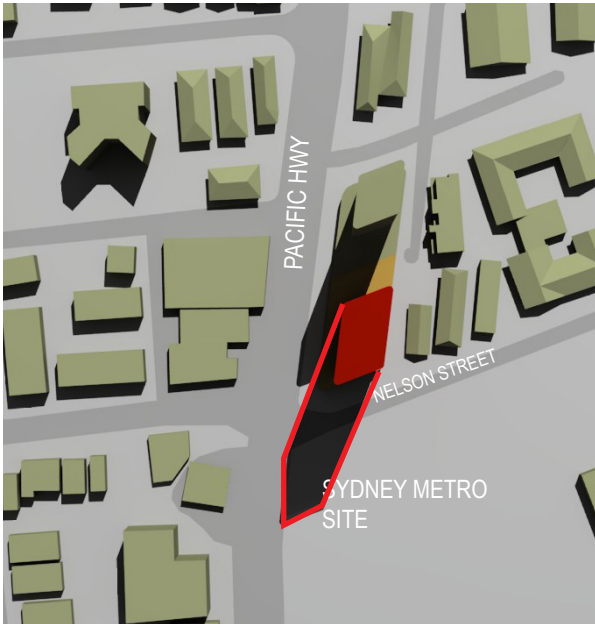


SHADOW DIAGRAM ANALYSIS - JUNE 21ST

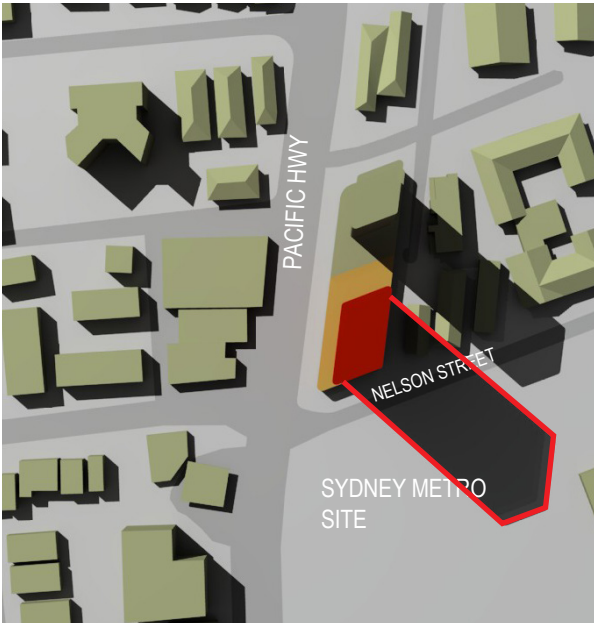
SOLAR ANALYSIS



March / September 21st, 9am



March / September 21st, 12pm



March / September 21st, 3pm

 Shadow Proposed By Built Form



SHADOW DIAGRAM ANALYSIS - MAR/SEP 21ST



STATISTICS

613-627 Pacific Hwy  
CONCEPT AREA SCHEDULE

	FLOOR	USE	GFA
	Level 27	Roof Plant	NA
	Level 26	Apartment	365.4
	Level 25	Apartment	365.4
	Level 24	Apartment	365.4
	Level 23	Apartment	365.4
	Level 22	Apartment	365.4
	Level 21	Apartment	365.4
	Level 20	Apartment	365.4
	Level 19	Apartment	365.4
	Level 18	Apartment	365.4
	Level 17	Apartment	365.4
	Level 16	Apartment	365.4
	Level 15	Apartment	365.4
	Level 14	Apartment	365.4
	Level 13	Apartment	365.4
	Level 12	Apartment	365.4
	Level 11	Apartment	365.4
	Level 10	Apartment	365.4
	Level 9	Apartment	365.4
	Level 8	Apartment	365.4
	Level 7	Apartment	365.4
	Level 6	Apartment	365.4
	Level 5	Apartment	365.4
	Level 4	Apartment	365.4
	Level 3	Apartment	365.4
	Level 2	Apartment	365.4
	Level 1	Commercial	1113
	Ground Floor	Commercial	714
	TOWER TOTAL		10962
	MAX.GFA	6 to 1	10962
	COMMERCIAL GFA	1 to 1	1827
	RESIDENTIAL GFA		9135
	B1	Parking	1345
	B2	Parking	1616
	B3	Parking	1827
	B4	Parking	1827
	BASEMENT TOTAL		6615
	SITE AREA		1827

PROPOSED BASEMENT CAR PARK SCHEDULE	
LOCATION	NO. CAR PARK
B1	8
B2	34
B3	40
B4	40
TOTAL	122

AREA SCHEDULE

## 613-627 Pacific Highway Chatswood – Proposed Mixed Use Development

### SEPP N0.65 – Apartment Design Guide

#### Schedule of Compliance

Objective	Design Criteria	Compliance	Comments
<b>Part 3 Siting the Development</b>			
<b>3A Site Analysis</b>			
3A-1  Site Analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context		YES	Refer to Urban Design Report for details.
<b>3B Orientation</b>			
3B-1 Building types and layouts respond to the streetscape and site while optimizing solar access within the development		YES	<p>The proposed building podium is sited clearly to address the two main stress frontage – Pacific Hwy and Nelson Street.</p> <p>Retail space are provided facing street level to activate retail street frontage and to provide a vigorous street edge to the development site.</p> <p>On the eastern side of the subject site, a 24 hour through site link will be incorporated as per future Chatswood CBD urban planning and strategies.</p> <p>The main residential lobby entrance will be located on the through site link side to provide activation to the</p>

			<p>future through site link. The location also provides a enjoyable and peaceful entry experience to the residents.</p> <p>A small portion of rear lane at the end of Hammond Ln will be used for main vehicular and residential car park access without interfering the main street frontages as well as major public domain.</p>
3B-2 Overshadowing of neighboring properties is minimized during mid-winter		YES	<p>The overshadow impacts to adjacent properties caused by the proposed building envelope are minor and will allow the adjacent properties to receive more than 2 hours of sunlight to their private open space and living room during mid-winter. Details refer to Urban Design Report.</p>
<b>3C Public Domain Interface</b>			
3C-1 Transition between private and public domain is achieved without compromising safety and security		YES	<p>The main building entrance is positioned with direct access to the future through site link – a public open space in the future with activities while maintaining a clear sightline for visual security. Passive surveillance is achieved through this street transition between private and public domain to ensure visual safety and security. It also creates an opportunity for casual interaction between residents and the public domain following the development of future through site link.</p> <p>In addition, that majority of the upper floor balconies and windows for the apartments are orientated to allow overlooking the public domain area for further passive surveillance.</p>
3C-2 Amenity of the public domain is retained and enhanced		YES	<p>The amenity of the existing public domain will be well retained and enhanced with the proposed ground level landscape concept for the new development, which allows incorporation of the existing street trees into the proposed design scheme. The proposed ground level also</p>



			<p>incorporates series of soft landscaping features, pathways and building entries at the back site of future through site link to clearly identify the transition between the new public open space and private residential space.</p> <p>The proposed design will also create great opportunities to enhance existing main street frontage on pacific highway and nelson street by allowing new pedestrian footpath linkage and retail shop frontage to create an activating, safe and comfortable walking route from the site to the future CBD context of the area.</p>
<b>3D Communal and Public Open Space</b>			
<p><b>3D-1</b> An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping</p>	<p>1. Communal open space has a minimum area equal to 25% of the site 2. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June</p>	YES	<p>Landscaped communal open space has been proposed at podium rooftop level.</p> <p>Required minimum communal open space = 25% of site area = 456 sqm</p> <p>Proposed Communal open space on level 3 roof top = 391 sqm</p> <p>Proposed Communal open space on Ground Floor = 271sqm</p> <p>Total Proposed Communal Open Space=391+271= <b>662 (36.2% of site area)</b></p> <p>Through shadow impact Analysis, more than 50% of the principle communal space will achieve a minimum of 50% direct sunlight between 9am and 3am in mid-winter.</p>
<b>3D-2</b>		YES	The communal open space on the ground floor on the eastern side of the development allows seating areas

Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting			<p>with a mix of feature planting at through site link and in front of major residential entrance lobby. This new open public space will create an inviting and attractive vibe at this part of through site link therefore activating the envisaged 24 through site link concept of future Chatswood CBD strategy. Meanwhile a mix of native evergreen and exotic deciduous trees are provided at the major 2 street frontage – Pacific high way and Nelson Street.</p> <p>The communal courtyard on the podium rooftop provides variety of activities for the residents such as BBQ facilities and lounge areas. Varying heights of shade plants, timber seating / decking and green lawns are proposed on the communal rooftop space to create an attractive retreat place for the residents.</p>
3D-3 Communal open space is designed to maximize safety		YES	Communal space designed for this development are readily visible from habitable rooms and private open space while maintaining visual privacy.

3D-4 Public Open space, where provided, is responsive to the existing pattern and use of the neighborhood		YES	The designed communal open space on the ground floor is well connected with public streets. A range of recreational activities created on the podium rooftop communal space are suitable for all range of residents with all ages.
3E Deep Soil Zones			

3E-1 Deep Soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality	Deep soil zone are to meet the following minimum requirements:			YES	Deep Soil zone has been proposed on 4m setback on pacific highway street frontage to provide areas for and support healthy plant and tree growth.  Deep Soil Zone has been proposed on through site link to potentially enhance the area with landscaping.  Required Deep soil zone for subject site = 7% of the site area = 127.89 sqm.  Proposed 6m deep soil zone along pacific highway = 210 sqm (11% of the site area)  Proposed 3m deep soil zone on through site link =271 sqm (15% of the site area)
	Site Area	Mi. Dimensions	Deep Soil Zone (% of the site area)		
	<650 sqm	N/A	26%		
	650-1500 sqm	3m			
	>1500 sqm	6m			
>1500 sqm with significant existing tree cover	6m				

3F Visual Privacy



<div>3F-1</div> <div>Adequate building separation distances are shared equitably between neighboring site, to achieve reasonable levels of external and internal visual privacy</div>	<div>Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distance from buildings to the side and rear boundaries are as follows:</div> <table><tr><th>Building Height</th><th>Habitable rooms &amp; Balconies</th><th>Non-Habitable Rooms</th></tr><tr><td>Up to 12m (4 storeys)</td><td>6m</td><td>3m</td></tr><tr><td>Up to 25m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr><tr><td>Over 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr></table>	Building Height	Habitable rooms & Balconies	Non-Habitable Rooms	Up to 12m (4 storeys)	6m	3m	Up to 25m (5-8 storeys)	9m	4.5m	Over 25m (9+ storeys)	12m	6m	YES	The proposed tower development has 12 m separation distance to the northern side boundaries.
Building Height	Habitable rooms & Balconies	Non-Habitable Rooms													
Up to 12m (4 storeys)	6m	3m													
Up to 25m (5-8 storeys)	9m	4.5m													
Over 25m (9+ storeys)	12m	6m													
<div>3f-2</div> <div>Site and building design elements increase privacy without compromising access to light and air balance outlook and views from habitable rooms and private open space</div>		YES	<div>The proposed built form provides maximum daylight access and each unit have distant views from each other.</div> <div>The private open space and windows begin on level 3 podium which are distant from the street level public domain therefore achieves high level of privacy for the residents. Fences / screening and vegetation on the podium rooftop communal space have provided visual separation spaces to the privacy open space balconies of the residents on the podium rooftop level.</div>												
3G Pedestrian Access and Entries															
<div>3G-1</div> <div>Building entries and pedestrian access connects to and address the public domain</div> <div>3G-2</div>		YES	Building entry is located on the eastern side of the subject site where a 24 hour through site link is provided to the community. Building access and pathways are clearly visible from the public domain and communal space. Pedestrian links for access to streets and connection to destinations are clearly identified.												

<p>Access, entries and pathways are accessible and easy to identify</p> <p>3G-3</p> <p>Large Sites provide pedestrian links for access to streets and connection to destinations</p>			
<b>3H Vehicle Access</b>			
<p>3H-1</p> <p>Vehicle access points are designed and located to achieve safety, minimize conflicts between pedestrians and vehicles and create high quality streetscapes</p>		YES	<p>Vehicle access points of the subject site is located at the end of Hammond Ln. The location of being a rear lane minimizes the conflicts between pedestrians and vehicles therefore increase safety of the residents and create high quality streetscape of the other major street frontage façade.</p>
<b>3J Bicycle and Car Parking</b>			

<p>3J-1 Car parking is provided based on proximity to public transport in metropolitan Sydney and centers in regional area</p> <p>3J-2 Parking and facilities are provided for other modes of transport</p> <p>3J-3 Car park design and access is safe and secure</p> <p>3J-4 Visual and environmental impacts of underground car parking are minimized.</p> <p>3J-5 Visual and environmental impacts of on-grade car parking are minimized.</p> <p>3J-6 Visual and environmental impacts of above ground enclosed car parking are minimized.</p>	<p>The minimum car parking requirement for residents and visitors is set out in the guide to traffic generating developments or the car parking requirement prescribed by the relevant council, whichever is less,</p> <p>The car parking needs for a development must be provided off street.</p>	<p>YES</p> <p>Capable to comply subject to detail design at DA stage</p>	<p>The subject site is proposed to be rezoned from B5 – Business Development to Mixed Use zone under Chatswood CBD Planning and Urban Design Strategy 2016.</p> <p>The minimum car park requirement in metro sub-regional centers for residents and visitors is set out in the guide to traffic generating developments (GTGD) as follow,</p> <table><tr><td></td><td>1B</td><td>2B</td><td>3B</td><td>Total</td></tr><tr><td>NO.</td><td>30</td><td>56</td><td>15</td><td>101</td></tr><tr><td>Ratio</td><td>0.6</td><td>0.9</td><td>1.4</td><td></td></tr><tr><td>Require</td><td>18</td><td>50.4</td><td>21</td><td>89.4</td></tr><tr><td>Visitor</td><td colspan="3">1 space per 5 dwelling</td><td>20.2</td></tr><tr><td>Subtotal</td><td colspan="3">For Residential</td><td>109</td></tr></table> <p>Willoughby DCP Part C.4 Parking Requirements as follow,</p> <table><tr><td></td><td>1B</td><td>2B</td><td>3B</td><td>Total</td></tr><tr><td>No.</td><td>30</td><td>56</td><td>15</td><td>101</td></tr><tr><td>Ratio</td><td>1</td><td>1</td><td>1</td><td></td></tr><tr><td>Require</td><td>30</td><td>56</td><td>4</td><td>90</td></tr><tr><td>Visitor</td><td colspan="3">1 space per 4 dwelling</td><td>25.25</td></tr><tr><td>Subtotal</td><td colspan="3">For Residential</td><td>115</td></tr><tr><td>Retail</td><td colspan="3">1 space per 25 sqm</td><td>29</td></tr><tr><td>Commercial</td><td colspan="3">1 space per 110 sqm</td><td>10</td></tr><tr><td>Total</td><td colspan="3">GTGD Rate</td><td><b>148</b></td></tr><tr><td></td><td colspan="3">DCP Rate</td><td><b>154</b></td></tr></table> <p>Willoughby Council Reduced Car Park Provision for consideration as follow,</p> <table><tr><td></td><td>1B</td><td>2B</td><td>3B</td><td>Total</td></tr><tr><td>NO.</td><td>30</td><td>56</td><td>15</td><td>101</td></tr><tr><td>Ratio</td><td>1</td><td>1</td><td>1.25</td><td></td></tr><tr><td>Require</td><td>30</td><td>56</td><td>119</td><td>105</td></tr><tr><td>Visitor</td><td colspan="3">1 space per 10 dwelling</td><td>10</td></tr><tr><td>Subtotal</td><td colspan="3">For Residential</td><td><b>115</b></td></tr></table>		1B	2B	3B	Total	NO.	30	56	15	101	Ratio	0.6	0.9	1.4		Require	18	50.4	21	89.4	Visitor	1 space per 5 dwelling			20.2	Subtotal	For Residential			109		1B	2B	3B	Total	No.	30	56	15	101	Ratio	1	1	1		Require	30	56	4	90	Visitor	1 space per 4 dwelling			25.25	Subtotal	For Residential			115	Retail	1 space per 25 sqm			29	Commercial	1 space per 110 sqm			10	Total	GTGD Rate			<b>148</b>		DCP Rate			<b>154</b>		1B	2B	3B	Total	NO.	30	56	15	101	Ratio	1	1	1.25		Require	30	56	119	105	Visitor	1 space per 10 dwelling			10	Subtotal	For Residential			<b>115</b>
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Part 4 Designing the Building

4A Solar and Daylight Access

<div> 4A-1 To optimized the number of apartments receiving sunlight to habitable rooms, primary window and private open space </div>	<div> 1. Living rooms and private open spaces of at least 70% of apartments in building receive a minimum of 2 hours direct sunlight between 9am and 3pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas.   2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9am and 3pm at mid-winter. </div>	<div> YES </div>	<div> The proposed apartment layouts are carefully planned to ensure the optimal solar access, natural ventilation and avoid no direct sunlight units and overshadow as much as possible. The proposed building form has been tested with 3D modelling to ensure a minimum of 2 hours of solar access during winter for at least 70% of total number of units between 9am to 3pm. And 0% of apartment would receive no direct sunlight between 9am to 3pm at mid-winter. </div>
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	3. A maximum of 15% of apartments in a building receive no direct sunlight between 9am and 3pm at mid-winter.		
4A-2 Daylight access is maximized where sunlight is limited		YES	The proposed built form maximizes the daylight access. The glazed balcony is proposed to maximize daylight penetration.
4A-3 Design incorporates shading and glare control, particularly for warmer months		YES Can comply subject to detail design at DA	Shading devices would be considered to some windows and balcony to shade off undesirable midday summer sun without compromising the view of apartments.
4B-1 All habitable rooms are naturally ventilated		YES	Natural breeze ventilation is maximized for each apartment in all habitable rooms
4B-2 The layout and design of single aspect apartments maximizes natural ventilation		YES	Apartment depths are within maximum depth of 8m to maximize ventilation and airflow

<p>4B-3</p> <p>The number of apartments with natural cross ventilation is maximized to create a comfortable indoor environment for residents</p>	<ol style="list-style-type: none"> <li>1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments are ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.</li> <li>2. Overall depth of a cross-over or cross through apartment does not exceed 18m, measured glass line to glass line</li> </ol>	<p>YES</p>	<p>Over 60% of apartments for the proposed scheme are crossed ventilation.</p> <p>Overall depth of a crossover ventilated apartment does not exceed 18m.</p>
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#### 4C Ceiling Height

4C-1  
Ceiling height achieves sufficient natural ventilation and daylight access

4C-2  
Ceiling height increases the sense of space in apartments and provides for well-proportioned rooms

4C-3  
Ceiling heights contribute to the flexibility of building uses over the life of the building

Measured from finished floor level to finished ceiling levels, minimum ceiling heights are:

Minimum ceiling height for apartment and mixed-use buildings	
Habitable rooms	2.7m
Non-habitable rooms	2.4m
For 2 storeys apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area
Attic spaces	1.8m at edge of the room with a 30-degree minimum ceiling slope
If located in mixed used area	3.3m for ground and first floor to promote future flexibility of use

YES

The proposed minimum floor to floor height for the proposed development is 3.1 m which will achieve recommended 2.7m minimum for ceiling height in all habitable rooms and 2.4 minimum ceiling height for non-habitable rooms.

4D Apartment Size and Layout													
4D-1 The layout of rooms within an apartment is functional, well organized and provides a high standard of amenity	<div>1. Apartments are required to have the following minimum internal areas:</div> <div>2.<table><tr><th>Apartment Type</th><th>Min. Internal area</th></tr><tr><td>Studio</td><td>35 sqm</td></tr><tr><td>1 bedroom</td><td>50 sqm</td></tr><tr><td>2 bedroom</td><td>70 sqm</td></tr><tr><td>3 bedroom</td><td>90 sqm</td></tr></table></div> <div>The minimum internal area includes only one bathroom. Additional bathroom increases the minimum internal area by 5sqm each.</div> <div>A fourth bedroom and further additional bedrooms increase the minimum internal area by 12 sqm each.</div> <div>Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.</div>	Apartment Type	Min. Internal area	Studio	35 sqm	1 bedroom	50 sqm	2 bedroom	70 sqm	3 bedroom	90 sqm	YES	All the apartment sizes proposed will achieve the minimum size requirements for two bedrooms and three bedrooms.
Apartment Type	Min. Internal area												
Studio	35 sqm												
1 bedroom	50 sqm												
2 bedroom	70 sqm												
3 bedroom	90 sqm												
4D-2 Environmental performance of the apartment is maximized	<div>1. Habitable room depths are limited to a maximum of 2.5 x the ceiling height.</div> <div>2. In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.</div>	YES	All units proposed in the development have a maximum habitable room of 8m from a window with a common ceiling height of 2.7m.										



<p>4D-3</p> <p>Apartment layouts are designed to accommodate a variety of household activities and needs</p>	<ol style="list-style-type: none"> <li>1. Master bedrooms have a minimum area of 10 sqm and the other bedrooms 9sqm (excluding wardrobe space)</li> <li>2. Bedrooms have minimum dimension of 3m (excluding wardrobe space)</li> <li>3. Living rooms or combined living/dining rooms have a minimum width of: <ul style="list-style-type: none"> <li>- 3.6m for studio and 1 bedroom apartments</li> <li>- 4m for 2 and 3 bedroom apartments</li> <li>- The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts</li> </ul> </li> </ol>	<p>YES</p>	<p>All proposed unit layouts are designed to have flexibility to accommodate a variety of house hold activities.</p>
<p><b>4E Private Open Space and Balcony</b></p>			

<p>4E-1 Apartments provide appropriately sized private open space and balconies to enhance residential amenity</p> <p>4E-2 Primary private open space and balconies are appropriately located to enhance livability for residents</p> <p>4E-3 Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building</p> <p>4E-4 Private open space and balcony design maximizes safety</p>	<p>1. All apartments are required to have primary balconies as follows:</p> <table><tr><td>Dwelling Type</td><td>Min.area</td><td>Min.Depth</td></tr><tr><td>Studio</td><td>4 sqm</td><td>N/A</td></tr><tr><td>1 Bedroom</td><td>8 sqm</td><td>2m</td></tr><tr><td>2 Bedroom</td><td>10 sqm</td><td>2m</td></tr><tr><td>3 Bedroom</td><td>12 sqm</td><td>2.4m</td></tr></table> <p>The minimum balcony depth to be counted as contributing to the balcony area is 1m</p> <p>2. For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m sqm and a minimum depth of 3m.</p>	Dwelling Type	Min.area	Min.Depth	Studio	4 sqm	N/A	1 Bedroom	8 sqm	2m	2 Bedroom	10 sqm	2m	3 Bedroom	12 sqm	2.4m	<p>YES</p>	<p>All proposed units have primary balcony depth of minimum 2m and area of 10 sqm for 2 bedroom and depth of 2.4 m and are of 12 sqm for 3 bedrooms.</p>
Dwelling Type	Min.area	Min.Depth																
Studio	4 sqm	N/A																
1 Bedroom	8 sqm	2m																
2 Bedroom	10 sqm	2m																
3 Bedroom	12 sqm	2.4m																

4F Common Circulation and Spaces																																		
4F-1 Common circulation spaces achieve good amenity and properly service the number of apartments	The maximum number of apartments off a circulation core on a single level is eight. For buildings of 10 storeys and over, the maximum numbers of apartments sharing a single lift is 40.	YES	The proposed maximum number of apartments off a circulation core on a single level is 4-5.																															
4F-2 Common circulation spaces promote safety and provide for social interaction between residents			The proposed numbers of apartment sharing a single lift on this development is 33 for a total number of 101 apartments.																															
4G Storage																																		
4G-1 Adequate, well designed storage is provided in each apartment	In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided: <table><tr><td>Dwelling Type</td><td>Storage Size Volume</td></tr><tr><td>Studio</td><td>4 sqm</td></tr><tr><td>1 Bedroom</td><td>6 sqm</td></tr><tr><td>2 Bedroom</td><td>8 sqm</td></tr><tr><td>3 Bedroom</td><td>10 sqm</td></tr></table>	Dwelling Type	Storage Size Volume	Studio	4 sqm	1 Bedroom	6 sqm	2 Bedroom	8 sqm	3 Bedroom	10 sqm	YES	All unit apartments will be provided with cupboard within units and some units have additional storage space in the common storage area in the basement car park with an approx. 50/50 split. <table><tr><td></td><td>1B</td><td>2B</td><td>3B</td><td>Total</td></tr><tr><td>NO.</td><td>30</td><td>56</td><td>15</td><td>101</td></tr><tr><td>Ratio</td><td>4</td><td>6</td><td>8</td><td></td></tr><tr><td>Require</td><td>120</td><td>336</td><td>120</td><td>576</td></tr></table>			1B	2B	3B	Total	NO.	30	56	15	101	Ratio	4	6	8		Require	120	336	120	576
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4G-2 Additional storage is conveniently located, accessible and nominated for individual apartments																																		
4H Acoustic Privacy																																		
4H-1 Noise transfer is minimized through the siting of building and building layout		YES Capable to comply subject to detailed DA Design	Building separation is applied to minimize noises.																															
4H-2 Noise impacts are mitigated within																																		

apartments through layout and acoustic treatments															
4J Noise and Pollution															
4J-1 In noisy or hostile environments, the impacts of external noise and pollution are minimized through the careful siting and layout of buildings 4J-2 Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission		YES  Capable to comply subject to detailed DA	Subject to future DA Design												
4K Apartment Mix															
4K-1 A range of apartment types and sizes is provided to cater for different household types now and into the future 4K-2 The apartment mix is distributed to suitable locations within the building		YES	<table><tr><td>Apartment Type</td><td>No.Units</td><td>% of Total</td></tr><tr><td>1 Bedroom</td><td>30</td><td>29%</td></tr><tr><td>2 Bedroom</td><td>56</td><td>56%</td></tr><tr><td>3 Bedroom</td><td>15</td><td>15%</td></tr></table>	Apartment Type	No.Units	% of Total	1 Bedroom	30	29%	2 Bedroom	56	56%	3 Bedroom	15	15%
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4L Ground Floor Apartments															
4L-1 Street frontage activity is maximized where ground		YES	Street Frontage Podium will be dedicated for retail and commercial use and will not be used for apartments.												



<p>floor paraments are located</p> <p>4L-2</p> <p>Design of ground floor apartments delivers amenity and safety for residents</p>			
<b>4M Façades</b>			
<p>4M-1</p> <p>Building facades provide visual interest along the street while respecting the character of the local area</p> <p>4M-2</p> <p>Building functions are expressed by the façade</p>		<p>YES</p> <p>Capable to comply at DA stage</p>	<p>The proposed building envelop has a contemporary look and elegant massing with chamfered corner which will give an aesthetical and slim presence to the future Chatswood CBD skyline.</p> <p>Detail façade design will be subject to detailed design at DA stage.</p>
<b>4N Roof Design</b>			
<p>4N-1</p> <p>Roof treatments are integrated into the building design and positively respond to the street</p> <p>4N-2</p> <p>Opportunities to use roof space for residential accommodation and open space are maximized</p> <p>4N-3</p> <p>Roof design incorporates sustainability features</p>		<p>YES</p> <p>Capable to comply at DA stage</p>	<p>The proposed envelope building design give the rooftop to plant room use and partially can be used to rooftop garden or roof feature subject to the detailed design at DA stage.</p>
<b>4O-Landscape Design</b>			
<p>40-1</p> <p>Landscape design is viable and sustainable</p>		<p>YES</p>	<p>The landscape provision on site will mainly focus on the following:</p>

4O-2 Landscape design contributes to the streetscape and amenity			<p>-Provision of private / public communal space using variety of planting features, seating and textures at ground level, podium rooftop level and potentially tower rooftop level with the excellent view.</p> <p>-A mix of native vegetation and feature vegetations will be applied to the design to contribute to biodiversity.</p>
<b>4P Planting on structures</b>			
4P-1 Appropriate soil profiles are provided 4P-2 Plant growth is optimized with appropriate selection and maintenance 4P-3 Planting on structures contributes to the quality and amenity of communal and public open spaces		YES	<p>All planting areas on the subject site are over concrete slabs. Each of different areas will be designed to maximize soil depth depending on the detailed landscape design.</p>
<b>4Q Universal Design</b>			

<p>4Q-1 Universal design features are included in apartment design to promote flexible housing for all community members</p> <p>4Q-2 A variety of apartments with adaptable designs are provided</p> <p>4Q-3 Apartment layouts are flexible and accommodate a range of lifestyle needs</p>		YES	The units will be designed to livable housing guideline with min 20% of units achieving silver level bench mark.
<b>4R Adaptive Reuse</b>			

<p>4R-1 New additions to existing buildings are contemporary and complementary and enhance an area's identity and sense of place</p> <p>4R-2 Adapted buildings provided residential amenity while not precluding future adaptive reuse</p>		N/A	N/A
<b>4S Mixed Use</b>			
<p>4S-1 Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement</p> <p>4S-2 Residential levels of the building are integrated within the development</p>		Capable to comply subject to detail design at DA stage	The proposed mix use building will have positive contribution to the public domain by having active retail frontage at the 2 main street frontage. Diverse activities will take place in the ground floor public domain by the new through site link design in the future.

and safety and amenity is maximized for residents			
<b>4T Awnings and Signage</b>			
4T-1 Awnings are well located and complement and integrate with the building design 4T-2 Signage responds to the context and desired streetscape character		Capable to comply subject to detail design at DA stage	Awnings will be incorporated and integrated into podium design, providing street shelter for the pedestrians.
<b>4U Energy Efficiency</b>			
4U-1 Development incorporates passive environmental design 4U-2 Development incorporates passive solar design to optimize heat storage in winter and reduce heat transfer in summer 4U-3 Adequate natural ventilation minimizes the need for mechanical ventilation		Capable to comply subject to detail design at DA stage	The proposed design has orientated in an optimal way to achieve good solar access and cross ventilation to achieve high level of energy efficiency for the building.
<b>4V Water Management and Conservation</b>			
4V-1 Portable water use is minimized 4V-2		Capable to comply subject to detail	Stormwater detention system will be proposed to the subject site development to control the water quality and collect stormwater runoff.



<p>Urban stormwater is treated on site before discharged to receiving waters</p> <p>4V-3</p> <p>Flood management systems are integrated into site design</p>		<p>design at DA stage</p>	<p>Details will be subject to stormwater design consultant at DA stage.</p>
<b>4W Waste Management</b>			
<p>4W-1</p> <p>Waste storage facilities are designed to minimize impacts on the streetscape, building entry and amenity of residents</p> <p>4W-2</p> <p>Domestic waste is minimized by providing safe and convenient source separation and recycling</p>		<p>YES</p> <p>Capable to comply subject to detail design at DA stage</p>	<p>Garage room is located on the ground floor with direct access from loading dock for collection.</p>
<b>4X Building Maintenance</b>			
<p>4X-1</p> <p>Building design detail provides protection from weathering</p> <p>4X-2</p> <p>Systems and access enable ease of maintenance</p> <p>4X-3 Material selection reduces ongoing maintenance costs</p>		<p>Capable to comply subject to detail design at DA stage</p>	<p>All service and equipment rooms are located with easy access from ground floor or sub-basement levels or rooftops</p>