

## Appendix A Consideration of Sydney DCP

### Sydney DCP Part 3: General provisions

Clause	Provision	Compliance
<b>3.1 Public Domain Elements</b>		
<b>3.1.1 Streets, lanes and footpaths</b>		
3.1.1.1(1)	New streets, lanes and footpaths are to be constructed in accordance with the Sydney Streets Design Code.	No new streets are proposed.
3.1.1.1(3)	Street trees are to be provided in accordance with the Street Tree Master Plan	No new street trees are required to support the proposal.
3.1.1.1(4)	Street furniture is to be consistent with the Sydney Streets Design Code and relevant Council public domain plans.	No new street furniture is required to support the proposal.
<b>3.1.5 Public Art</b>		
3.1.5(1)	Public Art is to be provided in accordance with the City of Sydney Guidelines for Public Art in Private Development and the Public Art Policy (available at <a href="http://www.cityofsydney.nsw.gov.au">www.cityofsydney.nsw.gov.au</a> ).	<p>These guidelines apply to all:</p> <ul style="list-style-type: none"> <li>urban renewal areas requiring a master plan or stage 1 development application</li> <li>privately initiated multiple residential, commercial or industrial projects which include a significant amount of public (or publicly accessible) space or which have a construction value exceeding \$10 million.</li> </ul> <p>The need for public art will be further considered at the DA stage.</p>
<b>3.2 Defining the public domain</b>		
<b>3.2.1 Improving the public domain</b>		
3.2.1.1(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.	The proposal has no overshadowing impact on public open space.
3.2.1.1(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.	Shadow diagrams are included in the urban design study.
3.2.1.2(1)	Buildings are not to impede views from the public domain to highly utilized public places, parks, heritage buildings and monuments including public statues, sculptures and art.	A visual impact assessment forms part of the proposal which demonstrates that significant views will be retained.
3.2.1.2(2)	Development is to improve public views to parks, heritage buildings and monuments by using	The proposal will not impact on any views to parks or heritage buildings.

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	buildings to frame views. Low level views of the sky along streets and from locations in parks are to be maintained.	
3.2.2 Addressing the public domain		
3.2.2(1)	Buildings are to be designed to positively address the street.	The building will positively address the street with an activated ground floor use, street wall heights in accordance with the Sydney DCP and suitable upper level setbacks.
3.2.2(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.	The ground floor will have strong visual connections with the street with a café / retail space to Riley Street and glazed office frontages to Busby Lane.
3.2.2(4)	Ground floor tenancies and building entry lobbies on sites not flood affected are to: 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 d) be elevated up to 1.0m above ground level for privacy for ground floor residential uses.	The proposal maximises direct connections to the street within the constraints of the flood hazard.
3.2.2(6)	Basement parking areas and structures must not protrude more than 1.0m above the level of the adjacent street or public domain. Where they are visible, basement structures and vent grills are to be integrated into the building and landscape design. Ventilation grills are to block views into basement areas and, in appropriate locations, be screened by landscaping in garden beds with a minimum soil plan depth of 1m.	The basement car park protrudes above the Busby Lane frontage which is consistent with the surrounding context and the design of this frontage would be fully integrated into the building design.
3.2.2(8)	Lanes are to be fronted by entries to dwellings, retail and/or commercial uses where practicable.	The rear laneway would be fronted by commercial uses with glazing providing overlooking of the laneway.
3.2.2(9)	Align breaks between buildings with nearby streets, lanes and pedestrian links to enable view connections.	Not applicable.
3.2.7 Reflectivity		
3.2.7(2)	Generally, light reflectivity from building materials used on facades must not exceed 20%.	To be addressed in any future DA.

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3.2.8 External lighting		
3.2.8(3)	External light fixtures are to be integrated with the architecture of the building.	To be addressed at detailed design stage.
3.2.8(4)	The visual effects of external lighting must contribute to the character of the building, surrounds and skyline.	
3.2.8(5)	The external lighting system must be energy efficient and subject to appropriate times of operation.	
3.2.8(6)	External lighting must not reduce the amenity of residents in the locality.	
3.2.8(7)	Eternal lighting must not negatively impact areas of habitat for local fauna.	
3.2.8(8)	External lighting must minimise the light spill into the night sky.	
3.2.8(9)	LED down lighting is preferred over up lighting to minimise light pollution.	
3.2.8(10)	The following decorative lighting techniques are inappropriate: a) bud-lights and similar festoon lighting on buildings which detract from the architectural qualities of the building; b) broad floodlighting of facades from large light sources located separate to the building, c) up lighting of flag poles and banner poles.	
3.5 Urban ecology		
3.5.1 Biodiversity		
3.5.1(1)	Development is to be consistent with the Street Tree Master Plan, Park Tree Management Plans and the Landscape Code.	Not applicable.
3.5.1(3)	New habitat features including trees, shrubs and groundcover vegetation, waterbodies, rockeries and green roofs and walls are to be included, wherever possible.	Not applicable
3.5.1(4)	Landscaping is to comprise a mix of locally indigenous tree, shrub and groundcover species as outlined in City’s Landscape Code. Where this is not possible it is preferred that plants native to Australia are used.	A detailed landscape plan to be prepared at DA stage in accordance with Council requirements.
3.5.1(5)	Shrubs are to be densely planted and trees are to be well-spaced, as outlined in the City’s Landscape Code.	Not applicable

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<b>3.5.2 Urban vegetation</b>		
3.5.2(1)	Development applications are to include a Landscape Plan, except where they are for single dwellings, terraces and dual occupancies.	A detailed Landscape Plan to be prepared at DA stage.
3.5.2(2)	Provide at least 15% canopy coverage of a site within 10 years from the completion of development.	<p>The site does not include an existing canopy cover is constrained in terms of providing new canopy cover.</p> <p>A landscape concept plan forms part of the Urban Design Study which demonstrates opportunities to maximise green cover.</p>
3.5.2(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.	To be addressed in a detailed Landscape Plan at DA stage.
3.5.2(4)	Locally indigenous species are to be used where possible and in accordance with the City's Landscape Code.	To be addressed in a detailed Landscape Plan at DA stage.
3.5.2(5)	Understorey plantings comprising locally-indigenous shrubs and groundcovers are encouraged.	To be addressed in a detailed Landscape Plan at DA stage.
<b>3.6 Ecologically sustainable development</b>		
<b>3.6.1 Energy efficiency in non-residential developments</b>		
3.6.1(1)	Development is to be designed and constructed to reduce the need for active heating and cooling by incorporating passive design measures including design, location and thermal properties of glazing, natural ventilation, appropriate use of thermal mass and external shading, including vegetation.	To be addressed at the DA stage.
3.6.3(2)	Lighting for streets, parks and any other public domain spaces provided as part of a development should be energy efficient lighting such as LED lighting.	Not applicable
3.6.3(3)	In multi-tenant or strata-subdivided developments, electricity sub-metering is to be provided for lighting, air-conditioning and power within each tenancy or strata unit. Locations are to be identified on the development plans.	To be addressed at the DA stage.
3.6.3(4)	Electricity sub-metering is to be provided for significant end uses that will consume more than 10,000 kWh/a.	To be addressed at the DA stage.

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3.6.3(5)	Car parking areas are to be designed and constructed so that electric vehicle charging points can be installed at a later time.	To be addressed at the DA stage.
3.6.3(6)	Where appropriate and possible, the development of the public domain should include electric vehicle charging points or the capacity for electric vehicle charging points to be installed at a later time.	To be addressed at the DA stage.
3.6.3(7)	Applications for new developments containing office premises with a net lettable area of 1,000sqm or more are to be submitted with Energy Assessment Report which confirms that the development meets the following performance standards: <ul style="list-style-type: none"> <li>• Maximum 45 kWh/yr/m<sup>2</sup> of Gross Floor Area (GFA), or</li> <li>• 5.5 Star NABERS Energy Commitment Agreement (CA) + 25%, or</li> <li>• Certified Green Star Buildings rating with a “credit achievement” in Credit 22: Energy Use, or</li> <li>• Equivalent.</li> </ul>	To be addressed at the DA stage.
3.6.2 Water efficiency in non-residential development		
3.6.2(1)	All new water fittings and fixtures such as showerheads, water tap outlets, urinals and toilet cisterns, in all non-residential development, the public domain, and public and private parks are to be the highest Water Efficiency Labelling Scheme (WELS) star rating available at the time of development.	To be addressed at the DA stage.
3.6.2(2)	Generally, rainwater tanks are to be installed for all non-residential developments, including major alterations and additions that have access to a roof form from which rainwater can be feasibly collected and plumbed to appropriate end uses.	To be addressed at the DA stage.
3.6.2(3)	Where a non-residential building, the public domain, a public or private open space or a community facility is serviced by a dual reticulation system for permitted non-potable uses such as toilet flushing, irrigation, car washing, fire fighting and certain industrial purposes, the development is to be connected to the system.	To be addressed at the DA stage.
3.6.2(4)	Generally, water used for irrigation of public and private open space is to be drawn from reclaimed water or harvested rainwater sources. Possible sources include harvested stormwater, treated greywater and wastewater and water from a decentralised local network.	To be addressed at the DA stage.
3.6.2(5)	Separate meters are to be installed for each individual tenancy in commercial or retail buildings	Not applicable.

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	over 5,000sqm, such as separate tenant areas within a shopping centre.	
3.6.2(6)	Separate meters are to be installed for the make-up lines to cooling towers, swimming pools, on the water supply to outdoor irrigation, and other major uses.	To be addressed at the DA stage.
3.6.2(7)	Where cooling towers are used they are to be connected to a: (a) recirculating cooling water loop; and (b) conductivity meter so that the blow down or bleed off system in a cooling tower can be automated based on conductivity. This ensures that the water is being re-circulated an optimum number of times before being discharged to the sewer.	To be addressed at the DA stage.
3.6.2(8)	Cooling towers are discouraged where they are a single pass cooling system.	To be addressed at the DA stage.
3.6.3 Photovoltaic solar panels		
3.6.3(1)	The use, location and placement of photovoltaic solar panels is to take into account the potential permissible building form on adjacent properties.	To be addressed at the DA stage.
3.5.6(2)	Where possible proposals for new buildings, alterations and additions and major tree plantings are to maintain solar access to existing photovoltaic solar panels having regard to the performance, efficiency, economic viability and reasonableness of their location.	The proposal does not impact on any existing solar panels.
3.6.5 Materials and building components		
3.6.5(1)	Paints and floor coverings with low levels of volatile organic compounds (VOC) and low formaldehyde wood products are to be used where possible.	To be addressed in detailed design.
3.6.5(2)	Where possible, use building materials, fittings and finishes that: a) have been recycled b) are made from or incorporate recycled materials, and c) have been certified as sustainable or 'environmentally friendly' by a recognised third party certification scheme.	To be addressed in detailed design.
3.6.5(3)	Design building components, including the structural framing, roofing and facade cladding for longevity, adaptation, disassembly, re-use and recycling.	To be addressed in detailed design.
3.6.5(4)	Reduce the amount of materials used in the construction of a building wherever possible. Examples of potential methods include:	To be addressed in detailed design.

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	<ul style="list-style-type: none"> <li>a) exposing structures to reduce the use of floor, ceiling and wall cladding and finishes</li> <li>b) naturally ventilating buildings to reduce ductwork</li> <li>c) providing waterless urinals to reduce piping and water use</li> <li>d) using prefabricated components for internal fit outs, and</li> <li>e) providing only one bathroom for every two bedrooms in residential developments.</li> </ul>	
<b>3.7 Water and flood management</b>		
<b>3.7.1 Site specific flood study</b>		
3.7.1(1)	A flood impact assessment has been prepared to support the Planning Proposal, and more detailed flood assessment will be carried out at the DA stage.	Clause 7.15 of the LEP has been repealed.
<b>3.7.2 Drainage and stormwater management</b>		
3.7.2(5)	Drainage systems are to be designed so that <ul style="list-style-type: none"> <li>a) on a site with an area less than or equal to 1,000sqm:               <ul style="list-style-type: none"> <li>(i) stormwater flows up to the 20% annual exceedance probability event are conveyed by a minor drainage system, and</li> <li>(ii) stormwater flows above the 20% annual exceedance probability event are conveyed by a major drainage system;</li> </ul> </li> </ul>	To be addressed at DA stage.
3.7.2(6)	The development proposal must demonstrate how the major drainage system addresses any site-specific conditions and connects to the downstream drainage system.	Not applicable.
3.7.2(7)	Major drainage systems are to be designed so that ensures that public safety is not compromised.	Not applicable.
3.7.2(8)	Minor flows from a development site are not to be discharged to the kerb if direct connection to an existing stormwater pipe is available, unless it can be demonstrated there is sufficient capacity within the existing gutter and the flow velocity and depth within the gutter will remain below 400mm.	To be addressed at DA stage.
3.7.2(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.	To be addressed at DA stage.
3.7.2(10)	Connection to existing stormwater infrastructure are not to reduce the capacity of that infrastructure by more than 10%. The development proposal is to show the level of impact on the existing stormwater	To be addressed at DA stage.

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	infrastructure as a result of the proposed new connection.	
3.7.2(11)	<p>The post development run-off from impermeable surfaces (such as roofs, driveways and paved areas) is to be managed by stormwater source measures that:</p> <ul style="list-style-type: none"> <li>a) contain frequent low-magnitude flows;</li> <li>b) maintain the natural balance between run off and infiltration</li> <li>c) remove some pollutants prior to discharge into receiving waters</li> <li>d) prevent nuisance flows from affecting adjacent properties, and</li> <li>e) enable appropriate use of rainwater and stormwater.</li> </ul>	To be addressed at DA stage.
3.7.2(12)	<p>Post-development stormwater volumes during an average rainfall year are to be:</p> <ul style="list-style-type: none"> <li>a) 70% of the volume if no measures were applied to reduce stormwater volume, or</li> <li>b) the equivalent volume generated if the site were 50% pervious, whichever results in the greater volume of detention required.</li> </ul>	To be addressed at DA stage.
3.7.2(13)	Stormwater detention devices are to be designed to ensure that the overflow and flowpath have sufficient capacity during all design rainfall events, discharge to the public stormwater system without affecting adjoining properties, and are free of obstructions, such as fences.	To be addressed at DA stage.
3.7.2(14)	Where filtration and bio-retention devices are proposed, they are to be designed to capture and provide temporary storage for stormwater.	To be addressed at DA stage.
3.7.3 Stormwater quality		
3.7.3(3)	Development on a site with an area less than 1,000sqm is to be designed so that the flow of pollutants from the site due to stormwater is reduced.	To be addressed at DA stage.
3.7.5 Water re-use, recycling and harvesting		
3.7.5(3)	Development proposals that seek to re-use water runoff from paved surfaces for irrigation and wash down purposes are to incorporate measures into the design of the development that will treat the water to ensure that it is fit for this purpose. These measures are to clean the water to exclude contaminants such as litter, sediment and oil.	To be addressed at the DA stage.



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<b>3.9 Heritage</b>		
<b>3.9.1 Heritage impact statements</b>		
3.9.1(1)	A Heritage Impact Statement is to be submitted as part of the Statement of Environmental Effects for development applications affecting: <ul style="list-style-type: none"> <li>a) heritage items identified in the Sydney LEP 2012,</li> <li>b) properties within a Heritage Conservation Area identified in Sydney LEP 2012.</li> </ul>	Heritage impact statement to be prepared for the Planning Proposal and will be revised at the DA stage to provide detailed assessment of the proposed building.
<b>3.9.5 Heritage items</b>		
3.9.5(4)	Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by: <ul style="list-style-type: none"> <li>(a) providing an adequate area around the building to allow interpretation of the heritage item</li> <li>(b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item)</li> <li>(c) protecting, where possible and allowing the interpretation of archaeological features</li> <li>(d) Retaining and respecting significant views to and from the heritage item.</li> </ul>	<p>The Heritage Impact Statement confirms that there will be no change to the appreciation or interpretation to the heritage items in the vicinity of the site.</p> <p>There are no changes to the key and secondary views of the heritage items in the vicinity.</p>
<b>3.9.6 Heritage conservation areas</b>		
3.9.6(1)	Development within a heritage conservation area is to be compatible with the surrounding built form and urban pattern by addressing the heritage conservation area statement of significance and responding sympathetically to: <ul style="list-style-type: none"> <li>a) topography and landscape</li> <li>b) views to and from the site</li> <li>c) significant subdivision patterns and layout, and front and side setbacks</li> <li>d) the type, siting, form, height, bulk, roofscape, scale, materials and details of adjoining or nearby contributory buildings</li> <li>e) the interface between the public domain and building alignments and property boundaries, and</li> <li>f) colour schemes that have a hue and tonal relationship with traditional colour schemes.</li> </ul>	<p>The proposal is sited in an urban context, without landscape features. Views to and from the site are limited by the surrounding development, topography and road network layout.</p> <p>There are no changes to the subdivision pattern, layout or front and side setbacks as they relate to the existing development. The additional floors have proposed setbacks, the largest being that to the Riley Street frontage.</p> <p>The current proposal aims to establish a new built envelope. Following this a detailed architectural response would be prepared for the site and at this stage a resolved architectural response will be provided for consideration. At that time detailed articulation, materials and the visual and physical interface with the public domain will be developed.</p>
3.9.6(2)	New infill buildings and alterations and additions to existing buildings in a heritage conservation area are	The proposed envelope envisages a sympathetic, contemporary building for the

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	not to be designed as a copy or replica of other buildings in the area, but are to complement the character of the heritage conservation area by sympathetically responding to the matters identified in (1)(a) to (e) above.	site. The reference scheme prepared by SJB demonstrates the ability of the envelope to support such a response.
3.9.6(3)	Infill development is not to include garages and car access to the front elevation of the development where these are not characteristic of the area.	The proposal does not include proposed car access to the front elevation.
3.9.6(4)	Development within a heritage conservation area is to be consistent with policy guidelines contained in the Heritage Inventory Assessment Report for the individual conservation area.	This is addressed in the Heritage Impact Statement.
<b>3.9.9 Detracting Buildings</b>		
3.9.9(1)	Development on sites containing detracting buildings is to improve the contribution of the site to the character of the heritage conservation area.	The removal of the existing detracting building provides the opportunity to meet this control.
3.9.9(2)	Alterations and additions to, or redevelopment of, detracting buildings are to: (a) remove inappropriate elements or features that are intrusive to the heritage significance of the heritage conservation area; and (b) respect the prevailing character of the area and street in terms of bulk, form, scale and height.	No applicable.
<b>3.9.13 Excavation in the vicinity of heritage items and in heritage conservation areas</b>		
3.9.13(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.	To be addressed at DA stage.
<b>3.11 Transport and parking</b>		
<b>3.11.1 Managing transport demand</b>		
3.11.1(1)	A Transport Impact Study is required to address the potential impact of the development on surrounding movement systems where the proposed development is non-residential development greater than 1,000sqm GFA.	A traffic impact assessment has been prepared for the planning proposal.
3.11.1(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 100 vehicles per hour for non-residential development.	To be addressed at DA stage.

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3.11.1(3)	A Transport Access Guide and a strategy for the future availability of the Guide to residents, employees and visitors of a development.	To be addressed at DA stage.
3.11.2 Car share scheme parking spaces		
3.11.2(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: Category E – 1 per 40 car spaces provided.	No car share spaces required.
3.11.3 Bike parking and associated facilities		
3.11.3(1)	All development is to provide on-site bike parking designed in accordance with the relevant Australian Standards for the design criteria of bike parking facilities.	Bike parking is proposed in accordance with relevant standards.
3.11.3(2)	Bike parking spaces for new developments are to be provided in accordance with the rates set out below.  <b>Office premises:</b> <ul style="list-style-type: none"> <li>Employees: 1/150sqm GFA</li> <li>Visitors: 1/400sqm GFA</li> </ul> <b>Shop restaurant or café:</b> <ul style="list-style-type: none"> <li>Employees: 1/250sqm GFA</li> <li>Visitors: 2 plus 1 per 100sqm over 100sqm GFA.</li> </ul>	Bike parking to be provided in accordance with the rates.
3.11.3(3)	Secure bike parking facilities are to be provided in accordance with the following: (a) Class 1 bike lockers for occupants of residential buildings (b) Class 2 bike facilities for staff/employees of any land use, (c) Class 3 bike rails for visitors of any land use.	To be addressed at DA stage.
3.11.3(4)	Where bike parking for tenants is provided in a basement, it is to be located: (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.	To be addressed at DA stage.
3.11.3(5)	A safe path of travel from bike parking areas to entry/exit points is to be marked.	All bike parking would be provide at basement level with safe access to the exit points via a ramp.
3.11.3(6)	Access to bike parking areas are to be: 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	The reference scheme demonstrates how this can be achieved.

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	d) accessible via appropriate security or intercom systems.	
3.11.3(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.	Bike rails at street level could be considered at DA stage.
3.11.3(8)	For non-residential uses, the following facilities for bike parking are to be provided at the following rates: (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.	This is included in the reference scheme and will be further addressed at DA stage.
3.11.4 Vehicle parking		
3.11.4(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.	This is reflected in the reference scheme which located visitor spaces at Basement 1 near the pedestrian lifts.
3.11.4(4)	Development applications are to indicate how visitor parking is to be accessed, including arrangements for access into a secure area if proposed.	To be addressed at DA stage.
3.11.6 Service vehicle parking		
3.11.6(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: a) located near vehicle entry points and near lifts b) clearly designated and signposted for service vehicles only c) screened from the street where possible, d) located completely within the boundary of the site, clear of parked vehicles; and clear of through traffic.	One service vehicle parking space is provided within the upper level of the basement.

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	Note: Commercial premises: 1 space per 3,300sqm GFA, or part thereof, for the first 50,000sqm.	
3.11.7 Motorbike parking		
3.11.7(1)	<p>Parking spaces for motorbikes are to be included in the allocation of car parking and provided according to parking rates in Schedule 7 Transport, parking and access.</p> <p>Note: In all buildings that provide onsite parking, 1 motorcycle parking space for every 12 car parking spaces is to be provided as separate parking for motorcycles. Each motorcycle parking space is to be designated and located so that parked motorcycles are not vulnerable to being struck by a manoeuvring vehicle.</p>	Motorcycle parking will be incorporated at the DA stage as required.
3.11.9 Accessible parking		
3.11.9(1)	<p>Accessible car parking spaces for people with a mobility impairment are to be included in the allocation of car parking for a development and provided in accordance with the rates specified in Schedule 7 Transport, parking and access.</p> <p>Note: One space for every 20 car parking spaces or part thereof is to be allocated as accessible visitor parking.</p>	One accessible car parking space is included in the reference scheme to address this requirement.
3.11.10 Vehicle access for developments greater than 1000sqm GFA		
3.11.10(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. Further details on the specific requirements for driveway location are included in this section of the DCP. This includes being more than 10m from an uncontrolled intersection.	Access is via Busby Lane prioritizing pedestrian safety on Riley Street.
3.11.11 Tandem, stacked and mechanical parking areas		
3.11.11(1)	Where development includes a mechanical parking installation, such as car stackers, turntables, car lifts or another automated parking system, the development application is to include a Parking and Access Report.	NA
3.11.11(2)	Access to mechanical parking installations is to be in accordance with the relevant Australian Standards.	To be addressed at DA stage.

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3.11.11(3)	Mechanical parking installations will be considered for developments involving the adaptive re-use of existing buildings where site or building constraints prevent standard parking arrangements and no inconvenience arises from their use.	NA
3.11.11(1)	Mechanical parking installations, tandem or stacked parking are not to be used for visitor parking or parking for car share schemes.	NA
3.11.13 Design and location of waste collection points and loading areas		
3.11.13(1)	<p>Waste collection and loading is to be in accordance with the City of Sydney's Guidelines for Waste Management in New Developments and accommodated wholly within new development in order of preference:</p> <ul style="list-style-type: none"> <li>e) in the building's basement</li> <li>f) at grade within the building in a dedicated collection or loading bay,</li> <li>g) 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.</li> </ul> <p>Consideration will only be given to less preferable options if the consent authority is satisfied the preferred options are unreasonable.</p>	Waste collection will be at grade from the adjacent street. This is appropriate given the small scale of the development and the constrained site area.
3.11.13(2)	<p>The waste collection and loading point is to be designed to:</p> <ul style="list-style-type: none"> <li>a) allow waste collection and loading operations to occur on a level surface away from vehicle ramps, and</li> <li>b) provide sufficient side and vertical clearance to allow the lifting arc for automated bin lifters to remain clear of any walls or ceilings and all ducts, pipes and other services.</li> </ul>	Waste collection will be at grade from the adjacent street. This is appropriate given the small scale of the development and the constrained site area.
3.11.13(3)	<p>Vehicle access for collection and loading will provide for:</p> <ul style="list-style-type: none"> <li>a) a 9.25m Council garbage truck and a small rigid delivery vehicle</li> <li>b) minimum vertical clearance of 4.0 metres clear of all ducts, pipes and other services, depending on the gradient of the access and the type of collection vehicle</li> <li>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</li> <li>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</li> </ul>	Not applicable.

Clause	Provision	Compliance
	e) a minimum driveway width of 3.6m f) a minimum turning circle radius of 10.5m.	
<b>3.12 Accessible design</b>		
<b>3.12.1 General provision</b>		
3.12.1(1)	All development must comply with the following: all Australian Standards relevant to accessibility; the Building Code of Australia access requirements; and Disability Discrimination Act 1992. Complex developments where compliance is proposed through alternative solutions must be accompanied by an Access report prepared by a suitably qualified access professional.	This is addressed in the reference scheme through level access from Riley Street and use of a platform lift to the commercial lobby. This will be further addressed at DA stage.
3.12.1(4)	Encroachment onto public land to achieve access requirements is generally not permitted except when: <ul style="list-style-type: none"> <li>a) access by other means will result in a substantial loss of original fabric of a heritage-listed property impacting on the heritage significance of the place, and that the provision of equitable access is highly desirable, with no alternative access options available, or</li> <li>b) the proposal involves a significant public building where equitable access is highly desirable and there are no alternative access options available.</li> </ul>	Encroachment onto public land to achieve access requirements is not necessary.
3.12.1(5)	Access for pedestrians and vehicles are to be separated.	Access is separated with pedestrian access via Riley Street and vehicular access via Busby Lane.
3.12.1(6)	Access arrangements are to be: <ul style="list-style-type: none"> <li>c) integral with the overall building and landscape design and not appear as 'add-on' elements or as of secondary importance</li> <li>d) as direct as possible, and</li> <li>e) designed so that a person does not need to summon help.</li> </ul>	This is addressed in the reference scheme and will be further addressed at DA stage.
<b>3.13 Social and environmental responsibilities</b>		
<b>3.13.1 Crime prevention through environmental design</b>		
3.13.1(1)	Active spaces and windows of habitable rooms within buildings are to be located to maximise casual surveillance of streets, laneways, parking areas, public spaces and communal courtyard space.	Compliant. The proposal would provide for casual surveillance of the street and laneway.

Clause	Provision	Compliance
3.13.1(3)	Minimise blind-corners, recesses and other external areas that have the potential for concealment or entrapment.	The reference scheme does not include blind corners or recesses. This would be further addressed at DA stage.
3.13.1(4)	Building entries are to be clearly visible, unobstructed and easily identifiable from the street, other public areas and other development. Where practicable lift lobbies, stairwells, hallways and corridors should be visible from the public domain.	The reference scheme includes a clearly identifiable pedestrian access with lift lobbies visible from the street. To be further addressed at DA stage.
3.13.1(5)	Ground floors of non-residential buildings, the non-residential component of mixed use developments, and the foyers of residential buildings, are to be designed to enable surveillance from the public domain to the inside of the building at night.	The ground floor will be visible from the adjacent streets.
3.13.1(6)	Pedestrian routes from car parking spaces to lift lobbies are to be as direct as possible with clear lines of sight along the route.	The reference scheme shows a basement layout which addresses this requirement. This will be further addressed at the DA stage.
3.13.1(8)	Building details such as fencing, drainpipes and landscaping are to be designed so that illegitimate access is not facilitated by the opportunity for foot or hand-holds, concealment and the like.	This will be addressed at the DA stage.
<b>3.14 Waste</b>		
<b>3.14.1 Waste and recycling management plan</b>		
3.14.1(1)	A waste and recycling management plan is to be submitted with the Development Application and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development. The Waste and Recycling Management Plan is to be consistent with the City of Sydney Guidelines for Waste Management in New Developments.	This will be addressed at the DA stage.
<b>3.14.2 Construction and demolition waste</b>		
3.14.2(1)	The Waste and Recycling Management Plan is to address construction and demolition waste to the requirements outlined in this section of the DCP, including measures to reuse or recycle at least 80% of construction and demolition waste, either on site or diverted for reuse and recycling with receipts sufficient to demonstrate the target will be achieved.	This will be addressed at the DA stage.
<b>3.14.3 Collection and minimization of waste during occupation</b>		
3.14.3(1)	The Waste and Recycling Management Plan is to address the generation of waste from the occupants of the development and include:	The reference scheme identifies waste storage areas to meet Council's requirements. This will be further addressed at DA stage.



Clause	Provision	Compliance
	<p>(a) plans and drawings of the proposed development that show:</p> <ul style="list-style-type: none"> <li>(i) the location and space allocated to the waste and recycling management systems;</li> <li>(ii) the nominated waste collection point/s for the site; and</li> <li>(iii) identify the path of access for users and collection vehicles.</li> </ul> <p>(b) details of the on-going management of the storage and collection of waste and recycling, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas; and</p> <p>(c) where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste and recycling management arrangements.</p>	
3.14.3(3)	Development is to include sufficient space in kitchens to separate food waste collection or compostable material for composting or worm farming.	Not applicable.
3.14.3(4)	Development is to include a separate space in a room or screened area for the storage and management of bulky waste (this can include furniture, mattresses and stripout waste) and problem waste (this can include light bulbs and electronic waste) for recycling collection.	The requirements for bulky waste will be addressed at the DA stage.
<b>3.16 Signage and advertisements</b>		
<b>3.16.1 Signage strategy</b>		
3.16.1(1)	<p>A signage strategy is to be prepared for all signage applications:</p> <ul style="list-style-type: none"> <li>a) in a heritage conservation area or involving heritage item</li> <li>b) on sites that are strata titled or contain more than four business premises, or</li> <li>c) seeking variations to the requirements of this section.</li> </ul> <p>This would need to address all other relevant provisions of this section of the DCP.</p>	To be addressed at DA stage.

Sydney DCP Part 4: Development Types

Relevant provision	Details	Compliance
Section 4 Development Types		
4.2.9 Non-residential development in the B4 Mixed Use zone		
(1)	(1) In granting development consent for non-residential development on sites within proximity to residential uses within the B4 Mixed Uses zone, the consent authority will have regard to the potential impacts on the amenity of existing residential uses. The following matters must be considered and addressed: (a) noise impacts (b) operating hours (c) privacy (d) vehicular and pedestrian traffic (e) vibration (f) reflectivity (g) overlooking (h) overshadowing.	The amenity impacts on surrounding residents, particular solar access, privacy and view impacts have been considered in the urban design study. Other impacts will be further addressed at DA stage.