

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
01 The Application Boundary	<p>a) The applicant has placed a lot of emphasis onto the separation of this unit development from the RSL. However, upon further detailed review of the proposal, it is evident that the sites are linked and should be included in the one application. The attempt to segregate the two sites may lead to other potential planning matters such as affecting the retention and control of the car park servicing the RSL and calculation of the sites density rates.</p> <p>I also note that the adjacent site identified as Lot 38 in DP 10602 (59 Date Street) should also be included in this DA as it forms part of the parking calculations discussed in the traffic report.</p>	<p>Reference 1: Doc 20 'Revised DA Plans for 'Adamstown RSL Development' Revision C Drawing number DA102</p> <p>Reference 2: Doc 19 'Revised Statement of Environmental Effects' July 2012</p> <p>Response a)</p> <ul style="list-style-type: none"> Actioned. Please refer to Doc 20 Issue C DA 102, LD01 Architectural plans Please refer to Reference 2, Doc 19 regarding a single integrated DA application page 11, Section 4.1.2
02 Design	<p>a) The application was presented to the Urban Design Consultative Group with regards to the requirements of State Environment Planning Policy 65. The group could not support the current design and scale of the proposal. The detailed minutes describing these matters are attached as an addendum to this letter. Council generally share the view of the UDCG and raise the additional matters: (see next page for details 'Item 03 – Item 10)</p>	<p>Reference 1: Doc 04 'SEPP 65 Schedule of Compliance' 9th May 2012.</p> <p>Reference 2: Doc 21 Letter by Touchstone Property Solutions Pty Ltd July 2012</p> <p>Reference 3: Doc 23 Letter by The Design Partnership in response to Urban Design Review Panel meeting 18/6/2012</p> <p>Reference 4: Doc 20 'Revised DA Plans for 'Adamstown RSL Development' Revision C (all drawings)</p> <p>Response a)</p> <ul style="list-style-type: none"> Please refer to responses in this document (see next page), Doc 04 'SEPP 65 Schedule of Compliance' and addendum for further detail. Please note that the original proposal lodged with council has complied with the DCP, however we have also made many concessions and removed or modified significant elements in the built form (reduction of scale, bulk, addition of terraces and altered roof forms) to meet the design panels expectations. Please refer to Doc 16 which addresses issues regarding Economic Feasibility, Operational Efficiency, Social Interaction, RSL Legacy, Community and Adamstown's Commercial Zone. Please refer to Doc 23 which lists additional responses to concerns raised. These responses compliment points made on the following pages of this document. Please refer to Reference 4, Doc 20 which documents changes to the built form.

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
03 Safety and Security	a) Further treatment to the footpath/alley way that passes through the south of the site from Brunker Road to Date Street should be undertaken and supported by a 'Safer by Design' report.	<p>Reference 1: Doc 20 'Revised DA Plans for 'Adamstown RSL Development' Revision C Drawing number DA102 & LD01</p> <p>Reference 2: Doc 19 'Statement of Environmental Effects' (SoEE) July 2012 (Issue 03) pg 36.</p> <p>Reference 3: Doc 14 'Social Impact Assessment Addendum Letter' July 2012 - Point 'Safety' pg 2.</p> <p>Reference 4: Doc 15 'CPTED' Report July 2012. Pg 4-12</p> <p>Response a):</p> <ul style="list-style-type: none"> Architectural plans (Doc 20 DA102 Issue C) indicate a revised plan with space made available for tree planting. Landscape plans (Doc 20 LD01 Issue C) illustrates 4 large trees to be planted along the alley with grasses. An additional two trees to be planted in the car park area for improved visual appeal. Lighting of the alley for improved amenity and safety as outlined in Reference 2 (SoEE) Section 5.4.2 Points 1-6 page 36 of report referring to 'Casual Surveillance' Please refer to Doc 14 pg 2 'Safety' stating '<i>lighting provided along the laneway linking Brunker Road and Date Street which will promote safety to pedestrians and is consistent with Crime Prevention Through Environmental Design (CPTED) principles.</i>' Please refer to Doc 20 DA102 showing approximate location of lighting along this laneway. Please refer reference 4, to Doc 15 CPTED Report pages 4-12 issued July 2012 pages for further detail.

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
04 Accessibility Report	<p>a) i) The submission has included some emphasis on providing accessibility units; however, upon a further review of the proposal, this has not been adequately addressed in the design and layout of the development, especially with regard to the principle of social dimension and housing affordability. Social impacts should not include just the surrounding community but must include the potential residents of the future.</p> <p>ii) There is therefore significant concerns over the "adaptability and accessibility" of the proposed development. With less than 3% of the dwellings being designated as accessible (3 adaptable dwellings out of 95 dwellings); this would not meet the emerging housing needs of the community.</p> <p>iii) It was also noted that the location of the accessible car parks and whether there is reasonable access to the lifts from these car spaces was unclear from the current plans.</p>	<p>Reference 1: Doc 20 'Revised DA Plans for 'Adamstown RSL Development' Issue C Drawing number DA101, DA102, DA103, DA104, DA105, DA106.</p> <p>Reference 2: Doc 14 'Social Impact Assessment Addendum Letter' July 2012 pg 1</p> <p>Reference 3: Doc 21 Letter by Touchstone Property Solutions Pty Ltd July 2012</p> <p>Reference 4: Doc 16 'Access Audit / Report' pg 9-13</p> <p>Reference 5: Doc 12 'Social Impact Assessment Report' May 2012</p> <p>Response a) i):</p> <ul style="list-style-type: none"> Please refer to Reference 1, Doc 20 DA102. The design provides a range of accessible units at different levels of affordability including studio and 2 larger units on G & L1 at the N/W corner of the complex. Please refer to Reference 2, Doc 14 Social Impact Assessment Addendum Letter. Page 1 'Accessibility' states 'The design of the development has incorporated roof top gardens which will act as meeting places for residents.' Please refer to Reference 2, Doc 14 Social Impact Assessment Addendum Letter. Page 1 'Accessibility' states 'General residential access and mobility around the site also promotes opportunities for meeting. These can occur in incidental and informal spaces such as entry foyers, car parks and other spaces for communal access.' Please refer to Reference 3, Doc 21 page 2 'Social Interaction' which states 'There is wonderful opportunity for the social interaction of residents within the building. Several meeting places have been designed in to isolate social deprivation. Spaces like wider entry areas, larger balconies, generous landscaped terraces, and roof top spaces assist how the residents of the building can meet and interact with each other.....Additionally the club can also assist with social interaction for the residents.' Please refer to Reference 4, Doc 16 page 14 which states that the 'drawings presented for assessment generally comply with the Building Code of Australia 2012 and the intent of the Disability Discrimination Act of 1992'. <p>Response a) ii):</p> <ul style="list-style-type: none"> Please refer to Reference 1, Doc 20 DA102. The architectural drawings show an increase of accessible units. This results in more than 5% of all available units being accessible Please refer to Reference 1, Doc 20 DA102. Architectural plans show accessible units coloured in blue. Plans also show accessible routes shown in red. Please refer to Reference 4, Doc 16 page 14 which states that the 'drawings presented for assessment generally comply with the Building Code of Australia 2012 and the intent of the Disability Discrimination Act of 1992'.

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

<p>Con't</p>	<p>b) There is potential within this development to significantly improve the overall adaptability and accessibility. Council DCP requires a Social Impact Assessment to be undertaken which would include an access audit. This has not been provided.</p>	<ul style="list-style-type: none"> Please refer to Reference 2, Doc 14 Social Impact Assessment Addendum Letter. Page 1 'Housing Mix': states <i>'5% of the total apartment and additional units can be changed to accommodate more accessibility if required.'</i> <p>Response a) iii):</p> <ul style="list-style-type: none"> Please refer to Reference 1, Doc 20 DA101-DA106. The car spaces are located near the lift lobby which is accessed via an accessible ramp. Routes both to apartments and the club are indicated in red line-work. Please refer to Reference 2, Doc 14 Social Impact Assessment Addendum Letter. Page 1 'Accessibility' states <i>'The design of the building promotes access ad mobility via lifts to each wing and also accessibility of some units from street / car park level.'</i> Please refer to Reference 4, Doc 16 page 14 which states that the <i>'drawings presented for assessment generally comply with the Building Code of Australia 2012 and the intent of the Disability Discrimination Act of 1992'.</i> <p>Response b): (in conjunction to the preceding points and design enhancements, the following is also noted):</p> <ul style="list-style-type: none"> The building provides communal spaces accessible to the residential community and equitable access to all lifts. Please refer to reference 4, Doc 16 Access Audit / Report page 9-13 Section 6 'Adaptable Apartments' regarding the proposed developments overall accessibility and adaptability. Please refer to Reference 5 and 2 regarding Social Impact Assessment report and addendum letter.
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PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
05 Landscaping	<p>a) In addition to the comments raised by the UDCG, Council's controls require 25% of the site to be landscaped. The justification included in Section 6.5.2 of the SEE by The Design Partnership to reduce this to 18.7% is not accepted.</p> <p>b) The open space amenity available to the future residents of this site would be limited which is discussed elsewhere in the attached letter of the UDCG. The site offers potential for additional landscaping and Council's DCP Element 6.13 allows the provision of roof top gardens which have not been incorporated.</p>	<p>Reference 1: Doc 20 'Revised DA Plans for 'Adamstown RSL Development' Issue C (Drawing numbers DA102, LD01, LD02, LD03).</p> <p>Reference 2: Add 03 'Deep Soil Zones' & 'Open Space'</p> <p>Reference 3: Doc 14 'Social Impact Assessment Addendum Letter' July 2012 pg 1</p> <p>Response a):</p> <ul style="list-style-type: none"> Please refer to Reference 1, Doc 20 LD01 – LD02. As shown on the latest architectural & landscape plans the amount of landscaping has increased significantly. General landscape & terrace planting on the ground floor including adjacent car park (Doc 20 LD01), Terrace planters on L2 to private units (Doc 20 LD02), Landscaped rooftop communal areas (x2) on L4 (Doc 20 LD03) with private unit terrace planter on N/W corner. Please refer to Reference 2, Add 03. Existing calculations have been superseded with regards to the amount of landscape area due to the addition of landscaped public open space on L4. <p>Thus the new calculations for total landscaped area is as follows:</p> <p>Total Site area = 3,983sqm Total Landscape area = 1,329sqm</p> <p>This results in 33.4% of site as landscaped area (8.4% greater than is required). Deep soil planting equates to 45.0% of the available landscaped area. Please refer to Reference 2 above.</p> <p>Response b):</p> <ul style="list-style-type: none"> Please refer to Reference 1, Doc 20 LD01-LD03. Public roof top gardens on L4 (x2) have been provided for the residents with accessibility for all residents. Please refer to Doc 20 LD03 (Reference 1) for further details. Please refer to Reference 3, Doc 14 Social Impact Assessment Addendum Letter. Page 1 'Accessibility' states 'General residential access and mobility around the site also promotes opportunities for meeting. These can occur in incidental and informal spaces such as entry foyers, car parks and other spaces for communal access. Please refer to Reference 1, Doc 20 DA102 and LD01. A privacy fence in the form of a 'green wall' is shown between Lot 38 (open air car park) and adjoining residents to improve the visual aesthetic of the car park.

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
06 Flood	<p>a) The site is subjected to flooding. A review of the application by Council's engineer revealed that the development does not achieve the minimum floor levels to comply with Council DCP Element 4.3 - Flood Management. The plans indicate a proposed floor level of RL 11.525m and RL 12.200m for the habitable units on the ground floor and RL 14.525 and RL 15.600 for the habitable units on Level 1. All other habitable units are located with their floor levels above these heights. The floor levels of all of the proposed units are to be located above the Flood Planning Level of RL12.24m AHD. The units located on the ground floor do not comply with this requirement in that their heights indicated on the plans are below this level, i.e. RL 11.525 and RL 12.200.</p> <p>b) Due to the high Life Hazard Category L4, a flood refuge is required for the site at a minimum height of RL 12.60m AHD. The floor of the upper units can act as the required flood refuge, the structure being able to withstand flood waters above the PMF of RL 12.60m AHD.</p>	<p>Reference 1: Doc 20 'Revised DA Plans for 'Adamstown RSL Development' Issue C Drawing number DA102.</p> <p>Response a):</p> <ul style="list-style-type: none"> Architectural drawings (Doc 20 DA 102, Reference 1) indicate that the floor level is at RL 12.240m AHD across ground level front terrace units. The two N/W corner units have an RL of 12.315m AHD. Thus these floor levels, as per Doc 20 DA102 (Reference 1), comply with the Flood Planning Levels required. <p>Response b):</p> <ul style="list-style-type: none"> As shown in Doc 20 DA102 & DA103 (Reference 1) flood refuge is available for all. The upper levels of terrace apartments are at RL 15.620 AHD and can be used for refuge (for ground level terrace units). Access to rooftop public open spaces via stairs/lifts can also be used for all ground level apartments. Accessible units can access additional refuge via external entry ramp to Victoria Street at RL >12.60 AHD (Refer to Doc 20 DA102).

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
07 Stormwater	<p>a) A Storm Water Management Plan is required to be submitted to comply with Element 4.5 of the DCP.</p> <p>b) An Erosion and Sediment Control Plan in accordance with the requirements as set out in clause 4.5.11 of Newcastle Council's Element 4.5, DCP 2005 is required.</p>	<p>Reference 1: Doc 13 'Concept Stormwater Management & Sedimentation & Erosion Control Plan'.</p> <p>Reference 2: Doc 20 'Revised DA Plans for 'Adamstown RSL Development' Issue C Drawing number DA102.</p> <p>Reference 3: Doc 04 'SEPP65 Schedule of Compliance' 9 May 2012 pg 6.</p> <p>Response a):</p> <ul style="list-style-type: none"> Both the Concept Stormwater Management Plan & Sedimentation / Erosion Control plan were completed by Trehya Ingold Neate and issued on 18/7/2011 & 30/6/2011 respectively (Reference 1). The 'SEPP 65 Schedule of Compliance' (Reference 3) sets out the storm water management objectives and refers to the Stormwater Management drawing. Architectural drawings (Doc 20 DA102, Reference 2) make reference to 'Detention Tank to Civil Engineers Details' (North side entry on Victoria Street and the S/E rear corner near the club car park). Please refer to Reference 1 for more details.

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
08 Traffic Matters	<p>The application has recently been considered by the Local Development Committee in its current form. The discussions with chairman have revealed that the Committee do not accept the application in its current form. Unfortunately, at the time of drafting this letter, the minutes from the meeting were not made available. I will forward these to you once these are published. (Summary of meeting minutes provided below):</p> <p>Item 1 a) External: Widen Date Street to align with the kerb and property boundary to the South to improve traffic flow.</p> <p>Item 1 b) External: The Committee recommended a comprehensive traffic analysis of the local road network inclusive of 10 year projections. Any proposed upgrade works to be clearly indicated.</p> <p>Item 1 c) External: A 3 x 3m property splay on the corner of Date and Victoria Street to improve sight lines.</p> <p>Item 1d) External: Subject to NCTC approval, 'No Stopping' signage to be provided on Date Street frontages.</p> <p>Item 1 e) External: Any subsequent approval of this DA would require a 'construction traffic management plan' to be submitted to council/RTA for approval prior to the commencement of site works.</p> <p>Item 1 f) Site Access: Existing vehicular access to rear of Brunner Road properties immediately North of site to be maintained. This access being subject of an appropriate 'right of carriageway'</p> <p>Item 1 g) Site Access: Driver sight lines to be maintained as per AS 2890.1</p>	<p>Reference 1: Doc 10 Traffic Impact Statement May 2012 (Issue 02) pg 6 - 16. Reference 2: Doc 20 'Revised DA Plans for 'Adamstown RSL Development' Issue C Drawing number DA101, DA102, DA103. Reference 3: Doc 19 'Statement of Environmental Effects' July 2012 (Issue 03) pg 22-23, 36. Reference 4: Doc 15 'Crime Prevention Through Environmental Design' (CPTED) July 2012 pg 4-12</p> <p>Response a):</p> <ul style="list-style-type: none"> Please refer to Reference 1, Doc 10 of the 'Traffic Impact Statement' May 2012 page 6 Section 2.3 'Existing Road Conditions' which states: 'As traffic is not inhibited by the narrowing of road formation it is not expected that road widening would add significantly to traffic flows along Date Street.' Section 4.2 page13 'Impact of Generated Traffic' also states 'It is expected that the current road formation would be of sufficient standard to cater for the additional traffic without requiring any upgrade as part of the proposed development.' An additional summary and conclusion on page 15 (Section 4.3) reiterates the above. Please refer to Reference 1 to review the complete report. <p>Response b):</p> <ul style="list-style-type: none"> Please refer to Reference 1 pg 8-16. In addition to the points made in response a) SIDRA modelling was used for the existing road network and intersections including a 10 year design life analysis as requested. A summary and conclusion on page 15 (Section 4.3) states 'The report has found that proposed development will not significantly increase the number of vehicles travelling on Date Street. It is therefore expected that the proposed development will function well within the capacity of the network and should have only a marginal impact on the amenity of adjacent development'. Please refer to Reference 1 to review the complete report. <p>Response c):</p> <ul style="list-style-type: none"> Please refer to Reference 2, Doc 20 DA102 (Architectural plans). Corner of Victoria and Date Street shows a 3.0 x 3.0m splay. <p>Response d):</p> <ul style="list-style-type: none"> Plans to be updated once NCTC approval granted <p>Response e):</p> <ul style="list-style-type: none"> Will be provided once DA approval granted. <p>Response f):</p> <ul style="list-style-type: none"> Will inherently become a 'right of carriageway' on the East side of the site <p>Response g):</p> <ul style="list-style-type: none"> Please refer to Reference 2, Doc 20 DA102 for sight lines at the exit to Victoria Street

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

<p>Cont.....</p>	<p>Item 1 h) Site Access: All vehicles are to enter / exit the site in a forward direction</p> <p>Item 1 i) Site Access: Redundant driveway crossings removed, replaced with 'kerb/gutter'</p> <p>Item 1 j) Parking: Full compliance with Newcastle DCP 2005 Element 4.1 for parking including bicycle parking. An extra 23 parking spaces to be provided on adjoining site</p> <p>Item 1 k) Parking: Adequate parking maintained for the RSL in accord with Newcastle DCP</p> <p>Item 1 l) Parking: Visitor parking to residential units clearly identified with signage</p> <p>Item 1 m) Internal Layout: Wheel stops to be provided for all parking bays located adjacent to pedestrian pathways as per AS 2890</p> <p>Item 1 n) Internal Layout: All disabled parking bays are to be positioned close to building entry/exit (lift) locations and comply with AS 2890.6</p> <p>Item 1 o) Internal Layout: Paths of travel for disabled persons to comply with AS 1428.1</p>	<p>Response h):</p> <ul style="list-style-type: none"> Please refer to Reference 2, Doc 20 DA102 Plans indicate directional flow of vehicles. A 'No Entry' sign to be placed on Victoria Street Exit. Latest Architectural drawings reflect this. <p>Response i):</p> <ul style="list-style-type: none"> Noted <p>Response j):</p> <ul style="list-style-type: none"> Please refer to Reference 2, Doc 20 DA101, DA102 & DA103. The revised architectural plans show in colour the various parking configurations and unit numbers. Due to reduction in units on the N/W corner, numbers have reduced the amount of parking required. Please refer to Doc 19 '<i>Statement of Environmental Effects</i>' Section 5.3.2 'Parking and Access' (pg 22-23) showing table of compliance with the Newcastle DCP 2005 Element 4.1. 23 extra parking spaces have been provided on adjoining site (Please refer to Reference 2, Doc 20 DA102). <p>Response k):</p> <ul style="list-style-type: none"> Please refer to Doc 19 '<i>Statement of Environmental Effects</i>' Section 5.3.2 'Parking and Access' (pg 22-23) showing table of compliance with the Newcastle DCP 2005 Element 4.1. Please refer to Reference 2, Doc 20 DA101, DA102 & DA103. The revised architectural plans show in colour the various parking configurations for both club and residential parking <p>Response l):</p> <ul style="list-style-type: none"> Noted <p>Response m):</p> <ul style="list-style-type: none"> Please refer to reference 2, Doc 20 DA 102 shows a kerb around additional car parking facilities on the southern side of the development. Architectural drawings reflect this request <p>Response n):</p> <ul style="list-style-type: none"> Please refer to reference 2, Doc 20 DA 101 & DA103 show close proximity to lifts and complying dimensions. <p>Response o):</p> <ul style="list-style-type: none"> Please refer to reference 2, Doc 20 DA102-DA106 shows accessible route both for club patrons and residents in red
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PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

<p>Cont.....</p>	<p>Item 1 p) Internal Layout: Appropriate lighting is to be provided for car park and pathways in accordance with AS 1158</p> <p>Item 1 q) Internal Layout: On site parking bays, aisles & ramps to comply with AS 2890.1</p> <p>Item 1 r) Internal Layout: All parking spaces are to be suitably delineated</p> <p>Item 1 s) Servicing: An appropriate condition is required restricting service vehicles to a heavy rigid vehicle 12.8m in length</p> <p>Item 1 t) Servicing: Implementation of a Vehicle Management Plan (VMP)</p>	<p>Response p):</p> <ul style="list-style-type: none"> Noted. Lighting of the alley for improved amenity and safety as outlined in Reference 2 (SoEE) Section 5.4.2 Points 1-6 page 36 of report referring to 'Casual Surveillance' Please refer to Reference 4, Doc 15 CPTED July 2012 pages 4-12 for complete details & recommendations <p>Response q):</p> <ul style="list-style-type: none"> Please refer to architectural drawings, Reference 2 Doc 20 DA101, DA102, DA103 for layout and details <p>Response r):</p> <ul style="list-style-type: none"> Please refer to reference 2, Doc 20 DA101, DA102, DA103 for layout and details <p>Response s):</p> <ul style="list-style-type: none"> A sign to be placed at vehicular entry on Date Street stating 'Vehicles greater than 12.8m Not Permitted' Sign erected on Victoria Street stating 'No Entry' Architectural drawings amended to reflect this <p>Response t):</p> <ul style="list-style-type: none"> Noted, as part of the next phase of design development
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PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
09 Heritage	<p>a) Whilst a heritage assessment has been submitted with the application, the assessment has not provided a detailed discussion as to the potential impacts of the development on these items for Council to make an informed decision. Please provide additional information in this regard.</p>	<p>Reference 1: Doc 17 'Heritage Impact Assessment' July 2012 pg 3-5</p> <p>Response a): Please refer to reference 1, Doc 17 'Heritage Impact Statement' pages 3-5 for complete report regarding the potential impacts of the proposed development. The conclusion on page 5 states <i>'It is considered that the proposed development will have no negative impacts on the visual amenity or the heritage significance of the former RSL Memorial Hall'</i>.</p>

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
10 Acoustic	<p>a) Council is concerned that the proposal has the potential to cause noise impacts on existing nearby residences and is also concerned nearby existing licensed/commercial premises and mechanical plant may impact upon the proposed residential dwellings. Council requires that the applicant submit an acoustic assessment by a suitably qualified acoustic consultant to support this application.</p> <p>The acoustic assessment is to ensure that the amenity of any residential dwelling, both proposed and/or existing, is not adversely affected. The assessment should include, but not be limited to, potential noise impacts from:</p> <p>i) <u>Impacts on existing dwellings</u></p> <ul style="list-style-type: none"> • potential noise admitted from any proposed plant • increase in traffic flow along Date and Victory Streets including the potential increase of noise levels from the entry and exit points of the proposed developments and RSL Clubs parking facilities <p>ii) <u>Impacts on proposed dwellings from nearby licensed/commercial premises</u></p> <ul style="list-style-type: none"> • patron noise/amplified music • deliveries/waste collection • existing plant • RSL patrons using the proposed/existing car parks including increased patrons during special events <p>Council also requests a construction noise/vibration assessment be submitted as part of the report due to the proposed large scale development in close proximity to existing residential premises.</p>	<p>Reference 1: Doc 18 Acoustic Report July 2012 pages 8-14</p> <p>Response a)i):</p> <ul style="list-style-type: none"> • Please refer to reference 1, Doc 18 Acoustic report page 8-10 Section 7.1 - 7.3 for further details. <p>Response a)ii):</p> <ul style="list-style-type: none"> • Please refer to reference 1, Doc 18 Acoustic report page 11-14 Section 8.1 – 8.6 for further details. <p>Please note: Architectural drawings have been updated with recommendations provided in the Acoustic report for this phase of the application process.</p> <p>The report concludes '<i>...providing the recommendations given in this report are implemented, noise from activities associated with the existing club, people on city streets and activities associated with nearby commercial/retail businesses will comply with the requirements of the AS/NZS 2107-2000, the OEH and NCC within habitable spaces of the proposed development. We therefore see no acoustic reason why the proposal should be denied.</i>'</p>

PROJECT: Adamstown RSL
 JOB NUMBER: 11.003
 DA NUMBER: 2011.1391 - NCC letter dated 1/03/12

DA Conditions
 Control Register

Item	Requested in Council's letter	Comments
SUMMARY OF REPORTS REQUIRED	<p>The following additional assessments are required to be submitted in order to continue the assessment of this application:</p> <ul style="list-style-type: none"> • Sediment and Erosion Control Plan • Stormwater Management Plan • Acoustic Assessment • Construction Noise/Vibration Assessment • Social Impact Assessment • Safer by Design Assessment • Accessibility Assessment • Heritage Assessment • Updated Traffic Assessment 	<p>Refer to Document Schedule (attached) for complete list of available documents.</p> <ul style="list-style-type: none"> • Doc 13 • Doc 13 • Doc 18 • Doc 18 • Doc 12 + Doc 14 • Doc 14 + Doc 15 • Doc 14 + Doc 16 • Doc 17 • Doc 10

Disclaimer:

1. While all care and accuracy has been applied in the preparation of this document, for clarification of any discrepancies the original document(s) take precedence.
2. The Design Partnership accepts no responsibility for the opinions and reports issued by external consultants.