

Gosford Waterfront DCP

Table 1 – Summary of compliance against Gosford Waterfront DCP 2014

Control	Compliance	Details
4.4.2.3 – Land Use		
1. Commercial office development should generally be provided as an extension or continuation of the existing Gosford CBD.	✓	The proposal is located at the northern portion of the site, accessed from Mann Street extending the Gosford CBD.
2. Retail development should be provided along key pedestrian routes and active precincts within the Gosford Waterfront.	✓	A café is proposed on the ground floor which will activate Mann Street.
3. Cultural and recreational facilities should be provided in accessible locations.	N/A	N/A
4.4.2.4 – Urban Structure		
1. The Gosford Waterfront should generally retain the existing road network, with some minor additions or changes to improve site access and pedestrian connectivity.	✓	The existing road network is maintained. A new two-way internal road is proposed that will enable vehicular access and servicing of the building.
2. Baker Street is to be extended and formalised as a key pedestrian and vehicular connection within the precinct.	✓	Baker Street will be extended to enable access and servicing of the site as identified by the DCP.
3. Building envelopes and development of the foreshore is to generally be located in accordance with Figure 2. Any development application that proposes to vary the location of the building envelopes is to demonstrate an improved urban design outcome and maintain key public spaces as indicated on Figure 2.	✓	The proposal is within the indicative development footprint location of Figure 2.
4. Key public spaces and public plazas are to be provided such as illustrated in Figure 2.	✓	The proposal is consistent with Figure 2 and does not propose to alter any key public spaces or plazas as identified by this control.
5. Create a new civic space and provide a pedestrian connection to replace Vaughan Avenue between Mann and Baker Street.	N/A	N/A
6. A major pedestrian crossing of the Central Coast Highway is to be provided in a central well designed location in the vicinity of Baker Street and public plaza.	N/A	N/A
7. Any new development along the Brisbane Water foreshore should maintain continuous public access to the foreshore.	N/A	N/A
8. New development is to include or facilitate public pedestrian/cycle	✓	The proposal is in accordance with Figure 2. Public access to the proposal will be via a public plaza at

Control	Compliance	Details
connections in accordance with Figure 2. Detail of public access and connections to public access are to be provided at development application stage.		Mann Street. Due to the significant site slope, access for cyclists will be via the garage entrance at the rear of the site. Bicycle parking and end of trip facilities are located at the level 3 car park for ease of access.
4.4.3.1 – Building Alignments and Setbacks		
1. Street building alignment and street setbacks are to comply with Figure 3.	✓	The proposal is within the indicative development footprint location. No street setbacks apply to the site.
2. The following projections and activities are permitted within front building alignments and setbacks (where not projecting beyond the property boundary): a. landscaping; b. access arrangements and driveways; c. balconies up to a maximum 600mm depth; and d. minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices.	✓	The proposal includes landscaping and access arrangements within the indicative development footprint location consistent with this control.
4.4.3.2 – Building Frontage Heights		
1. Consistent street or public domain frontage heights are to be provided in accordance with Figure 4.	✓	No street frontage height applies to the site.
2. Development above the maximum street frontage is to be setback a minimum of 8m from the Baker Street boundary.	N/A	N/A
3. The street and public domain frontage height of buildings must demonstrate a sense of street enclosure and high pedestrian amenity.	N/A	N/A
4. No upper level setbacks are required, if proposed building frontage heights demonstrate sufficient sunlight access to Mann Street, and other public places such as Civic Plaza and City Park.	N/A	N/A
5. Notwithstanding the above, the frontage height of any new building is to be consistent with the controls in Section 4.4.3.5 Sun Access and View Corridors.	✓	The proposal is consistent with Section 4.4.3.5 as discussed below.
4.4.3.3 – Building Depth and Bulk		
1. The maximum floor plate size for commercial buildings is 2,200m ²	✓	The floor plate size of the proposal is 1450m ² .
2. The maximum floor plate depth (excluding balconies) for residential buildings is 20m.	N/A	N/A
3. In addition to the above, buildings are to: a. promote continuous, and wherever possible, direct lines of public foreshore access; b. achieve the relevant access and connections requirements identified in Section 4.4.5.1 Connections and Access; c. be articulated and modulated using a range of architectural treatments; and d. be orientated to optimise daylight and minimise lighting requirements.	✓	A through site link will provide direct access between Mann Street and the public foreshore consistent with Figure 7 of Section 4.4.5.1. The architectural treatment of the proposal is of high quality as detailed in the Design Report and Architectural Plans at Appendix A . The proposal is oriented to take advantage of solar access and is designed to achieve a NABERS 4.5 Star Energy rating.

Control	Compliance	Details
4.4.3.4 – Mixed Use Buildings		
1. Minimum floor to ceiling heights are 3.3 metres for commercial office, 3.5 metres for active public uses, such as retail and restaurants, and 2.7 metres for residential.	✗	Part 4.4.3.4 of the DCP establishes the minimum floor to ceiling heights for commercial office floors as 3.3 metres. The proposal provides 2.7m floor to ceiling heights across the level 1-5 commercial floors. The commercial floors will provide a high level of amenity for employees that are typical for a commercial building. Despite any technical non-compliance the proposal remains consistent with the objectives of Part 4.4.3.4 as: - the proposal contributes to the development of Gosford Waterfront; and - will minimise conflict between the commercial floors and the ground floor café.
2. Separate commercial service requirements, such as loading docks, from residential access, servicing needs and primary outlook.	N/A	
3. Locate clearly demarcated residential entries directly from the public street.	N/A	
4. Clearly separate and distinguish commercial and residential entries.	N/A	
5. Provide security access controls to all entrances into private areas, including carparks and internal courtyards.	✓	Security access will be provided.
6. Provide safe pedestrian routes through the site, where required.	✓	A through site link will connect Mann Street with the Gosford Park/public foreshore as envisioned by the DCP.
7. Front buildings onto major streets with active uses where possible.	✓	The building's primary frontage is to Mann Street. Mann Street will be activated by the entrance lobby, public plaza and ground floor café.
8. Avoid the use of blank building walls at the ground level where reasonably possible.	✓	The building features articulated facades with high quality materials. The façade at ground level adjacent to the Arts School gardens to the north and adjacent to the through site link to the south will feature a textured finish material that will integrate with the surrounds.
4.4.3.5 – Sun Access and View Corridors		
1. Key public spaces to be provided as illustrated at Figure 5.	N/A	N/A
2. Any new public spaces are to be designed so that at least 50% of the open space provided has a minimum of 3 hours of sunlight between 9am and 3pm on 21 June (Winter Solstice).	✓	A small plaza is proposed at the Mann Street frontage. This space will enjoy 3 hours sunlight in the afternoon of 21 June between 12 pm and 3pm.
3. Significant views to be protected are illustrated in Figure 5.	✓	The proposal will not interrupt the view corridors identified by Figure 5.
4. Align tall building elements to maximise view corridors between buildings.	✓	The upper levels of the proposal will enjoy elevated views consistent with the DCP.
4.4.3.6 – Building Exteriors		
1. Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of: - appropriate alignment and street frontage heights, - setbacks above street frontage heights,	✓	The design of the building has considered the heritage of the site including material selection that references the early history and settlement of Gosford. A heritage assessment of the proposal is provided at Appendix F . The proposed building is generally setback from the site boundaries and the tower component is further set back from the podium to provide primary building articulation and an improved

Control	Compliance	Details
- appropriate materials and finishes selection, - façade proportions including horizontal or vertical emphasis, and - the provision of enclosed corners at street intersections.		urban design contribution to the local precinct. The development controls established for the site allow a much larger height and FSR on the site. The proposed building is located to the south of a heritage building and will not overshadow the School of Arts building or the public open space around the building. The main tower is set back 4m from the eastern boundary and 4.2m from the northern boundary. These conditions were established so the tower form would not dominate the School of Arts building or the open space area on the adjoining DOMA site.
2. Balconies and terraces are encouraged, particularly where buildings overlook parks and on low rise parts of buildings.	✓	A balcony is provided on the south-west corner of level 5. The balcony will afford significant views of the waterfront and Gosford City Park. The remaining commercial floors do not contain balconies. This is considered appropriate given the intended use as commercial space.
3. Articulate facades so that they address the street and add visual interest.	✓	The façade of the proposal features a high level of detail and visual interest including horizontal bands that break down apparent bulk. Further detail is provided at the Design Report at Appendix A .
4. External walls should be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass.	✓	High quality materials including sandstone cladding, textured finish material, pre-finish perforated metal screening and performance glass glazing is proposed. The textured material proposed for the north east and south east parts of the façade are graffiti proof. Further details are provided at Appendix A .
5. Finishes with high maintenance costs, those susceptible to degradation or corrosion from a coastal environment or finishes that result in unacceptable amenity impacts, such as reflective glass are to be avoided.	✓	Façade materials have been selected for durability and environmental sustainability.
6. Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.	✓	The ground floor façade is further broken down with sandstone columns breaking down glazing elements.
7. A materials sample board and schedule is required to be submitted with applications for development over \$1 million or for that part of any development built to the street edge.	✓	The architectural plans contain a schedule of materials which are further discussed in the Architects Design Statement at Appendix A .
8. Minor projections up to 450mm from building walls in accordance with those permitted by the Building Code of Australia may extend into the public space providing it does not fall within the definition of gross floor area and there is a public benefit, such as: - expressed cornice lines that assist in enhancing the streetscape, - projections such as entry canopies that add visual interest and amenity, - projections to enhance light penetration into floor space, and - Provided that the projections do not detract from significant views and vistas (refer to Figure 5).	N/A	N/A
9. Finishes and materials should be chosen to reduce glare and reflection to the Broad Water.	✓	The selected materials and finishes will reduce glare and reflection to the Broad Water. The incorporation of steel mesh and vertical screening elements will further reduce any possible glare.
4.4.4 Controls for Special Areas and Uses		
Throughout the Gosford Waterfront, a number of "special areas and uses" have been identified in recognition of their location, attributes, size and development	N/A	The proposal is not located within the special character areas that have been identified for the City Park, Gosford Breakwater or Cultural Hub.

Control	Compliance	Details
potential. This Chapter has identified three 'Special Areas and Uses' (see Figure 6), each of which has its own set of objectives linked to the relevant development controls. These controls must be considered in addition to the general controls addressed previously in this Chapter.		It is noted that the Cultural Hub is identified to be located on land outside the subject site, south of Vaughan Avenue.
4.4.5 – Pedestrian Amenity		
1. Pedestrian connections are to be provided in accordance with Figure 7.	✓	A through site link will connect Mann Street with the Gosford Park/public foreshore generally consistent with Figure 7.
2. Public access along the Broad Water foreshore is to be provided at all times in accordance with Figure 7.	✓	The proposal does not interrupt access along the Broadwater.
3. New through-site links for pedestrians, cyclists and vehicles are to be provided in accordance with Figure 7.	✓	A through site link will connect Mann Street with the Gosford Park/public foreshore generally consistent with Figure 7.
4. Laneways or slip lanes are to: - be clear and direct throughways for pedestrians with paving finishes, lighting etc. that are appropriate for a pedestrian route. - provide public access at all times, have a minimum width of 6m clear of all obstructions, and - have signage indicating public accessibility and the street to which the lane connects.	✓	The driveway between the garage and Baker Street extension is 8 metres wide and will be publically accessible at all times. The driveway will be finished to Council specifications with signage consistent with the DCP.
5. Where lanes are primarily used for building access and servicing, 'safer by design' principles must be demonstrated.	✓	A CPTED Report has been prepared by JBA and is available at Appendix S . The report confirms the design of the driveway meets safer by design principles.
4.4.5.2 – Active Frontages		
1. Active frontages are required at the ground level as identified in Figure 8.	✓	The site is not identified as requiring an active street frontage. Nonetheless a café with outdoor seating is proposed on the ground floor which will activate the Mann Street frontage.
2. Active frontages are defined as one or a combination of the following: - entrance to retail, - shop front, - glazed entries to commercial and residential lobbies, - café or restaurant if accompanied by an entry from the street, - active office uses, such as reception, if visible from the street, and - public building if accompanied by an entry.	N/A	N/A
3. Entry to active ground floor uses is to be generally at the same level as the footpath.	✓	The Mann Street frontage has a 500mm higher than the footpath. An accessible ramp is provided to enable step free access to the ground floor entrance.
4. In other locations where active frontages are required, restaurants, cafes and the like are to consider providing operable shop fronts and outdoor seating.	✓	The proposal is visually interesting with high quality materials and finishes including metal screens to avoid blank walls. The ground floor lobby signals the building entrance and connects the public plaza with the

Control	Compliance	Details
Where active frontages are not required, buildings should provide an attractive relationship to the street, including measures like: ▪ avoiding blank walls, ▪ providing building entries and lobbies, ▪ landscaped plazas between the street and the building frontage, and ▪ orientate the building to provide passive surveillance.		Gosford CBD. Large glazed windows connect the internal spaces with the landscaped plaza and surrounding landscapes ensuring significant passive surveillance opportunities in all directions.
4.4.5.3 – Safety and Security		
1. Address ‘Safer-by-Design’ principles to the design of public and private domain and in all developments (including the NSW Police ‘Safer by Design’ crime prevention through environmental design (CPTED) principles).	✓	A CPTED report has been prepared by JBA and is available at (Appendix S).
2. Ensure that the building design allows for passive surveillance of public and communal spaces, access ways, entries and driveways.	✓	
3. Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and car parks.	✓	
4. Where residential development is proposed on the ground level, maximise the number of residential ‘front door’ entries at ground level.	✓	
5. Provide entrances which are in visually prominent positions and which are easily identifiable with visible numbering.	✓	
6. Clearly define the development boundary to strengthen the transition between public, semi-private and private space. This can be actual or symbolic and can include landscaping, fencing, change in paving material, etc. Provide adequate lighting of all pedestrian access ways, parking areas and building entries.	✓	
7. Provide clear lines of sign and well-lit routes throughout the development and along public foreshore areas.	✓	
8. Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway.	✓	
4.4.5.4 – Pedestrian Protection		
1. Street frontage awnings or colonnades are to be provided for all new developments as indicated in Figure 9.	✓	The site is not required to and does not provide awnings.
2. Awning/colonnade dimensions should generally be: ▪ horizontal in form, ▪ minimum 2.4 metres deep (dependent upon footpath width), ▪ minimum soffit height of 3 metres and maximum of 5 metres, ▪ steps for design articulation or to accommodate sloping streets are to be integral with the building design and should not exceed 700mm,	N/A	N/A

Control	Compliance	Details
- low profile, with slim vertical fascias or eaves (generally not to exceed 300mm in height), and - setback from kerb to allow for clearance of street furniture, trees, etc (typically 1.2m).		
3. Awning/colonnade design must match building facades, be complementary to those adjoining buildings and maintain continuity.	N/A	N/A
4. Wrap awnings/colonnades around corners for a minimum 6m from where a building is sited on a street corner.	N/A	N/A
5. Provide under awning/colonnade lighting to facilitate night use and to improve public safety recessed into the soffit of the awning/colonnade or wall mounted onto the building.	✓	A lighting plan has been prepared and is available at Appendix C .
4.4.6 – Access, Parking and Servicing		
4.4.6.1 – Traffic Management		
1. Prior to the approval of the first development application for additional floor space within the Gosford Waterfront precinct, a comprehensive traffic and transport study shall be undertaken in accordance with the RMS Guide to Traffic Generating Developments. The study is to investigate the total impacts of the Gosford Waterfront precinct on the surrounding road network. The study must include the consideration of the following, as a minimum: - Identify the constraints in the existing road network. - Demonstrate the capacity and functionality of the road network in catering for the expected future traffic volumes in the area. - Detail the impacts upon the regional and state road network at the various stages of development. - Consider any other major land use changes that will increase demand on the future road network. - Provide an indicative road hierarchy and property access strategy for the road network. - Identify the necessary road and transport infrastructure improvements/upgrades required as a direct result of the future development of the site. - The provision of alternative transport modes and the infrastructure required to support these modes (public transport, pedestrians, cyclists, etc.).	✓	A Traffic Impact Assessment has been prepared by Cardno in accordance with the DCP. The assessment is available at Appendix E .
2. Consideration of and/or updates to the comprehensive traffic and transport study is required for each development application increasing floor space or amending land use mix within the Gosford Waterfront.	✓	
3. Any capacity upgrades required on the classified State road network, as a	✓	

Control	Compliance	Details
result of the proposed rezoning/development, must be funded by the proponent including the intersection upgrades or mid-block traffic signal intersections.		
4.4.6.2 – Vehicle Access		
1. Vehicle entries are to avoid those areas as shown at Figure 10.	✓	The new access driveway is consistent with the DCP.
2. In all other areas, one vehicle access point only to each proposed building (including the access for service vehicles and parking for non-residential uses) will be generally permitted. Where development is undertaken in stages, access should be consolidated or amalgamated where possible.	✓	The proposal provides for a single access point via the Baker Street extension.
3. Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.	✓	The access way is capable of being incorporated into future development on adjoining sites if required.
4. Wherever practicable, vehicle access is to be a single lane crossing with a maximum width of 2.7 metres over the footpath and perpendicular to the kerb alignment. Where a double land crossing is necessary due to the size of the car park, a maximum width of 6.5 metres may be permitted for safety reasons.	✓	The crossing to Baker Street is 6.4m wide.
5. Vehicle access ramps parallel to the street frontage will not be permitted.	✓	A parallel access ramp is not proposed.
6. Ensure vehicle entry points are integrated into building design.	✓	The entry garage is integrated to the building design at the level 3 basement.
7. Doors to vehicle access points are to be roller shutters, or tilting doors fitted behind the building façade and the like.	✓	The garage entry features roller doors, integrated behind the façade.
4.4.6.3 – Pedestrian Access and Mobility		
1. Main building entry points should be clearly visible from primary frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.	✓	The primary entry point is via the entry lobby on Mann Street and is highly visible from the street. High quality materials and finishes have been chosen to enhance the amenity of the area. Further details are provided at the Design Report at Appendix A .
2. The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the Disability Discrimination Act 1992 (as amended).	✓	The proposal will comply with all relevant requirements.
3. Barrier free access is to be provided to not less than 20% of dwellings in each development and associated common areas.	✓	N/A
4. The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor.	✓	The main entrance provides for step free access via Mann Street.
5. Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain with appropriate slip resistant materials, tactile surfaces and contrasting colours.	✓	High quality tonal contrasting unit paving is proposed for the public area outside the building on the ground floor providing safe and visually appealing access way material.
4.4.6.4 – Vehicular Driveways and Manoeuvring Areas		

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1. Driveways should be: - located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees, and - located at a minimum of 6 metres from the perpendicular of any intersection of any two roads.	✓	The new driveway is greater than 6 metres from the intersection of Baker Street and Georgiana Terrace and will consider existing services. A road works plan has been prepared by Cardno and is available at Appendix C .
2. Vehicle access is to be integrated into the building design so as to be visually recessive.	✓	Due to the site slope the garage entrance is via the rear of the site at the level 3 basement. Accordingly the garage will not be visible from the primary entrance at Mann Street. The western façade and garage of the proposal will be visible from Baker Street and the waterfront until the remainder of the former School site is developed. To minimise visual impact the proposal will include a decorative / landscaping structure to provide a landscape screen on the western side.
3. All vehicles must be able to enter and leave the site in a forward direction without the need to have to make more than a three point turn.	✓	Generally all vehicles will be able to enter and leave the garage in a forward direction. The exception to this is the garbage truck which will reverse from the site to exit. The garbage truck will not require a three-point turn inside the garage.
4. Design of driveway crossings must be in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval.	✓	The proposal will comply with all relevant requirements.
5. Driveway widths must comply with the relevant Australian Standards.	✓	
6. Car space dimensions must comply with the relevant Australian Standards.	✓	
7. Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard (AS 2890.1).	✓	
8. Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade in 1 of 8. Ramp widths must be in accordance with AS 2890.2.	✓	
4.4.6.5 – On-Site Parking		
General (all development)	✓	The proposal provides for 104 on-site car parking spaces consistent with the DCP rates. Car parking is further discussed at Section 4.4 and Appendix E .
1. On-site vehicle and bicycle parking is to be provided in accordance with Table 1	✓	The proposal provides for a compliant provision of car parking. See Section 4.1.2 for further discussion of calculation of GFA.
2. Car parking and associated internal manoeuvring areas provided over and beyond that required by this chapter and the Gosford LEP 2014 is to be calculated towards gross floor area.	✓	
3. On-site parking is to be accommodated underground, or otherwise fully integrated into the design of the building	✓	On-site car parking is fully integrated into the design of the building. Due to the significant site slope and high water table, the car park is partially above and below ground. The garage is not visible when viewed from Mann Street being wholly below ground. However when viewed from the rear (Baker Street) side of the building the garage is visible and sits at ground level.
4. On-site parking must meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended)	✓	The proposal has been design to meet all relevant requirements.
5. Bicycle parking is to be provided in secure internal and accessible external	✓	39 secure bicycle parking spaces are provided within the level 3 basement. 11 bicycle parking spaces are

Control	Compliance	Details
locations.		provided for visitors also located within the level 3 basement. This level provides at grade entrance to the building from the new rear access lane to Baker Street.
6. Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures: - integrated into the overall façade and landscape design of the development, - not located on the primary street façade, and - oriented away from windows of habitable rooms and private open spaces areas.	✓	The garage is partially below and above ground with the garage not visible from the primary street façade. The slope of the site means that the basement is visible when viewed from the rear, being above ground. The garage has been designed to integrate with the design of the overall structure with high quality finishes in keeping with the building above. The garage will be ventilated via a combination of natural and mechanical ventilation.
7. For commercial and retail development providing employment for 20 persons or more, provide adequate change and shower facilities for cyclists. Facilities should be conveniently located close to bike storage areas.	✓	Female and Male changing facilities are provided in the level 3 basement in proximity to the bicycle parking area. 5 showers are provided in each change room with a communal changes area providing a space for cyclists to get changed before and after using the facilities.
8. Refer to Table 1 – Required parking rates	✓	The proposal provides a consistent provision of car parking as per the DCP. See Section 4.4 for discussion of Car, Bicycle and Motorcycle Parking.
Car parking for Persons with a Disability 13. Where car parking is provided in excess of five (5) spaces, provision shall be made for parking for persons with a disability at the rate of one (1) space per one hundred (100) or part thereof of car spaces provided. A higher proportion of such spaces may be required for uses which are likely to generate a higher demand for such facilities.	✓	2 accessible car parking spaces are provided in the on-site garage.
14. The location of spaces designated for persons with disability should be close to an entrance to a building or facility with access from the car space by ramps and/or lifts in accordance with Australian Standard AS 1428.1 and Part D3 of the Building Code of Australia.	✓	The accessible spaces are in proximity to the building lifts.
15. Car spaces provided under this provision shall be kept or made available for use by persons with disability as required.	✓	Noted.
4.4.6.6 – Site Facilities and Services		
Mailboxes 1. Provide mail boxes for commercial tenancies in one accessible location adjacent to the main entrance to the development.	✓	Mailboxes will be designed to comply with the DCP.
2. They should be integrated into a wall where possible and be constructed of materials consistent with the appearance of the building.	✓	
3. Mail boxes shall be secure and large enough to accommodate articles such as newspapers.	✓	
Communications structures, air conditioners, and service vents 4. Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures:	✓	All plant on the roof will be integrated into the roof design and not be visible from the public domain.

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- Away from the street frontage; - Integrated into the roofscape design and in a position where such facilities will not become a skyline at the top of any building, and - Adequately setback from the perimeter wall or roof edge of the buildings.		
Waste (garbage) storage and collection (all development) 5. All development is to preferably accommodate waste handling and storage on site. The size, location and handling procedures for all waste, including recyclables is to be determined in accordance with Council waste contracts advice from Council's Waste and Emergency Services staff.	✓	A Waste Management Plan has been prepared by Cardno and is available at Appendix M . The proposal will comply with the DCP in relation to Waste.
6. Access for waste collection and storage is preferred from rear lanes, side streets or right of ways.	✓	
7. Waste storage areas are to be designed to: - Ensure adequate driveway access and manoeuvrability for any required service vehicles, - Be located so as not to create any adverse noise impacts on the existing developments or sensitive noise receptors such as habitable rooms of residential developments; and - Be screened from the public way and adjacent development that may overlook the area.	✓	The western façade and garage of the proposal will be visible from Baker Street and the waterfront until the remainder of the former School site is developed. To minimise visual impact the proposal will include a decorative / landscaping structure to provide a landscape screen on the western side.
8. The storage facility must be well lit, easily accessible and on level grade for movement of bins, free of obstruction that may restrict movement and servicing of bins o containers and designed to minimise noise impacts.	✓	
Location requirements for waste storage areas and access 9. Where waste volumes require a common collection, storage and handling area, this is to be located: - For residential flat buildings, enclosed within a basement or enclosed carpark - For multi-unit housing, at ground behind the main building setback and façade, or within a basement or carpark, and - For commercial and retail and other development, on-site in basements or at ground level within discrete screened areas not visible from main frontages	✓	
10. Where above ground garbage collection is prohibitive or impractical due to limited street frontage, or would create an unsafe environment, an on-site basement storage area must be provided.	✓	
11. Where a waste vehicle is required to enter the site, access and circulation areas shall be designed to accommodate Council's current waste contractor vehicles. Designs should conform to Council's current technical standards typically a vehicle with the specifications contained within the control.	✓	

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Access routes for waste collection vehicles and operators is subject to a Section 88B instrument under the Conveyancing Act for a right of access being provided prior to an occupational certificate being issued.		
Servicing Docks and loading/unloading areas	✓	Suitable loading facilities are provided that is located off the rear lane, away from active overlooking from adjoining development. The site is capable of being serviced via the rear loading dock and driveway. Fire brigade vehicles are capable of servicing the building from Mann Street or the rear driveway if necessary.
12. Provide adequate space within any new development for the loading and unloading of service/delivery vehicles		
13. Preferably locate service access off rear lanes, side streets or rights of way		
14. Screen all doors and loading docks from street frontages and from active overlooking from existing developments.		
15. Design circulation and access in accordance with AS2890.1		
16. Fire service and emergency vehicles		
17. For developments where fire brigade vehicle is required to enter the site, vehicular access, egress must be provided to, from, and on site in accordance with the NSW Fire Brigades Code of Practice – Building Construction – NSWFB Vehicle Requirements.		
18. Generally provision must be made for NSW Fire Brigade vehicles to enter and leave the site in a forward direction where:		
19. NSW Fire Brigade cannot park their vehicles within the road reserve due to the distance of hydrants from the or restricted vehicular access to hydrants or		
20. Otherwise required by the NSW Fire Brigades Code of Practice – Building Construction NSWFB Vehicle Requirements.		
4.4.7.1 – Landscape Design		
1. Landscaped areas are to be irrigated with recycled water, where available.	✓	
2. Remnant vegetation must be maintained throughout the site wherever practicable.	✓	Due to the site slope and development envelope some remnant vegetation will be removed. An assessment of existing vegetation has been undertaken and no significant vegetation will be affected.
3. A long-term landscaped concept plan must be provided for all landscaped areas, in particular the deep soil landscaped zone.	✓	The front plaza is approximately 4 metres deep. This area will feature deep soil planters which will include shrubs to soften the landscape. Street trees will be planted along the footpath to Councils requirements. The canopy of the street trees will cover the plaza and setback area. A Landscape Plan is provided at Appendix A .
4.4.7.2 – Planting on Structures		
1. Areas with planting on structures are to be irrigated with recycled water, where available.	N/A	
2. Design for optimum conditions for plant growth by:	N/A	

Control	Compliance	Details
- providing soil depth, soil volume and soil area appropriate to the size of the plants to be established, - providing appropriate soil conditions and irrigation methods, and - providing appropriate drainage.		
3. Design planters to support the appropriate soil depth and plant selection by: - ensuring planter proportions accommodate the largest volume of soil possible and soil depths to ensure tree growth, and - providing square or rectangular planting areas rather than narrow linear areas.	N/A	
4. Increase minimum soil depths in accordance with: - the mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass, - the level of landscape management, particularly the frequency of irrigation, - anchorage requirements of large and medium trees, and - soil type and quality.	N/A	
5. Provide sufficient soil depth and area to allow for plant establishment and growth. The following minimum standards contained within the provisions are recommended.	N/A	
4.4.8 Heritage Items		
Gosford Public School and Former School of Arts Building	✓	See Heritage Assessment at Appendix F .
1. Prior to development of the Gosford Public School, the Department of Education and Training should be consulted to confirm the status and management of any heritage items/structures listed on the Department's Section 170 Register.		
2. The assessment and management of the stone footings of the former Police Superintendent's House (adjacent to the Former School of Arts building) shall be considered prior to excavation.	✓	
3. The significance and treatment of existing trees within the School shall be assessed by an arboriculturalist experienced in the assessment and management of culturally significant landscapes.	✓	See Tree assessment undertaken by Travers Ecology at Appendix H .
4. Where new development proposes demolition of the Former School of Arts building, the applicant must: - demonstrate that it is commercially and/or physically unviable to integrate the Former School of Arts building into the new development, - demonstrate that reasonable alternatives which might have less adverse impacts have been considered, and - prepare a heritage interpretation plan which outlines the interpretation measures that will be implemented.	N/A	

Control	Compliance	Details
Avenue and Feature Trees – Grahame Park 1. New development shall consider and mitigate the heritage impacts to the Avenue and Feature Trees – Grahame Park.	N/A	The proposal does not impact the Avenue of feature trees – Grahame Park.
2. Prior to development proceeding, Arboricultural advice should be sought to confirm the age and condition of the individual Canary Island palms, and where relevant, set out the measures required to be implemented during construction works to ensure their protection and succession planting.	N/A	
3. New landscaping adjacent to the Avenue and Feature Trees – Grahame Park should use Canary Island Plans, where appropriate to reinforce the established landscape character and integrate the gateway to the Gosford Waterfront with adjacent development zones.	N/A	