

## LANE COVE DCP 2010 COMPLIANCE TABLE

CLAUSE	REQUIREMENT	COMPLIES? (✓/✗)/COMMENTS
<b>Part B – General controls</b>		
<b>B4 View sharing</b>	Existing view corridors to be protected.	<p>✓</p> <p>No built form currently exists on the site, with trees lining the boundary blocking views through the site. The proposal will result in greater permeability through the site once constructed, and will not block or interrupt any significant views from the public domain or adjacent property. Provision for view corridors between building setbacks has been made.</p>
<b>B6 Environmental management</b> <b>6.1 Sunlight to public spaces</b> <b>6.3 Energy and water efficiency buildings</b>	2 hrs to 50% of new and existing public areas between 11am and 2pm on 21 <sup>st</sup> June.	<p>✓</p> <p>No public areas around the site of any note.</p>
	<ul style="list-style-type: none"> <li>• Design systems to allow individual control of heating/cooling within rooms</li> <li>• Orientate building design to capture and manage solar access, natural ventilation and breezes into the building</li> <li>• The use of light wells as the primary source of daylight is prohibited for habitable rooms</li> <li>• All new residential developments are to capture and reuse rainwater for irrigation of landscape areas and for toilet flushing and washing machines</li> </ul>	<p>✓</p> <p>Sustainability initiatives are incorporated in the proposal as indicated in the BASIX Certification.</p>
<b>B7 Development near busy roads and rail corridors</b>	Acoustic assessments for developments defined in cl. 87 and 102 of Infrastructure SEPP may be required if located in the vicinity of a rail corridor or busy roads.	<p>✓</p> <p>The site is located adjacent to Longueville Road and the Pacific Highway and in the immediate vicinity of the Lane Cove Tunnel and accordingly was referred to the RMS for comment. The RMS raised no objections to the proposal subject to conditions being attached requiring their approval to the detailed design of the development to ensure the Lane Cove Tunnel is not affected or compromised in any way by excavation and construction of the basement.</p> <p>The proposal also ensures an appropriate level of acoustic amenity consistent with Clause 101 of the Infrastructure SEPP. In this regard, the acoustic report submitted with the DA determined that day and night site noise levels from the surrounding main roads would result in a minor exceedance of the Lane Cove DCP 2009 noise limits. However, the provision of acoustic glazing, acoustic seals external wall treatments and roof/ceiling systems will mitigate the impact of this noise.</p>
<b>B8 Safety &amp; security</b>	A formal crime risk assessment is required for development of more than 20 new dwellings.	<p>✓</p> <p>Crime Prevention Through Environmental Design Report has been addressed as part of the DA documentation.</p>

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<b>8.1.2 Residential development</b>	All ground floor apartments with a street frontage have direct access from the street and at least one habitable room with windows facing the street.	✓
<b>B9 Heritage</b> <b>9.3 Development in the vicinity of heritage items</b>	A Heritage Impact Statement is to be prepared as part of any DA for development "in the vicinity of a heritage item"	<b>N/A</b> The site is not located adjacent to or adjoining a heritage item.
<b>Part C3 – Residential Development</b>		
<b>Locality 3 – Longueville Precinct</b>		
<b>Block Plan 1 -Objectives</b>	<ul style="list-style-type: none"> <li>• To provide significant landscaping features to mark the entrance to Lane Cove.</li> <li>• To provide high quality mid rise residential development along Longueville Road.</li> <li>• To improve vehicular access safety and amenity along Longueville Road and Taylors Lane.</li> <li>• To provide improved and flexible amalgamation opportunities for development.</li> <li>• To improve the connectivity for pedestrians within the northern residential areas and to other uses across Longueville Road and Lane Cove Village.</li> <li>• To improve the amenity of pedestrian links to the bus station.</li> <li>• To provide high quality communal open spaces to the northern boundaries and to Taylors Lane.</li> <li>• To provide adequate transition to the rear of residential uses facing Kara Street.</li> <li>• To provide a landscape buffer to improve amenity to Longueville Road.</li> </ul>	<ul style="list-style-type: none"> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓</li> <li>✓ (via new footpath along Taylors Lane)</li> <li>✓</li> <li>✓</li> <li><b>N/A</b></li> <li>✓</li> </ul> <p style="color: red; text-align: center;"><b>REMAINDER OF LOCALITY PLAN DEFERRED AND HENCE NOT APPLICABLE.</b></p>
<b>Part C3 - Residential Flat Buildings</b>		
<b>3.1 General objectives</b>	<p>The objectives for residential flat buildings are:</p> <ol style="list-style-type: none"> <li>1. To achieve a reasonable level of amenity for the residential flat buildings, neighbouring properties and the surrounding area.</li> <li>2. To achieve sustainable development whilst providing a concentration of residents close to public transport and facilities.</li> <li>3. To create entrances which provide a desirable residential identity for the development, orient visitors and contribute positively to the streetscape</li> </ol>	<ul style="list-style-type: none"> <li>✓ See plans and SEPP 65 assessment.</li> <li>✓</li> <li>✓</li> </ul>

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	and building facade design. 4. To provide opportunities for lifestyle choice and dwelling mix.	✓
<b>3.2 Density</b>	Minimum site area 1,500m <sup>2</sup>	✓
<b>3.3 Building depth</b>	18m exclusive of any balcony	✓
<b>3.4 Building width</b>	40m maximum fronting the street	✓
<b>3.5 Setbacks</b>		
<b>Front</b>	Residential areas subject to Block Plans should comply with the front setbacks stated therein. Locality 3 – Longueville Precinct requires 8m to Burley Street and Taylors Lane.	✓ Building is 8.1m. Balconies encroach 500mm into the setback zone as permitted under Clause 3.5.3 along these two frontages.
<b>Side/rear</b>	6m up to 4 storey 9m for 5 – 8 storey 12m for 9 storey and above	✓ 9m to all boundaries
<b>3.6 Building separation within development</b>	Unless indicated elsewhere through Block Plan controls, separation distances are: Habitable room/balcony separation <ul style="list-style-type: none"> <li>• 12m between 4 storey buildings</li> <li>• 18m between 5 storey buildings</li> <li>• 24m nine storey and above</li> </ul>	<b>N/A</b> ADG prevails and complies.
<b>3.7 Fences</b>	<u>Front</u> <ul style="list-style-type: none"> <li>• Solid fences - 900mm (front boundary)</li> <li>• Part solid - up to 1200mm (front boundary)</li> <li>• Part solid - up to 1800mm setback 1m from front boundary (solid portion &lt;600mm)</li> </ul> <u>Side and Rear</u> Maximum 1800mm Corner allotments, side return is to match height of the front fence	✓ Can comply. No fencing details provided. To be covered by condition of consent.
<b>3.8 Excavation</b>	Contained as close as practicable to footprint of development	✓ The proposed basement car park fits within the footprint of the proposed building above. This allows for landscaping and deep soil planting to be maximised on the site and doesn't encroach on the easement for the Lane Cove Tunnel.
<b>3.9 Design of roof top area</b>	Detailed landscape plan required	<b>N/A</b> No roof top open space proposed.
<b>3.10 Size and mix of dwellings</b>	Studios – 40m <sup>2</sup> 1, 2 and 3 beds – At least 10% of each unit type	✓ The proposed dwelling mix includes a minimum of 10% of each unit type.
<b>3.11 Private open space</b>	Above ground - 10m <sup>2</sup> with minimum depth 2m Ground level - 16m <sup>2</sup> with minimum depth 4m	<b>N/A</b> ADG prevails and complies.
<b>3.12 Ceiling heights</b>	2.7m for habitable 2.25m for non-habitable	<b>N/A</b> ADG prevails and complies.
<b>3.13 Storage</b>	6m <sup>3</sup> per 1 bedroom dwelling	<b>N/A</b>

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	8m <sup>3</sup> per 2 bedroom dwelling 10m <sup>3</sup> per 3 bedroom dwelling	ADG prevails and complies.
<b>3.14 Solar access</b>	Living rooms & private open spaces of 70% of units receive 3 hours of direct sunlight between: 9am – 3pm on 21 June Maximum Max 10% dwellings with a southerly aspect	<b>N/A</b> ADG prevails and complies.
<b>3.15 Natural ventilation</b>	Min 60% of dwellings cross ventilated Min 25% of kitchens naturally ventilated	<b>N/A</b> ADG prevails and complies.
<b>3.16 Visual privacy</b>	Provide visual privacy between the adjoining properties	✓ Provided via compliant building separation and orientation of balconies and limited residential frontages (only to west). In any event, ADG prevails and complies.
<b>3.17 Communal open space</b>	Min 25% of site area	<b>N/A</b> ADG prevails and complies (complies anyway).
<b>3.18 Landscaped area</b>	40% site area planted comprising: • 25% provided at ground level • Up to 15% provided on structures	✓ Over 40% provided, comprised of 1182m <sup>2</sup> (39% of site area) of ground Level communal open space plus ground level and balcony planters of 190m <sup>2</sup> (2% of site area)
<b>3.19 Planting on structures</b>	The following are recommended as minimum standards for a range of plant sizes: a) Large trees (canopy 16m at maturity) – minimum soil volume 150m <sup>3</sup> – minimum soil depth 1.3m – min soil area 10m x 10m area or equivalent b) Medium trees (8m canopy at maturity) – minimum soil volume 35m <sup>3</sup> – minimum soil depth 1m – approximate soil area 6m x 6m or equivalent c) Small trees (4m canopy at maturity) – minimum soil volume 9m <sup>3</sup> – minimum soil depth 800mm – approximate soil area 3.5m x 3.5m or equivalent d) Shrubs – minimum soil depths 500-600mm e) Ground cover – minimum soil depths 300-450mm f) Turf – minimum soil depths 100-300mm	✓ Complies. See Landscape Plan submitted with DA.
<b>Part F - Access and Mobility</b>		
<b>3.1 General</b>	Compliance with the BCA and Premises Standard	✓ Able to comply subject to conditions of consent and details with CC.

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<b>3.3 Public space and links to private properties</b>	Provide accessible links between public and private space	✓ Private open space and entry into building accessible via DDA compliant footpath network surrounding and through middle of site.
<b>3.5 Parking</b>	1 accessible parking space per adaptable dwelling (19 spaces required)	✓ 20 accessible spaces (including 1 visitor space)
<b>3.6 Adaptable and Visitable Housing</b>	Adaptable housing – 1 per 5 dwellings (20%) 18.6 (or 19) adaptable dwellings required.	✓ 19 dwellings (21%) have been designed as adaptable.
	Visitable housing – 80% of dwellings (190 visitable dwellings required)	✓ 74 (80%) visitable dwellings provided.
<b>Part J - Landscaping</b>		
<b>1.6 Landscaped area</b>	Landscaped area      25% site area Planting                      15% site area	✓ See above (C3.19 Landscaped area)
<b>3.2 Preservation of significant trees</b>	As per Cl.5.9 of Lane Cove LEP 2009., consent is required for any tree greater than 4m in height with a trunk diameter greater than 150 mm.	✓ Consent sought for removal of trees as part of DA.
<b>Part L – Public Art</b>		
<b>Developer project based public art</b>	Incorporate a public art component in a public space of a development (e.g. a public plaza in front of an office building or apartment complex, or a public park within a medium-density housing development, etc)	<b>N/A</b> No public space proposed as part of the development.
<b>Part O - Stormwater Management</b>		
<b>2.1 Detailed Stormwater Plans</b>	Prepare a detailed stormwater plan.	✓ A Water Cycle Management Plan has been submitted with the DA and been deemed acceptable by Council's Engineer.
<b>Part Q – Waste Management</b>		
<b>2.1 Site Waste Minimisation Management Plan (SWMMP)</b>	Prepare a SWMMP covering demolition, construction and the on-going use of the site	✓ Both a Construction Waste Minimisation Plan and Waste Management Plan covering the required phases of the development have been submitted with the DA and deemed acceptable by Council's Waste Contract Officer.
<b>4.3 Residential Flat Buildings</b>	Each dwelling provided with an indoor waste/recycling storage area	✓
	Garbage chute provided for development over 4 storeys high	✓
	Communal waste/recycling storage room to be provided of a suitable size and location Communal compost container to be provided	✓
	Bulky good waste storage room provided for	✓

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	development containing 10 or more dwellings > 21 units – 30m <sup>2</sup>	✓																																
	All waste must be collected on site																																	
Part R – Traffic, Transport and Parking																																		
2.2 Car Parking Rates	As per Table 1 (outside of St Leonards Railway Station) as follows: <table><tr><th>Beds</th><th>Rate</th><th>Dwellings</th><th>Req'd</th></tr><tr><td>Studio</td><td>0.5</td><td>0</td><td>0</td></tr><tr><td>1</td><td>1</td><td>35</td><td>35</td></tr><tr><td>2</td><td>1.5</td><td>44</td><td>66</td></tr><tr><td>3</td><td>2</td><td>14</td><td>28</td></tr><tr><td colspan="3">Total resident spaces required</td><td>129</td></tr><tr><td>Visitor</td><td>1/4 units</td><td>237</td><td>23.25</td></tr><tr><td colspan="3">Total spaces required</td><td>152.25 (or 152)</td></tr></table>	Beds	Rate	Dwellings	Req'd	Studio	0.5	0	0	1	1	35	35	2	1.5	44	66	3	2	14	28	Total resident spaces required			129	Visitor	1/4 units	237	23.25	Total spaces required			152.25 (or 152)	✓ 153 spaces provided.
Beds	Rate	Dwellings	Req'd																															
Studio	0.5	0	0																															
1	1	35	35																															
2	1.5	44	66																															
3	2	14	28																															
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Visitor	1/4 units	237	23.25																															
Total spaces required			152.25 (or 152)																															
2.7 Motorcycle Parking	Motorcycle spaces to be provided at the rate of 1/15 car spaces i.e. 153/15 = 10.2 (or 10)	✓ 10 spaces provided.																																
2.8 Disabled Parking Provision	As per Table 1 (outside of St Leonards Railway Station) as follows:  1 space for each adaptable unit i.e. 19 units = 19 spaces plus 1 disabled space per 50 visitor spaces (minimum 1 disabled space) i.e. 23/50 = 0.46 (or 1)	✓ 19 spaces provided.  ✓ 1 provided.																																
2.10 Parking and access for service vehicles	a) Parking areas shall be provided and designed to allow for access and loading by Council's waste collection contractor.  b) All parking areas for delivery and service vehicles must be designed in accordance with AS 2890.2:2002 Parking facilities—Off-street commercial vehicle facilities. On site delivery and service areas for residential flat buildings must be large enough to accommodate removal trucks.	✓  ✓ See Section Q above. Council's Waste Contractor advises waste and service facilities satisfactory.																																
2.11 Parking area access and design	All parking areas, including access ramps and driveways, must be designed in accordance with AS/NZS 2890.1:2004 Parking facilities—Off-street car parking	✓ Condition of consent.																																
3.2 Public Transport - Large development sites	For large developments, applicants must ensure that access to public transport services is maximised by negotiating with the State Transit Authority (STA) where deemed necessary by Council to divert routes or provide for additional services. The need for applicants to liaise with state transport	N/A Not deemed necessary by Council due to location of site near major bus stop and transport node in Lane Cove CBD and not discussed at pre-DA meeting.																																

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	authorities is to be determined by Council at the Pre-Development Application stage.	
<b>4.2 Pedestrian Facilities</b>	a) To be addressed in the TIA b) Necessary pedestrian infrastructure improvements shall be funded either fully or partly by the developer or provided as works in kind prior to Occupation Certificate.	✓ Conditions attached requiring: <ul style="list-style-type: none"> <li>• footpath along Taylors lane and dedication of land for same (S.94 credit); and</li> <li>• construction/repair/re-instatement of footpaths along all other site frontages at developers cost</li> </ul>
<b>4.3 Bicycle Parking</b>	As per Table 3 as follows:  1 per 4 dwellings (residents) <b>= 93/4 = 23.25</b> 1 rack + 1 rack per 10 dwellings (visitors) <b>= 1 rack + 9.3 racks (93/10) = 10.3 racks</b>	✓ 23 resident bicycle racks provided ✓ 11 resident bicycle racks provided
<b>5.1 Transport access guide (TAG) and Sustainable travel and access plan (STrAP)</b>	TAG required for medium sized development (generate more than 10 peak hour vehicle trips) STrAP required for development containing more than 75 units	✓ Sustainable transport options are discussed in the TIA submitted with the DA. A condition has been attached requiring Sustainable Travel Action Plan to be provided prior to OC based on the information in the TIA.
<b>6.1 Traffic impact assessment (TIA)</b>	TIA required for development forecast to generate more than 10 peak hour vehicle trips	✓ A TIA has been submitted with the DA which has been deemed satisfactory by Council's Traffic and Transport Manager.
<b>6.6 Servicing</b>	Loading and service areas shown on the plans Waste collection arrangements clearly explained and marked on plans	✓ Details are shown on the architectural plans and discussed in detail in Waste Management Plan submitted with DA.
<b>7.1 Construction Traffic Management Plan (CTMP)</b>	CTMP required before issuing of Construction Certificate	✓ A CTMP was submitted with the DA and a condition has been attached requiring that a CTMP be approved by CI prior to the CC.