

## LANE COVE DCP 2009 – COMPLIANCE TABLE

The Lane Cove Development Control Plan 2009 (the DCP) provides detailed planning controls relevant to the site and the proposal. An assessment against the relevant controls is provided in the table below.

Table 1 DCP Compliance Table

Control Ref	Provision	Proposed	Complies
<b>Part B – General Controls</b>			
<b>1B.2 Public Domain</b>			
<b>2.1 General</b>	a) All design should be in accordance with the relevant Public Domain Strategies that may be in place for precincts within the LGA and requirements of Australian Standards.	The proposed pedestrian link is generally consistent with the adopted St Leonards South Landscape Master Plan and complies with all relevant Australian Standards.	Yes
	e) Keep public areas free from clutter and unclear level changes, having particular regard for accessibility.	The site is easily accessible from the street frontages and is free of any obstructions.  The pedestrian link is easily accessible to the general public.	Yes
	l) Except where negotiated with the Council, provide all footpath paving along property frontages in accordance with Council's specifications including requirements for disabled. The extent, nature and type of paving materials includes tactile surfaces in appropriate locations to assist the visually impaired.	Footpaths are located along the Berry Road, Holdsworth Avenue and Marshall Avenue and are in accordance with Council specifications. Footpath are also provided along the east-west pedestrian link, which direct access from Berry Road.	Yes

Control Ref	Provision	Proposed	Complies
B.3 Site amalgamation and Development on isolated sites			
3.1 General	a) Development for the purpose of residential flat buildings and high-density housing should not result in the isolation of sites such that they cannot be developed in compliance with the relevant planning controls, including Lane Cove LEP 2009 and this DCP.	<p>The development comprises the consolidation of three areas and will not result in the isolation of sites. The proposal activates the block of land surrounded by Berry Road, Holdsworth Avenue and Marshall Avenue presenting a vibrant street front and considered through-site links that support interactive development.</p> <p>The proposed development is generally complaint with the LEP and DCP controls as stated in the SEE and within this table.</p>	Yes
B.4 View Sharing	Refer <b>Section 7.3</b> of the SEE.		Yes
B.6 Environmental Management			
6.1 Sunlight to public spaces	a) New development must allow for a minimum of 2 hours of solar access to at least 50% of new and existing public open areas or plazas between the hours of 11am and 2pm on 21st June	<p>Minimum of 50% direct sunlight to the principal usable part of the green spine communal open space receives 2 hours between 9 am and 3 pm on 21 June (mid winter), which complies with ADG requirement.</p> <p>The proposal will create shadow to the new public park located to the southwest of the site at 9am-10am only, therefore solar access to the new public park can be retained for a minimum of 2 hours will not be impacted by the proposal.</p>	Yes
6.3 Energy and water efficiency for buildings	a) Incorporate passive solar design techniques to optimise heat storage within the building in winter and heat transfer in summer.	The development achieves a high level of amenity and satisfies the thermal comfort requirements while providing a visually interesting architectural form. The development maximises solar access and ventilation within the dwellings. The windows of all three buildings will be sufficiently shaded to provide a balance of shade as well as maximise daylight and solar access. The	Yes

Control Ref	Provision	Proposed	Complies
		<p>proposed glazing along the building facade will control excessive heat gain onto the development.</p> <p>The project is designed to achieve a minimum 6-star average NatHERS rating (refer BASIX Report), which will provide higher thermal comfort conditions than standard apartment buildings during grid failures.</p> <p>A renewable energy system (PV) is provided on roof level further facilitating efficient energy use.</p> <p>A number of WSUD measures will be implemented within the development for the management and treatment of stormwater runoff, including rainwater tanks and on-site detention, filter baskets/gross pollutant traps. Refer to <b>Appendix Q</b> for further discussion.</p>	
<b>B.7 Developments near Busy Roads and Rail Corridors</b>			
	<p>a) Acoustic assessments for noise sensitive developments as defined in clauses 87 and 102 of the Infrastructure SEPP may be required if located in the vicinity of a rail corridor or busy roads.</p> <p>For residential and the residential part of any mixed-use development, appropriate measures must be taken to ensure that the following LAeq levels are not exceeded:</p> <p>in any bedroom in the building: 35dB(A) at any time 10pm –7am</p>	<p>In terms of traffic noise and potential intrusion to the development, the proposed development will incorporate acoustic measures to the building façade, including windows, glazing treatments as well as ensuring the building services are adequately designed to ensure the internal noise levels of the development comply with the relevant NSW Environmental Protection Authority (EPA) and the DCP requirement.</p> <p>Refer <b>Section 7</b> of the SEE and the Acoustic Report.</p>	Yes

Control Ref	Provision	Proposed	Complies
	anywhere else in the building (other than a garage, kitchen, bathroom or hallway): 40dB(A) at any time.		
<b>B.8 Safety and Security</b>	<p>The development is designed to provide a high level of amenity, causal surveillance and public safety within the building and the surrounding public domain. The proposal will assist in revitalising the site provide appropriate lighting and security measures within the buildings and the pedestrian link.</p> <p>Outdoor seating area and communal facilities are provided at the green spine. Additionally, the balconies directed at the street frontages and rooftop communal terrace at Area 13 ensure casual surveillance over the adjoining surroundings and the green spine.</p> <p>The proposed design allows for multiple articulation breaks and limits balk walls, assisting in a safe sense of place. Suitable lighting is provided for both the east-west pedestrian link and north-west green spine which enhances the overall safety mechanisms of the communal space and public domain area. The communal open space is also protected by a security fence and gate from the public open space.</p> <p>For further discussions, refer Urban Design Report (<b>Appendix S</b>).</p>		Yes
<b>8.2 Passive Surveillance</b>	<p>Control access to residential flats, commercial and mixed-use development by:</p> <p>ii) Separating and controlling the residential car parking component of developments from any other building use and from public and common areas</p> <p>iii) Providing direct access from car parks to apartment lobbies for residents</p>	<p>The site provides a single vehicular access point at Holdsworth Avenue which will be used by residents, visitors, motorcyclists as well loading truck vehicles. This single point vehicular access shared by residential vehicles and loading trucks was supported by MLA and accepted by the Design Excellence Panel. Accordingly, the proposal ensures the safety of residents and visitors is not hampered. The entry point is only accessible via a security system.</p> <p>In terms of pedestrian access, the main residential lobby is provided fronting Berry Street, which provides secured entry into the overall development and the central green spine. Residential lobbies of the three buildings are internally located and can be accessed from the central green spine. Secondary pedestrian access is also provided via Holdsworth Avenue, from the</p>	Yes

Control Ref	Provision	Proposed	Complies
		pedestrian link and Marshall Avenue. All entries are fenced with security gate.	
	vi) Providing an audio or video system at the entry or in the lobby for visitors to communicate with residents or tenants  vii) Providing keyed car parking access for residents	These will be arranged and provided by the building management.	Yes
<b>Part C – Locality 8: St Leonards South Precinct</b>  The proposal provides a contemporary built form within the St Leonards South Precinct, which is undergoing a transition from development of new high-density residential buildings. The proposal takes advantage of the site's close proximity to public transport facilities such as the St Leonards Railways Station and provides a high-density residential development within the locality allowing people to reside close to public transport facilities and employment lands. The proposal provides for adequate number of vehicular, motorcycle and bicycle parking spaces ensuring there is no increase in car dependency within St Leonards, given multiple transport facilities exist in close vicinity to the site.  The development has a well-articulated and modulated design with appropriate materials and finishes sympathetic to the surrounding developments. The dwellings within the development are ensured to receive the minimum levels of solar access and natural ventilation, as well as ensure impacts on amenity of adjoining properties and public recreational facility is minimised.  The proposal therefore contributes to the desired future character of the precinct.			
<b>C.4 Structure Plan</b>			
<b>Land Use</b>	a) Land Use shall be in accordance with the Structure Plan in Figure 3.	The proposal provides a communal open space at the centre of the site surrounded by three residential flat buildings on either side of the green spine. An east-west pedestrian link is proposed to the south of the site. As such, the proposal is consistent with Figure 3 Structure Plan.	Yes
<b>Heritage</b>	a) Development shall not have an adverse impact on the Heritage significance of	The site does not contain a heritage item and is not located in a heritage conservation area.	Yes

Control Ref	Provision	Proposed	Complies
	Heritage Items in the vicinity of the development.	Some heritage items are located along the west of the site, the closest being locally listed houses on Park Road. The proposed development does not have an impact on the heritage items given it is suitably distance and separated by built form, ensuring the heritage significance of the items is retained.	
<b>C.5 Access</b>			
<b>Access Network</b>	a) Provide new public roads and pedestrian and bicycle links in accordance with Figure 4 Access Network.	<p>The proposal is consisted with Figure 4 Access Network as:</p> <ul style="list-style-type: none"> <li>▪ A green spine is provided at the centre of Area 13, 14 and 15 with access to residents and visitors.</li> <li>▪ An east-to-west pedestrian walkway is provided along the south of the site which is publicly accessible.</li> </ul>	Yes
<b>Pedestrian and Bicycle Links</b>	a) Create E-W pedestrian and bicycle links as indicated in Figures 4 and 5 (b) with associated stairs/ramps and lifts to optimise accessibility.	The proposed development allows cycle route along the site boundary.	Yes
	b) Ensure “Green Spines” connect/ integrate with E-W pedestrian and bicycle links, where applicable.	The through site link can be made to connect to the local roads and bicycle links.	Able to comply
<b>Sustainable Transport</b>	Provide infrastructure for potential to provide electric charging points to every car space within the internal parking basements for hybrid and electric vehicles.	<p>The proposal allows for 4 x delivered EV charging points located at 4 x Visitors spaces on the first level of basement.</p> <p>The proposal also allows provision for future EV charging to all car spaces (on a timer from 9pm – 5am only), via a cable tray running along the basement ceilings that residents can tap into to provide their own EV charging outlets at their own cost. This power capacity and tray has been allowed for by Electric Engineer, no change to the agreed substation.</p>	Able to comply

Control Ref	Provision	Proposed	Complies
<b>C.6 Infrastructure</b>			
<b>Recreation Areas (Public Open Space)</b>	a) Create Recreation areas as indicated in Figure 6.	The proposal is consistent with Figure 6 Public Infrastructure and proposes a east-west pedestrian link as per the DCP.	Yes
	b) Locate driveways to maximise opportunity to convert the southern end of Berry Road and Holdsworth Avenue to a Recreation Area.	No vehicular access is provided from Berry Road, allowing opportunity for a new park at the southern end of Berry Road in the future. The proposed vehicle access point is located on the northern side of Holdsworth Avenue.	Yes
<b>Community facilities</b>	a) Provide Community facilities including a multi-purpose facility of 600 sqm, comprising a child care centre (450sqm), community hall (150sqm) and an adjacent Recreation Area of 450sqm, as indicated in Figure 6.	Not applicable to Area 13, 14 and 15.	N/A
<b>Affordable Housing</b>	a) Affordable Housing shall be provided as indicated in Figure 7. Each dwelling shall comprise a minimum of 2 bedrooms with an internal area of at least 70 sqm (plus storage) and one car space, in accordance with the "Specifications for Affordable Housing in the St Leonards South Precinct"	<p>In accordance with the requirements, the development will dedicate 3 affordable housing dwellings. All 3 affordable housing units will be located in Area 14 and are compliant with the relevant controls as identified in the provision. Each of the 3 units is 2 bedroom with an internal area of 70.3sqm which complies with Council's requirements.</p> <p>Given that the proposed development has consolidated 3 lots the proposed positioning of the affordable housing units within Building 14 is acceptable on merit. The proposal still delivers the required number of affordable dwellings and is fully compliant with the apartment unit requirements.</p>	<p>Yes, On Merit</p> <p>All 3 affordable housing units will be located in Building 14.</p>
<b>Utility Services</b>	a) All utility services within a public road reserve are to be placed underground for the total frontage of each site.	Not applicable to Area 13, 14 and 15.	N/A

Control Ref	Provision	Proposed	Complies
	b) All utility services within each site are to be placed underground or within the building.	The building services are integrated into the design of the development, located in the basement and lower levels.	Yes
	e) All utility infrastructure, including electricity kiosks, hydrants, and meters shall be screened from the public domain.	Noted. All utility infrastructure is appropriately placed as to be screened from the public domain through considered landscaping and positioning.	Yes
<b>C.7 Built Form</b>			
<b>7.1 Amalgamation</b>	a) Sites are to be amalgamated as per Figure 8 to comply with LEP minimum lot size.	<p>The site has been amalgamated as per Figure 8 as they relate to Areas 13,14 and 15.</p> <p>Clause 7.2 of the LCLEP requires a minimum site area of 1,600sqm for Area 13, 1,600sqm for Area 14 and 2,000sqm for Area 15.</p> <p>Area 13 has an area of 1,973sqm and is compliant with this clause.</p> <p>Area 14 has an area of 1,672sqm and is compliant with this clause.</p> <p>Area 15 has an area of 2,229sqm and is compliant with this clause.</p>	Yes
<b>7.2 Building envelope</b>			



Control Ref	Provision	Proposed	Complies
<b>1. Front Building Setbacks for Area 13,14 and 15</b>  (Refer to Figure 8.9)	4m at street level  +3m at and above Level 6  To Marshall, Holdsworth & Berry	The proposal is compliant with the setback controls as outlined below. <ul style="list-style-type: none"> <li>Area 13. 14 and 15: 4m at podium levels and 7m at levels above.</li> </ul> The building setback was supported by council in the pre-DA letter dated 19/8/22.	Yes



<b>1. Building Setbacks to pedestrian link for Area 14 and 15</b> (Refer to Figure 8.9)	6m at east-west pedestrian link  +3m at and above Level 5	The proposed building in areas 14 and 15 has a continues setback of 6m from the pedestrian link, which does not comply with the upper level setback requirements from level 5. This is justified on the following basis: <ul style="list-style-type: none"> <li>The proposal is setback 6m from the pedestrian link, which is 15m in width, in total this provides a separation distance of 21m to Areas 17 and 16, therefore this exceeds the building</li> </ul>	Assessed on Merit
---	---	--	-------------------

Control Ref	Provision	Proposed	Complies
		<p>separation requirements under the ADG and will not impact on the privacy amenity of these buildings.</p> <ul style="list-style-type: none"> <li>▪ The proposed continues 6m upper-level setback does not impact on the legibility and spatial awareness of the pedestrian link. People using the link will perceive the lower levels of buildings more than the upper levels, which would be partially obscured by trees. The upper-level setback non-compliance will not compromise the pedestrian experience within the pedestrian link, as the pedestrian link will still remain at human scale with the lower levels of the development complying with the 6m setback.</li> <li>▪ The approved development at Area 5 (which is further north of the site) has only a 3m continuous setback to the pedestrian link. In addition, in the minutes (9 November 2022) of Design Excellence Panel meeting held for Area 16&amp;17, the Panel considered the proposed 1.39m-4.3m setback acceptable based on merit considerations. The proposal represents an improvement when compared to these developments and provides greater visual separation to the pedestrian link.</li> <li>▪ Given a reduced setback to the pedestrian link has already been approved and supported by Council, the 9m setback control at the upper levels has virtually been abandoned by Council and complying with this control would not result in additional built form or amenity outcome.</li> <li>▪ Therefore, the proposal is an appropriate urban design response, and will not create overbearing bulk and scale to the pedestrian link. Despite the numerical non-compliance, the objective of the control is achieved.</li> </ul>	

Control Ref	Provision	Proposed	Complies
		The reduced upper level setback is supported by Urban Design Statement attached at Appendix R and legal review attached at Appendix S.	
<b>2. Rear Building Setback</b>	a) Minimum 12m setback to rear boundary of an Area.	The buildings are setback 12m to the rear of the area boundary, which in total provides an internal 24m separation distance for the use of green spine.	Yes.
<b>3. Building separation</b>	a) As per ADG / SEPP 65	<p>Proposed separation between area 13 and area 12(neighbour site), area 15 and area 14 are 24m, which meets the minimum separation distance between habitable room to habitable room for all levels.</p> <p>Area 13 and 15 are link at level 5-8, where there is no linkage, high window will be provided for cross ventilation propose with no visual privacy issues.</p> <p>The separation distance between Area 14 to Area 12 is 4.5m to level 4 and 6m from level 5 onwards which does not strictly comply with ADG requirement. The reduced separation distance is justified based on the following:</p> <ul style="list-style-type: none"> <li>▪ The adjacent development at area 12 has a blank facade with high level windows.</li> <li>▪ Primary windows to area 14 are oriented towards east and west. For the podium levels, the windows that are proposed on the northern elevation of area 14 are high windows to minimise overlooking. Whereas for the upper levels, full height windows are proposed on the northern elevation of area 14, and only high windows are proposed on the southern elevation of area 12. Therefore, the design minimise opportunities for sightlines between habitable rooms of the two sites. This design approach is similar to the</li> </ul>	Assessed on merit

Control Ref	Provision	Proposed	Complies
		<p>opposing southern elevation of Area 12 to ensure a high level of privacy being achieved between the 2 buildings.</p> <ul style="list-style-type: none"> <li>Privacy screens have been provided for the balconies on the northern elevation of area 14 to prevent overlooking to area 12.</li> <li>The justifications above have been supported by Council in their letter dated 19 August 2022.</li> </ul> <p>Accordingly, while the numerical separation distance provision under the ADG is not achieved the proposal is consistent with the design objective of the ADG and therefore considered to be considered acceptable.</p>	
<b>4. Building depth</b>	a) Maximum depth 18-22m	<p>The maximum depth of the proposed buildings at Level 1 is as follows (including balcony zone):</p> <p>Area 13 Building – 20.580 m</p> <p>Area 14 Building - 20.580 m</p> <p>Area 15 Building – 20.580 m</p>	Yes
<b>5. Building orientation length</b>	b) Maximum building length shall not be greater than 35m unless strongly articulated.	<p>The maximum length of the proposed buildings is as follows:</p> <p>Area 13 Building – 36.200 m</p> <p>Area 14 Building – 35.120 m</p> <p>Area 15 Building – 39.720 m</p> <p>The proposed development is well articulated through setback, material and colour and architectural design. The proposal provides indentation, landscape feature along each façade of the buildings proposed, successfully reducing the overall bulk of the development and ensuring there is minimal visual impact</p>	Assessed based on merit.

Control Ref	Provision	Proposed	Complies
		along the surrounding communal open space and public domain.	
<b>6. Building articulation</b>	<p>a) A high degree of articulation is mandatory for the front façade and include balconies, overhangs, blades and other architectural features.</p> <p>b) Articulation elements shall not utilise contrasting 'bright' colours to emphasise the articulation</p>	<p>The design provides three distinctively designed and articulated apartment blocks. The northern corner is designed in direct response to the characters and colours that emphasis its gateway location.</p> <p>Stepped dark brick lined podiums that hold up the articulated light frames with contemporary architectural facades above to reduce bulk, from the street level interface to the proposed development.</p> <p>The tower form is designed in response to its role as a highly visible element at the entry to St Leonard South. The facades employ articulation providing strong de-scaling, with the built form being articulated as two distinct elements. Refer to the Architectural Design Report, attached as <b>Appendix E</b>, for further discussion.</p>	Yes
<b>7. Heights in storeys</b>	<p>a) Height of development in number of Storeys shall be as per Figure 10.</p> <p>b) Part storeys resulting from excavation of steep slopes or semi basement parking will not count as a storey.</p>	<p>The proposal building storey height is described as follows:</p> <ul style="list-style-type: none"> <li>▪ Building 13 is 10 storeys;</li> <li>▪ Building 14 is 10 storeys + two-part storeys; and</li> <li>▪ Building 15 is 10 storeys + one-part storey.</li> </ul> <p>Council confirmed the acceptance of the proposed building storey in Pre-DA minutes dated 19 August 2022.</p> <p>The proposed part storey is consistent with Council definition that part of the floor level is more than 1 metre below ground level (existing) and 50% or more of the space within the storey is used as non-habitable space (such as for car parking, vehicular access, plant rooms, mechanical services, loading areas, waste</p>	Yes

Control Ref	Provision	Proposed	Complies
		<p>storage or the like), which is ancillary to the main residential purpose for which the building is used for.</p> <p>Please refer to Design Report for detailed diagram to demonstrate the party storey compliance.</p>	
<b>8. Solar Access</b>	a) Compliance with ADG solar access requirements.	<p>72% of living rooms and private open spaces achieve a minimum of 2 hours direct sunlight between 9am and 3pm at mid winter.</p> <p>As such, the proposal complies with ADG requirements.</p>	Yes
	b) Building design must ensure that overshadowing of public (i.e. Newlands Park and Local Park) and private open spaces (Green Spines) is minimised.	<p>Minimum of 50% direct sunlight to the principal usable part of the green spine communal open space receives 2 hours between 9 am and 3 pm on 21 June (mid winter).</p> <p>The proposal will create shadow to the new public park located to the southwest of the site at 9am-10am only, therefore solar access to the new public park can be retained for a minimum of 2 hours will not be impacted by the proposal.</p>	Yes
<b>9. Building floor levels</b>	a) Building floor levels shall have regard to Figure 18, to facilitate the creation and access to "Green Spines".	The proposal provides for a green spine at the centre of Area 13, 14 and 15 which is easily accessible from Berry Road, Marshall Avenue and Holdsworth Avenue and is consistent with Figure 18.	Yes
<b>7.3 Incentives for Area 13, 14 and 15</b>			
	<p>Max LEP HOB (As shown in LEP Incentive Height of Buildings map):</p> <p>37 metres, &amp; 2.5 metres</p>	The proposed building heights comply with the maximum LEP HOB.	Yes

Control Ref	Provision	Proposed	Complies
	Max LEP FSR: <ul style="list-style-type: none"> <li>2.85:1 Area 13 &amp; 15</li> <li>3.35:1 Area 14</li> </ul>	The total gross floor area of the proposed buildings is 17,576.9sqm. This equates to a floor space ratio of 2.85:1 for Areas 13 and 15 and 3.35:1 for Area 14	Yes
	Max HOB (storeys) As shown in DCP Figure 10 (consider 'Building Envelope – Height in Storeys')	The proposal building storey height is described as follows: <ul style="list-style-type: none"> <li>Building 13 is 10 storeys;</li> <li>Building 14 is 10 storeys + two-part storeys; and</li> <li>Building 15 is 10 storeys + one-part storey.</li> </ul> Council confirmed the acceptance of the proposed building storey in Pre-DA minutes dated 19 August 2022. Therefore, the proposed buildings are compliant with the DCP height in storey requirement.	Yes
	Outcome to be entitled to incentives: <ul style="list-style-type: none"> <li>1,600sqm for Area 13 and 14 and 2,000 sqm for Area 15.</li> <li>Design excellence is achieved in accordance with LEP Clause 7.6, including the Maximum Height of Buildings (in storeys)</li> <li>1 affordable housing dwelling dedicated to Council in perpetuity within area 13 and 2 affordable housing dwellings dedicated to Council in perpetuity in area 14.</li> <li>Provision of appropriate building setbacks to facilitate shared communal open space between buildings (Green Spines)</li> </ul>	All areas are compliant with the site area provision.  As discussed in the SEE, design excellence is achieved in accordance with LEP Clause 7.6, and the proposal complies with the maximum Height of Buildings (in storeys) control.  Given that the proposed development has consolidated 3 lots the proposed positioning of three affordable housing units within Building 14 is acceptable on merit. The proposal still delivers the required number of affordable dwellings and is fully compliant with the apartment unit requirements.  The proposal is setback 24m to facilitate shared communal open space between buildings (Green Spines) embellished in accordance with the "Specifications for Private Open Space in the St Leonards South Precinct" with a positive covenant	Yes


Control Ref	Provision	Proposed	Complies
	<p>embellished in accordance with the “Specifications for Private Open Space in the St Leonards South Precinct” with a positive covenant granting shared access in accordance with Section 88E of the Conveyancing Act 1919</p> <ul style="list-style-type: none"> <li>▪ A dwelling mix comprising a minimum 20% One Bedroom and Studio dwellings, 20% Two Bedroom dwellings and 20% 3 or more dwellings; and</li> <li>▪ Amalgamation of lots as per Figure 8 to prevent the fragmentation or isolation of land.</li> <li>▪ For area 15, a 15m wide pedestrian and bicycle link connecting Berry Road and Holdsworth Avenue embellished in accordance with the “Specifications for Public Open Space in the St Leonards South Precinct” and dedicated to Council in perpetuity.</li> </ul>	<p>granting shared access in accordance with Section 88E of the Conveyancing Act 1919</p> <p>The following dwelling mix is proposed, which complies with DCP provision:</p> <ul style="list-style-type: none"> <li>▪ 23% =1 bed</li> <li>▪ 44% = 2 bed</li> <li>▪ 27% = 3 bed</li> <li>▪ 6% = 4 bed</li> </ul> <p>The site has been amalgamated as per Figure 8.</p> <p>A 15m pedestrian link is provided to the south of area 15, which has been embellished in accordance with the “Specifications for Public Open Space in the St Leonards South Precinct” and dedicated to Council in perpetuity.</p>	
<b>7.4 Other Built Form</b>			
<b>Pedestrian Entry/Address</b>	<p>a) All building access shall be sited to provide level street access to minimise ramps.</p>	<p>The main residential lobby is provided fronting Berry Street, which provides secured entry into the overall development and the central green spine. Residential lobbies of the three buildings are internally located and can be accessed from the central green spine. Secondary pedestrian access is also provided via Holdsworth Avenue, from the pedestrian link and Marshall Avenue.</p>	Yes



Control Ref	Provision	Proposed	Complies
		The proposal allows safe movement, good connections and access is provided through public places that provide well defined routes and clear sightlines (day and night) such that residents and visitors can see and be seen.	
<b>Edge Treatments</b>	a) Limit basement protrusions to 1.5m.	Basement protrusions are limited.	Yes
	c) Provide 1.2m front fence/ hedge or other landscape combination at front boundary to create privacy for ground floor and semi-basement units.	<p>Sandstone base below metal palisade fence is provided to response local characters.</p> <p>The boundary metal batten fence is minimum of 1200mm and sandstone base will pick up the sloping topography, which means the street front fence height will vary across the street frontage.</p> <p>Courtyard fence and green spine fence is 1.8m high for better privacy.</p>	Yes
<b>Vehicle Access</b>	a) Provide vehicle access from street frontage at lower end/edge of site.	Vehicle access is provided from Holdsworth Avenue on the southern end of the site.	Yes
	b) Where multiple areas are consolidated, minimise vehicle access points.	The proposed areas have a single entry/exit vehicle access point.	Yes
	c) For Canberra Avenue South, locate vehicle access points to facilitate road closure to consolidate land into Newlands Park.	N/A	N/A
	d) Restrict vehicle access from River Road.	Single point vehicular access is provided from Holdsworth Avenue.	Yes
<b>Parking</b>	a) No parking is permitted within the front setback.	The proposal does not allow parking opportunity within the building setbacks.	Yes

Control Ref	Provision	Proposed	Complies
C.8 Landscape			
Landscape Masterplan	Landscaping for the Precinct shall be as set out in the Landscape Master Plan (LMP).	The proposal is consistent with the Landscape Master Plan (LMP) by providing a central green sine and a new E-W pedestrian link, as shown in the proposed Landscape Plan.	Yes
Open Space Configuration	Open space shall be located as shown in the LMP (See Figure 14).		
8.1 Public Domain			
Street Trees	Street tree and other landscape planting shall be provided as set out in the LMP.	The proposal is consistent with the Landscape Master Plan (LMP) by providing a new E-W pedestrian link and street tree, as shown in the proposed Landscape Plan.	Yes
E-W Pedestrian Links	Landscape design of all E-W Pedestrian Links shall be provided as set out in the LMP.		
8.2 Private Domain			
Tree Conservation/Removal	Tree retention shall be as per Figure 16.	<p>The proposal proposes to remove of majority of the existing trees onsite to accommodate the development. The proposal provides for new replacement tress of the same species, as specified in the Landscape Report.</p> <p>For further details regarding tree removal methods and tree protection, refer accompanying Arboricultural Impact Assessment.</p> <p>Canopy coverage across the site will increase to 54% which is an improvement.</p>	Yes
Communal Open Space (Green Spines)	c) The Green Spines shall comprise predominantly deep soil as per the LMP.	The green spine has a total area of 894.8sqm. 50% of the Green Spine area will be deep soil.	Yes

Control Ref	Provision	Proposed	Complies
	d) Intrusions into deep-soil Green Spine areas shall only be considered after two levels of basement parking has been provided under the building footprint.	<p>As per council advice, the current design keeps the extent of the basement intrusion into the central Green Spine zone to less than 50% of the total area defined under the Green Spine Zone. The design also incorporates a 1m soil depth provision above the basement roof area within this zone, allowing for the entire surface area of the Green Spine to be designed as an extensively landscaped space.</p> <p>In addition, the clear allocation of 'deep soil' zones within the Green Spine area, will allow the propagation of mature trees and a variable ecological context specific landscape.</p> <p>Refer to the proposed Landscape Plan.</p>	Yes
	<p>g) Level transition at property boundaries shall generally be as per LMP and Figures 20 and 21.</p> <p>h) Connections shall be provided (at levels shown in Figures 18 and 19) to adjacent areas and to areas of public domain as shown on LMP (particularly streets and E-W links)</p>	<p>The overall design of the green spine provides a gradual transition of level between the northern and southern sections of the space – see diagram provided below.</p> <p>The design also allows for appropriate east-west level transitions by allowing pedestrian access into the residential lobbies from the eastern and western side at RL 74.9 providing internal access to the green spine at RL 74.7 for Area 15, RL 71.5 for Area 14 and RL 76.5 at Area 13.</p> <p>Therefore, the proposal is generally consistent with LMP and Figures 20 and 21.</p>	Yes

Control Ref	Provision	Proposed	Complies
		 <p>The proposal provides pedestrian access into the pedestrian link from Berry Road and a gated access from the green spine area.</p>	
	j) Planting on structure (Podia, basements, roof gardens etc) shall be as specified in Figure 25 and LMP.	The development incorporates a landscaped rooftop communal open space at Area 13. The plant species provided are appropriate to the site. Refer to Landscape Plans.	Generally consistent
	m) Edge treatments to private open space, buildings and parking basements shall be as detailed in Figures 22-24 and LMP	<p>Deep soil zone and planting are provided along the site boundaries and private opens space area fronting the green spine.</p> <p>The design allows for appropriate edge treatments through external planters and materials and finishes complimenting the overall architectural form of the building.</p> <p>Accordingly, the design is generally consistent with Figures 22-24. For further details, refer to Landscape Report.</p>	Generally consistent

Control Ref	Provision	Proposed	Complies
	n) Security gates shall be provided at the connection of Green Spines to Public Domain. See Figure 11	The green spine communal open space is protected by a security fence and gate to the pedestrian link.	Yes
<b>North-south grade transitions</b>	North-South level transitions shall be accommodated at or near property boundaries by ramp or stairs to achieve the levels shown in Figures 18 and 20	The green spine has been designed in collaboration the neighbouring site (area 12) design team to ensure the linear parks ultimate design is functional and coordinated with levels.  For further details, refer to Landscape Report.	Yes
	c) Ramps and stairs (connecting to LMP levels) will be provided by the first development area to proceed	Noted, refer to the proposed Green Spine design.	Yes
	d) Retaining walls shall be constructed as per LMP.	To reduce retaining walls and dramatic level changes, the ground floor will be designed in accordance with the natural contours, reducing impact to existing trees and cut and fill.	Able to comply,
<b>East-west grade transitions</b>	East-West transitions shall incorporate levels shown in Figures 18 and 21	The proposed east-west level transitions is generally consistent with the level shown in Figures 18 and 21. Refer to Landscape plans for further details.	Yes
	c) Green Spine levels shall connect seamlessly as per Figure 18 and LMP	The green spine levels are generally consistent with Figure 18 and the LMP.  The green spine has been designed in collaboration the neighbouring site (area 12) design team to ensure the linear parks ultimate design is functional and coordinated with levels.  For further details, refer to Landscape Report.	Yes
<b>Front courtyards and setbacks</b>	a) Front setbacks to be deep soil and to be treated as front gardens to GF units (or basements units)	The apartments on the ground floor level are provided with private gardens which include deep soil zone.	Yes

Control Ref	Provision	Proposed	Complies
	b) Edge treatment to the boundary shall comprise a 1.2m max fence/hedge to provide screening as per the LMP.	The boundary metal batten fence is minimum of 1200mm and courtyard fence and green spine fence is 1.8m high for better privacy.	Yes
<b>Private courtyards at ground level</b>	a) Private courts to be located as indicated on Figure 23.	The proposal is generally consistent with Figure 23.  Refer to the Landscape Plans ( <b>Appendix K</b> ).	Yes
	b) Private courts may extend a maximum of 1 metre into Green Spines.	The proposed private open space area extends max 1m into the green spine, this area is landscaped to blend into the landscape nature of the green spine.	Yes
	c) Direct access shall be provided from private courts to Public Domain and/or Green Spine	Provided where appropriate.	Yes
	d) Edge treatment between private courts and communal Green Spine shall be as detailed in Figures 22, 23 and 24	Edge treatment between private courts and communal Green Spine are provided. The proposal is generally consistent with Figure 22, 23 and 24.  Refer to the Landscape Plans ( <b>Appendix K</b> ).	Yes
<b>Roof Terraces</b>	Roof Terraces are encouraged, refer Figures 25 (a) and (b) and LMP for desired Roof Terrace design.	A roof terrace is provided on Area 13.	Yes
<b>Public Art</b>	Each Area shall prepare a public art strategy to integrate with their landscape plans (see LMP).	The locations identified are sited within the green spine area in close proximity to the communal seating and BBQ areas and would further add to the community activities and amenities of this space. The artwork can take the form of, but is not limited to: <ul style="list-style-type: none"> <li>▪ Singular or small clustered sculptures</li> <li>▪ Small-scale sculptural seating</li> </ul>	Yes

Control Ref	Provision	Proposed	Complies
	Each Area shall provide Public Art to a minimum value of 0.1% of the development construction value.	Noted.	Able to comply
<b>C.9. Environmental Sustainability</b>			
<b>Environmental Performance</b>	a) The design, construction and operations of any new building in this precinct, including its services and fit outs, must be capable of achieving a minimum 6 star rating under the Nationwide House Energy Rating Scheme (NatHERS) by a suitably qualified person	The project is designed to achieve a minimum 6-star average NatHERS rating.  Refer BASIX Assessment Report.	Yes
<b>Green Roofs</b>	a) All developments are encouraged to consider inclusion of a green roof to provide thermal efficiency.	Landscaped roof is provided on area 13. The other rooftop is occupied by plant and services and solar panels.  The proposal include significant amount of soft landscaping and plantings, providing for thermal efficiency as well as enhancing the overall design of the building.	Yes
<b>Green walls/vertical gardens</b>	a) All developments are encouraged to consider inclusion of green walls / vertical gardens.	The building edge incorporates planting where viable with appropriate species.	Yes
<b>Water Management and conservation</b>			
<b>Potable water</b>	a) Minimise potable water use by:  Using water efficient appliances,  Explore rainwater collection and reuse,  Use drought tolerant plants.	The proposed development has been assessed in accordance with the relevant requirements and a formal BASIX Certificate has been issued (Certificate Number: 124173M). The certificate confirms that the proposed development meets the NSW government's requirements for sustainability.  The proposed development achieves the following BASIX scores:	Yes

Control Ref	Provision	Proposed	Complies
		<ul style="list-style-type: none"> <li>Water Efficiency: 41% reduction (40% to pass)</li> <li>Thermal Comfort: outperforms the thermal performance requirements</li> <li>Energy Efficiency: 31% reduction (25% to pass)</li> </ul>	
<b>Urban stormwater</b>	<p>a) Collect, store and treat on site.</p> <p>b) Maintain maximum Green Spine and other deep soil for percolation.</p> <p>c) Provide on-site stormwater and infiltration including bio-retention systems such as rain gardens.</p> <p>d) Buildings shall comply Part B Cl 6.3 of Council's Development Control Plan.</p> <p>e) All other stormwater management measures are detailed in Council's Development Control Plan Part O (Stormwater Management).</p>	<p>A Civil Infrastructure &amp; Stormwater Management Report (see Appendix Q) has been prepared by C &amp; M Consulting Engineers which accompanies this application.</p> <p>A rainwater tank has been incorporated into the proposal.</p> <p>Stormwater quality management is proposed to be provided in the form of 4 x Enviropods in nominated inlet pits which will remove gross pollutants, a 15kL rainwater reuse tank plumbed for landscape irrigation and 7 x Psorb StormFilter cartridges to polish stormwater prior to discharge to the downstream drainage network.</p>	Yes
<b>Flood Management</b>	<p>a) Provide detention tanks desirably under paved areas, driveways, in retaining walls or in basement car parks</p>	<p>Based on review of the NSW Governments ePlanning Spatial Viewer as directed by Lane Cove Council, it is understood that the proposed development site is not within flood prone land and as such consideration to flooding has not been provided for this development.</p> <p>Nevertheless, OSD has been provided in accordance with Council's DCP Part O.</p>	Yes



Control Ref	Provision	Proposed	Complies
<b>10. Infrastructure Funding</b>	<p>The specific Infrastructure items have been identified in the LEP under Part 7 and also in detail in this DCP. Funding for the infrastructure will be achieved through:</p> <p>Development contributions under S7.11 of the Environmental Planning and Assessment Act;</p> <p>The development process as conditions of development; and</p> <p>The provision of planning incentives (Height and FSR) in return for items identified in LEP Part 7</p>	Infrastructure funding will be paid via development contributions under S7.11 of the Environmental Planning and Assessment Act and as required under the consent.	Able to comply.
<b>Part F – Access and Mobility</b>			
<b>3.2 Subdivision</b>	<p>1. Subdivision layouts should maximise potential accessibility in future designs from the property boundary to and within parking areas, entrances and common areas within the site.</p>	The proposal realises Council's vision for the precinct regarding vehicular access and underground parking arrangements within the site. This proposal does not include future subdivision of the site.	Yes

Control Ref	Provision	Proposed	Complies
<b>3.3 Public spaces and links to private properties</b>	<p>1. Developments on public and / or private properties must provide and maintain accessible links and paths of travel between BCA Class 2 to Class 10 buildings and to adjacent public spaces or pedestrian networks;</p> <p>2. For Class 1 developments containing 2 or more dwellings, barriers to access should be removed at private to public interfaces;</p> <p>3. Public spaces are to have features as per AS1428.2, such as pathways, tables, seating, lighting, passing spaces, drinking fountains, rubbish bins, traversable play areas, etc.</p> <p>4. Works requiring the submission of a Development Application shall require the inclusion of an access report prepared by a suitably qualified access consultant (excluding Class 1a buildings eg. single detached dwelling houses).</p>	Access Report has been prepared by Accessible Building Solutions and attached at <b>Appendix H</b> . The report confirms that the proposal (including the pedestrian link) can achieve compliance with the access provisions of the BCA and the Access to Premises Standard & SEPP 65 Part 4Q.	Yes

Control Ref	Provision	Proposed	Complies
<b>3.5 Adaptable and Visitable Housing (residential flats and dual occupancies)</b>	<p>1. Adaptable housing to comply with AS4299, including the essential features in Appendix A for Class C housing (essential items only).</p> <p>2. Adaptable housing to be equitably distributed throughout all types and sizes of dwelling units.</p> <p>3. Adaptable housing to be provided at the rate of 20% of all dwellings in a Class 2 development.</p> <p>4. Dual occupancies (attached) are to be visitable (where topography permits – 1:10 fall or less steep).</p> <p>5. Dwellings are to be visitable at the rate of 80% in developments requiring adaptable housing.</p> <p>6. Single Class 1a dwellings are not applicable to this part</p>	38 adaptable units are provided in accordance with Council DCP control and are also capable of satisfying the intent of Silver level of Liveable Housing Guidelines.	Yes

Control Ref	Provision	Proposed	Complies
<b>3.8 Access to and within buildings</b>	<p>1. Access is to be provided in accordance with BCA Clause D3.1 and in accordance with Table 1 below.</p> <p>2. Access is to comply with the relevant Provisions of the BCA, and associated referenced Australian Standards. Demonstration is required in the form of an access report prepared by a suitably qualified access consultant as part of the DA documentation.</p> <p>3. Buildings of a public nature are to have features in accordance with AS1428.2, when applicable, as follows:</p> <ul style="list-style-type: none"> <li>a. Tables, counters and worktops for use by public.</li> <li>b. Seating in pedestrian areas.</li> <li>c. Drinking fountains and water coolers.</li> <li>d. Gateways and checkouts.</li> </ul>	Access Report has been prepared by Accessible Building Solutions and attached at <b>Appendix H</b> . The report confirms that the proposed buildings can achieve compliance with the access provisions of the BCA and the Access to Premises Standard & SEPP 65 Part 4Q.	Yes
<b>Part J – Landscaping</b>			
<b>J.1 Landscaping</b>			
<b>1.6 How much landscaped area is required?</b>	<p>Minimum percent of the site to be landscaped:</p> <p>Residential flat buildings – 25%</p>	More than 25% of the site area will be landscaped	Yes
<b>1.10 Planting Structures</b>			

Control Ref	Provision	Proposed	Complies
<b>A. Large trees (canopy diameter of up to 16m at maturity)</b>	minimum soil volume 150m <sup>3</sup> minimum soil depth 1.3m minimum soil area 10m x 10m area or equivalent	Refer to Landscape Plans attached at Appendix J.  The proposed large tree will have a soil volume 150m <sup>3</sup> or 10m x 10m, and soil depth of 1200mm.	Yes
<b>B. Medium trees (8m canopy diameter at maturity)</b>	minimum soil volume 35m <sup>3</sup> minimum soil depth 1m approximate soil area 6m x 6m or equivalent	Refer to Landscape Plans attached at Appendix J.  The proposed medium tree will have a soil volume 35m <sup>3</sup> or 3.6m x 6m and soil depth of 1000mm.	Yes
<b>C. Small trees (4m canopy diameter at maturity)</b>	minimum soil volume 9m <sup>3</sup> minimum soil depth 800mm approximate soil area 3.5m x 3.5m or equivalent	Refer to Landscape Plans attached at Appendix J.  The proposed small tree will have a soil volume of 9m <sup>3</sup> or 3.5m x 3.5m and soil depth of 800mm.	Yes
<b>D. Shrubs</b>	minimum soil depths 500-600mm	Refer to Landscape Plans attached at Appendix J	Yes
<b>E. Ground Cover</b>	minimum soil depths 300-450mm	Refer to Landscape Plans attached at Appendix J.	Yes
<b>F. Turf</b>	minimum soil depths 100-300mm	Refer to Landscape Plans attached at Appendix J.	Yes
Able to comply  Yes	Tree Preservation and Landscaping to be done in accordance with Clause 5.9 of the LEP and Part J.2 of the DCP	The Arborist Report prepared by Arboriculture Impact Assessment provides tree impact assessment of the trees proposed to be removed (refer to Appendix F).	Able to comply.
<b>J.3 Preservation of significant trees</b>	Significant Tree Preservation to be done in accordance with Clause 5.9 of the LEP and Part J.3 of the DCP	The proposal proposes to remove of majority of the existing trees onsite to accommodate the development.  Majority of the trees that are proposed to be removed onsite are of low to medium retention value, with the exception of two trees	

Control Ref	Provision	Proposed	Complies
		<p>(tree 6 and 7) that is assessed to have high retention value. Street tree B13 is also assessed to have high retention value.</p> <p>To offset the required tree removal, a comprehensive replanting plan is proposed with suitable indigenous plant species incorporated in the landscape design of the site, as per the proposed Landscape Plans prepared by RPS Group and attached at Appendix J. The proposal overall will provide an additional 41% new canopy coverage, with total canopy coverage of 54% across the site.</p>	
<b>Part O – Stormwater Management</b>			
<b>2.1 Detailed stormwater Plans</b>	<p>The plans for the development site and any drainage lines required external to the development site shall be prepared at a 1:100 scale, and include all the following items:</p> <p>a) The location of all buildings, driveways, and impervious surfaces.</p> <p>b) The location, trunk diameter and canopy size (drip line) of any trees on the site or adjoining properties which may be affected by the development.</p> <p>c) The location of all downpipes, surface channels, kerbs, pits, pipes, and sub-surface drainage.</p> <p>d) Location of any watercourse or bushland passing through or adjacent to the property.</p>	<p>A Civil Infrastructure &amp; Stormwater Management Report has been prepared by C &amp; M Engineers and is provided with this application.</p>	Yes

Control Ref	Provision	Proposed	Complies
	<p>e) The size and class of all pipes and the dimensions, grades, invert levels and finished surface levels of all pits and pipes.</p> <p>f) Finished levels and cross-sectional details of any catch drains or swales.</p> <p>g) Finished floor/ground levels of buildings, garages, paved areas and unpaved areas.</p> <p>h) Contours at 0.5m intervals of the existing ground levels to AHD.</p> <p>i) Any overland flowpaths which drain through the property.</p> <p>j) The location, size and depth of easements or drainage pipelines.</p>		
<b>Part Q – Waste Management and Minimisation</b>			
<b>3.2 Construction of Buildings or Structures</b>	<p>A Construction and Demolition Waste Management Plan (CWMP) prepared by Elephant Foot is included within Appendix L. All waste materials produced from demolition works will be recycled or disposed of in accordance with the Waste Minimisation and management Act 1995 and Council's waste minimisation policies.</p> <p>For further details refer to Section 7.12 of the SEE and the CWMP.</p>		Yes
<b>4.3 Residential Flat Buildings</b>	<p>An Operational Waste Management Plan prepared by Elephant Foot is included within Appendix K.</p> <p>The proposal utilise a dual chute system, comprising of 1 (one) waste chute and 1 (one) recycling chute will be installed within all buildings. Residents will be provided access to the chutes and 240L bin on each residential level, all located within a dedicated waste cupboard along their common corridors.</p> <p>The general waste will terminate from the waste chute into a 660L bin, and commingled recycling will discharge from the commingled recycling chute into linear track systems. These bins and equipment will be located within the chute discharge rooms on the ground level.</p>		Yes

Control Ref	Provision	Proposed	Complies
	<p>Council will be engaged to collect the residential waste and recycling in accordance with Council's collection schedule. On the nominated waste and commingled recycling collection day, the building caretaker will be responsible for transporting the 660L MGBs to the bin collection room located on the ground level. On the nominated paper/cardboard recycling collection day, the building caretaker will be responsible for transporting the 240L MGBs to the bin collection room located in the ground level.</p> <p>To service the bins, a Council collection vehicle will enter the site from Holdsworth Avenue and park in the loading bay. The building caretaker will provide the driver with access to the bin collection room. Once the bins are serviced, the collection vehicle will exit the site onto Holdsworth Avenue in a forward direction.</p> <p>All access and clearances to the bin collection room have been designed to accommodate an 8.8m long MRV.</p>		
<b>On-site access</b>	<p>There must be an unobstructed and Continuous Accessible Path of Travel (as per Australian Standard 1428 Design for Access and Mobility - 2001) from the waste/recycling storage area(s) or room(s) to:</p> <p>the entry to any Adaptable Housing (as per Australian Standard 4299 Adaptable Housing - 1995)</p> <p>the principal entrance to each residential flat building</p> <p>the point at which bins are collected/emptied.</p>	<p>Access Report has been prepared by Accessible Building Solutions and attached at Appendix H. The report has been prepared to ensure the proposal's compliance with the Disability Discrimination Act (DDA) and Building Code of Australia (BCA), AS 1428 series and Adaptable Housing Code.</p> <p>The report confirms that 38 adaptable units are provided in accordance with Council DCP control and are also capable of satisfying the intent of Silver level of Liveable Housing Guidelines.</p>	Yes
<b>Part R Traffic, Transport and Parking</b>			
<b>2.2 Car Parking Rates</b>	<p>Residential flat building –</p> <p>0.5 spaces per studio</p> <p>1 space per 1-bedroom unit</p> <p>1.5 spaces per 2-bedroom unit</p>	<p>Council's DCP requires 190 residents car parking spaces and 38 visitor car parking spaces. It is noted that these DCP rates are neither a minimum, nor maximum.</p> <p>The proposed development makes provision for a total of 249 off-street car parking spaces, comprising 207 residential spaces</p>	Yes



Control Ref	Provision	Proposed	Complies
	2 spaces per 3+ bedroom unit  Visitors/customers –  1 space per 4 units	(including 38 disabled/adaptable spaces) and 38 visitor spaces (including a disabled space).  The number of visitor spaces are consistent with DCP parking rate and a minor additional number of car parking is provided for residents to reduce street parking.	
	Removalist space –  1 space per 100 units	A dedicated loading area is proposed within the ground floor level, at the bottom of the entry ramp, which can accommodate 2 trucks independently (i.e. – 1 x MRV truck for Council waste collection & 1 x SRV truck for removalist vehicles).	Yes
	Car wash space –  1 space per 50 units	The DCP requires four spaces to be provided for car wash. Instead of providing four car wash bays, two car wash bays are proposed and two car share spaces are proposed. This will provide sufficient opportunity for car washing whilst promote sustainable travel by the provision of car share spaces.	Assessed on merit
	<i>Note: These DCP rates are neither a minimum, nor maximum.</i>		
<b>2.5 Car Share</b>	<p>a) Outside the St Leonards Railways Station 400m catchment area, public car share spaces may be provided in residential developments in lieu of on-site parking. Details to be confirmed with Council at DA stage.</p> <p>i) On-site car share spaces are to be provided in lieu of private parking at a rate of 1 per 3. These car share spaces are to be dedicated to commercial car share use and must be accessible to both residents and the general public (ie. on common property within the site boundary and not located behind security</p>	There are 2 car share bays proposed as part of the development.	Yes

Control Ref	Provision	Proposed	Complies
	<p>doors, roller blinds etc). A worked example showing how car share spaces will offset the required number of parking spaces for a residential flat building is shown overleaf.</p> <p>ii) Alternatively, the applicant must make a financial contribution towards transport and parking infrastructure in Lane Cove in lieu of the on-site car share provision set out above. The value of the contribution is based on the rate for commercial/retail parking in Lane Cove Town Centre (per parking space), detailed in Council's adopted Fees and Charges.</p> <p>iii) The applicant may choose a combination of on-site car share provision (using the rate in (a) i) and cash contribution to infrastructure works (detailed in Council's adopted Fees and Charges).</p>		
	b) Under the scenarios shown in (a), each unit comprising one or more bedrooms must be allocated a minimum of one private car space. This allocation should be marked on the architectural plans of the car park at DA stage.	A total of 207 private residential car parking spaces are provided, such that each unit has a minimum of one private car parking space.	Yes
	d) The developer must also provide evidence at DA stage that commercial car share operator(s) have been engaged and are committed to supplying car share vehicles in all of the designated on-site spaces.	2 car share bays are proposed as part of the development.	Yes

Control Ref	Provision	Proposed	Complies
<b>2.6 Bicycle Parking</b>	Rate:  Residential flat buildings: 1 per 4 dwellings	A total of 47 spaces are required for residents and 20 spaces for visitors.  The proposal provides a total of 50 spaces for residents and 20 spaces for visitors and is compliant with this control.	Yes
<b>2.7 Motorcycle parking</b>	a) Developers shall provide 1 motorcycle parking space per 15 car spaces for all types of development	Council's DCP requires 17 spaces for motorcycle parking. The proposed development provides a total of 17 motorcycle spaces across the car parking levels, thereby satisfying Council's motorcycle parking requirement.	Yes
<b>2.8 Disabled Parking provision</b>	a) Disabled parking rate-  1 disabled space for each adaptable housing unit  Visitors/customers –  1 disabled space per 50 visitor spaces (minimum 1 disabled space)  b) Disabled parking spaces must be built in accordance with AS/NZS 2890.6:2009 Parking facilities—Off-street parking or people with disabilities.	The proposal provides 39 accessible spaces (including 1 disabled visitor space) and the parking spaces are consistent with the relevant Australian Standards. Refer Access Report.	Yes
<b>2.10 Parking and access for service vehicles</b>	a) Parking areas shall be provided and designed to allow for access and loading by Council's waste collection contractor.	Vehicular access is provided via a combined entry and exit driveway located along the northern Holdsworth Avenue. This access point allow cars and loading vehicles into the basement level parking spaces.	Yes
	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	The geometric design layout of the proposed loading facilities have been designed to comply with the relevant requirements specified in the Standards Australia publication Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2 -	Yes

Control Ref	Provision	Proposed	Complies
	and service areas for residential flat buildings must be large enough to accommodate removal trucks.	2002 in respect of loading dock dimensions and service area requirements for SRV and MRV trucks.	
<b>2.11 Parking area access and design</b>	a) 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	The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication Parking Facilities Part 1 - Off-Street Car Parking AS2890.1:2004 in respect of parking space dimensions, ramp widths and gradients, aisle widths, blind aisle extensions and pedestrian visibility splays.	Yes
<b>R.3 Public Transport</b>			
<b>3.2 Large Development Sites</b>	<p>a) Diversion of bus routes or provision of additional services shall be discussed with STA if the development is</p> <p>i. A residential development comprising 75 or more units.</p> <p>Pedestrian flows and potential conflicts with vehicles arising from the proposed development, particularly where such conflicts cause capacity constraint on either vehicular or pedestrian movement.</p> <p>An assessment of the pedestrian network which extends beyond the site to include areas within at least 25m of the subject site boundary, and incorporate both sides of the roads within this zone.</p>	Refer Traffic Impact Assessment ( <b>Appendix R</b> ) submitted with this DA.	Yes

Control Ref	Provision	Proposed	Complies
	Suggested pedestrian infrastructure improvements, where deficiencies in the local pedestrian network are identified.		
<b>R.5 Transport Access Guide</b>			
<b>5.1 General</b>	<p>a) All developments that are forecast to generate more than 10 peak hour vehicle trips, (as per the RTA Guide to Traffic Generating Developments) must be accompanied by a Transport Access Guide approved by Council prior to Occupation Certificate.</p> <p>b) A STrAP is required for:</p> <p>i. any residential flat building of 75 or more units</p>	A Traffic and Parking Assessment is prepared by Varga Traffic Planning and is submitted with this application.	Yes
<b>R.6 Traffic Impact Assessment</b>			
<b>6.1 TIA – General</b>	a) Developments that are forecast to generate 10 or more peak hour vehicle trips are required to submit a Traffic Impact Assessment (TIA) at the DA stage.	A Traffic and Parking Assessment is prepared by Varga Traffic Planning and is submitted with this application.	Yes
<b>6.4 Proposed development</b>	a) Access arrangements shall be clearly stated at the DA stage, following advice received at pre-lodgement. Access from quieter, local roads is preferred to busier main roads	Access arrangements are clearly illustrated on the architectural plans ( <b>Appendix D</b> ).	Yes

<b>Control Ref</b>	<b>Provision</b>	<b>Proposed</b>	<b>Complies</b>
<b>6.5 Impact of proposed development</b>	a) Applicants shall demonstrate which roads the development traffic is likely to utilise to get to and from the development during peak hours.	A Traffic and Parking Assessment details which roads the development traffic is likely to utilise to get to and from the development during peak hours.	Yes
<b>R.7 Construction traffic management plan</b>	a) A Construction Traffic Management Plan must be approved by Council's Manager – Traffic and Transport prior to any work commencing on site.	The Traffic and Parking assessment report also considers preliminary construction traffic management measures. These measures should be incorporated as part of the Construction Management Plan to be prepared post approval.	Yes