1. DCP Compliance Table

Note: The Table addresses those controls that are relevant to the application. The table should be read in conjunction with the DA and accompanying information and the Development Control Plan itself.

| Control | Proponent Comment in SEE | Compliance |
| --- | --- | --- |
| **Part 2 – All Zones** | | |
| **2.2 – Car Parking – Complies and is addressed in the Assessment Report** | | |
| **2.2.6 - Controls for Car Parking** | | |
| 1. Car parking is to be provided for all development in accordance with Table 1. An assessment will be undertaken of development types that are not explicitly listed. | Refer to consultant reports for parking at **Appendix E.** | **Complies.**  The car parking associated with the original DA documentation has been updated and clarified through the Traffic Report dated 26 June 2020 and prepared by Taylor Thompson Whittling (refer also section 5.1.2 Traffic and parking).  Based on the characterisation of land uses in the QDCP being a public administration building and community facilities, the development generates demand for 70 additional car parking spaces. The proposal will result in the provision of 161 spaces including basement parking for 108 vehicles and car parking that will be reinstated in the Lowe Street Car Park and additional parking provided at basement level in the building. Bicycle Parking  The proposed development demonstrates a commitment to reducing car dependency and includes a bike storage area with capacity for 68 bicycles. End of trip facilities are also provided to encourage ridership.  The development generates the need for an additional 67 car parking spaces. The proposal will deliver a total of 75 spaces which is 8 more than required in the QDCP. The operation of the community aspect of the development will include the use of the facility outside the peak demand period 9am-5pm Monday to Friday and 9am to 1pm Saturday for typical parking in the CBD. A combination of the parking proposed in addition to the public parking that is already available in the vicinity of the development is considered more than adequate. |
| **2.2.7 Basement Parking** | | |
| Where Basement parking is provided the access ramp to the car parking area shall provide for either two way access or separate access ramps shall be provided for:  1) access into the basement car park and  2) exit from the basement car park | Refer to consultant reports for parking at **Appendix E.** | **Complies.**  The proposed Basement Plan (DA-21-01) has a two way access ramp via Rutledge Street. |
| Basement parking areas are to be located directly under building footprints to maximise opportunities for deep soil areas unless the structure can be designed to support mature plants and deep root plants | **Complies.**  The proposed basement has lift access directly to the building above. Stairs are also provided linking the basement to the civic square above.  The basement extends eastwards beyond the footprint of the building and underneath the proposed civic square.  Two large trees are proposed on the northeast corner of the civic square, outside the footprint of the basement below. Smaller trees are proposed around along the western and southern edges of the civic square, and will have a root zone above the basement. |
| Along active frontages, basement parking must be located fully below the level of the footpath. | **Complies.**  Basement is fully below the level of the footpath along the active frontage zone of Crawford Street. |
| Basement parking should be contained wholly beneath the ground level along public streets. Where this cannot be achieved due to topography, the parking level must protrude no more than 1.2 m above ground level. | **Complies.**  Basement level is located completely below ground level. |
| Underground car parking shall be naturally ventilated where possible and shall be less than 1m above existing ground level. Ventilation grills or screening devices of car park openings are to be integrated into the overall façade and landscape design of the development. | **Complies.**  Basement level is located completely below ground level.  Mechanical ventilation is provided. |
| Constructed to preclude entry of floodwater at the Flood Planning Level. Additional requirement for basement levels to implement a failsafe means of evacuation, and a pump-out system to remove flood waters. | **Complies.**  Exemption provided from Council to permit basement below the floor planning level. A floodgate is proposed to minimise flood water entering the basement during a flood event. |
| All basement/underground car parks shall be designed to enter and leave the site in a forward direction. | **Complies.**  Vehicles can enter and exit the basement in a forward direction. |
| All sites shall have underground car parking and be fitted with a security door. Basement garage doors shall not tilt/swing or open in an outward direction. | **Complies.**  Boom gates are proposed for the basement entry. |
| **2.2.8 Design of Service Vehicle Areas** | | |
| 1. Service vehicle areas are to be designed in accordance with the principles and requirements of the Australian Standards - Parking Facilities (AS2890 Series). | From the SEE: The tenants require the basement to be secured, public access for delivery vehicles cannot be provided. As an alternative, one loading bay is to be provided in the adjoining car park to the north of the building and one loading bay is to be provided adjacent to the waste collection area.  From the Traffic and Parking Assessment: 4 parking spaces, available in the service lane access off Crawford Street. | **Crawford Street to be One Way.**  **Compliance through consent** |
| 1. In relation to service vehicle dimensions, these are to be designed to cater for the largest vehicle servicing the site in accordance with AS/NZS 2890.2 - 2002 Off-street commercial vehicles facilities. Service vehicle areas for commercial and industrial type development are to be designed so that vehicles using them can enter and leave the site in a forward direction. Service vehicle areas are to be generally provided on-site. Only in exceptional cases will Council consider alternative arrangements. |
| **2.2.9 Access Ways Associated with Car Parking Areas** | | |
| **2.2.9.1 Access Requirements** | | |
| 1. All developments require access from the frontage road to car parking and service facilities. While in some instances access driveways may be sufficient some developments will require a higher standard of traffic control, such as a controlled intersection via a dedicated public roadway, auxiliary lanes and/or right turn bays to maintain efficiency and safety. Refer to Section 6 of the RMS Guide to Traffic Generating Developments Version 2.2 (2002). | Variation  Access provided from unnamed laneway/public car park. Reduces traffic from Crawford Street (Unclassified Road) as per I SEPP. | **Variation is considered appropriate.**  Proposed site access is consistent with existing access arrangements and allows for pedestrian forecourt and active frontage along Crawford Street. |
| **2.2.9.3 Sight Distance** | | |
| 1. Ideally, the sight distance required is that which enables the driver of a vehicle waiting to leave a driveway to select a gap in the through traffic and to join the street without causing a major disruption. This is the desirable sight distance (Entering Sight Distance). | No statement provided. | **Complies**  Driveways and public lanes have reasonable sightlines consistent with the low speed environment and surrounding street network. |
| 1. Driveways are to comply with AS/NZS 2890.1 - 2004: Off-street car parking. | **Compliance through consent** |
| **2.2.9.4 Proximity to Intersections** | | |
| 1. Refer to AS/NZS 2890: Off-street car parking for requirements on the positioning of driveways near intersections | Pedestrian footpath has been placed on opposite side of laneway to reduce potential conflicts. | **Complies.**  Off-street parking is provided at the Lowe Street Car Park which is a surface car park. |
| **2.2.9.5 Addressing Potential Conflicts** | | |
| 1. Where possible, avoid positioning driveways with high traffic volumes in the following locations:    1. on major roads,    2. close to intersections,    3. opposite other developments generating a large amount of traffic (unless separated by a median),    4. where there is a heavy and constant pedestrian movement along the footpath    5. where right turning traffic entering the facility may obstruct through traffic,    6. where traffic using the driveways interferes with or blocks the operations of bus stops, taxi ranks, loading zones or pedestrian crossings. | No statement provided. | **Complies.**  Driveways use existing entry/egress points to avoid conflict and major roads. The entrance to the proposed laneway from Crawford Street is single direction and has access control to minimise traffic impacts. |
| **2.2.10 Design of Access Driveways** | | |
| **2.2.10.1 General Design Principles** | | |
| 1. position the entrance at the first vehicular driveway from the adjacent kerbside lane | No statement provided. | **Complies.**  Location of driveway entrances is considered appropriate. |
| 1. avoid reversing movements into or out of public streets (except in the case of individual dwelling houses) | **Complies.**  Site access and egress is in a forward direction. No reversing is proposed. |
| 1. avoid arrangements which may result in on-street queuing | **Complies.**  All parking (surface parking and basement parking) is located within blocks and setback from the street to prevent on-street queuing. |
| 1. promote the use of physical pedestrian barriers to discourage motorists from parking on the opposite side of the development and crossing the road to get to the site | **Complies.**  Parking is encouraged in the proposed basement parking.  Existing street parking is retained along Crawford Street. |
| 1. position each driveway so that it is clear of all obstructions, eg. poles, trees, which may prevent drivers from having a timely view of pedestrians | **Complies**  Access lane for basement car park generally aligns with existing laneway and is clear of potential obstructions along Rutledge Street. |
| 1. design each driveway so that it is relatively level within 6 metres of the site boundary or any pedestrian way; the recommended maximum grade is 5% | No statement provided. | **Complies.**  Basement entry ramp does not start until more than 6m from the site boundary on Rutledge Street. |
| 1. signpost each driveway with appropriate entry, exit and keep left signs. | **Not determined**.  No evidence provided. |
| **2.2.10.2 Selection of Driveway Types** | | |
| 1. Applicants are referred to Section 6 of the RMS Guide to Traffic Generating Developments Version 2.2 for the design requirements for access driveways. |  | **Complies.**  Traffic and Parking Assessment has been prepared in accordance with the RMS Guide. |
| 1. Refer to Table 6.1 of the RMS guide for entry and exit driveway widths, and separation between the two where applicable. |  | **Complies.**  The site is identified as type 2-3 and thus is subject to:  - an entry width of 6m;  - an exit width of 4-6m; and  - a minimum separation of 1-3m of driveways. |
| 1. Refer to Table 6.2 for type of driveways to serve certain numbers of parking spaces. |  | **Complies.**  The driveway is identified as type 2 -3; serving 101-300 car parking spaces.  Driveway services approximately 200 parking spaces |
| 1. Council will specify the difference in level across the footway area for the development. |  |  |
| **2.2.10.3 Splays and Kerb Returns** | | |
| 1. The use of kerb returns rather than splays is not supported and will only be considered in exceptional circumstances. |  | **Compliance through consent** |
| 1. Consider the following points when choosing splays for driveways:    1. type of frontage road    2. volume of traffic    3. nature of the adjacent land use    4. volume of pedestrians crossing the driveway |
| 1. It is necessary in the instances where vehicles turn into the kerbside lane that all vehicles are able to complete turning manoeuvres without crossing the road centre line. |
| 1. For further information in regard to the use of splays and kerb returns refer to Section 6.2.2 of the RMS Guide to *Traffic Generating Developments Version 2.2.(2002).* |
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| **2.2.10.6 Design of Internal Roads associated with Car Park Areas** | | |
| 1. All internal roads (or access roadways) should be designed for low speed environments. Generally vehicular speeds should be less than 30km/h, but where heavy pedestrian use is expected, design speeds should be 10km/h. |  | **Compliance through consent** |
| 1. For internal roads (or circulation roadways as defined in AS/NZS 2890.1 - 2004) between the driveway and parking area, the recommended minimum carriageway width is 5.5 metres for two way traffic. However where the circumstances of a development justifies it a greater minimum width is likely to be required. |  | **Complies.**  Two way traffic on the driveway from Rutledge Street has a width greater than 5.5m. |
| 1. With complex developments, particularly where shared use of the side roads by cars and service vehicles is anticipated, the design should be determined from a study of the site traffic generation and vehicle characteristics. |  | **Complies.**  No shared roads proposed. |
| **2.2.11 Traffic Control Within Developments** | | |
| 1. Internal roads etc within developments function as public streets and normal road traffic rules apply. Hence these roads are to be managed to minimise conflicts and maximise safety. For more details on this aspect refer to the *Australian Standard AS 1742.11:2016 Manual of Uniform Traffic Control Devices, Part 1 Parking Controls.* |  | **Complies**  No internal roads with the development are proposed. Public lanes and driveways operate under normal traffic rules. |
| **2.2.12 Parking Area Design** | | |
| 1. Cars and service vehicles, as well as other vehicles (eg. Buses and bicycles) should be accommodated by on-site or off-street parking provision in close proximity to the development. On-street parking or loading/truck zones do not meet these requirements. |  | **Complies.**  Parking is provided in a basement and off-street at grade surface parking. |
| 1. The design of these areas and tenant/customer parking areas is to conform to the relevant Australian Standards - Parking Facilities (AS/NZ 2890 series). | Parking layout certified to meet the relevant Australian Standards. | **Compliance through consent** |
| **2.2.13 Construction of Car Parking Areas** | | |
| 1. All car parking areas are to be:    1. Suitably paved with concrete, hotmix, bitumen or paving blocks and shall be retained between suitable permanent concrete kerbing. The selected pavement should be constructed to engineering specifications for the particular materials to be used. Alternative surface treatments such as gravel may be acceptable in rural areas.    2. Line marked into bays and sign posted as such in a reasonable permanent manner.    3. Suitably drained - Where driveways or car parking areas fall towards the street alignment, stormwater runoff is to be trapped at the property boundary by means of a grated drain and pipe to Council’s street gutter or stormwater system.    4. Landscaping shall be provided in all car parking areas. | Car parking areas will be constructed to an appropriate standard.  Line marking and signposting to a suitable standard.  Drained to stormwater system. Refer to drainage plans.  Shade plantings provided in open parking areas. Refer to concept landscape plan. | **Complies.**  Construction of basement carpark and surface carpark is in accordance with construction requirements regarding pavement types, line parking, draining and landscaping. |
| **2.2.14 Service Vehicle Areas** |  |  |
| **2.2.14.1 General Design Principles** |  |  |
| 1. The following design principles, however, are generally applicable to all service vehicle areas:    1. the layout of the service area should be designed to facilitate operations relevant to the development and to thus discourage on-street loading and unloading    2. service area should be a physically defined location which is not used for other purposes, such as the storage of goods and equipment    3. separation of service vehicle and car movements should be a design objective, although such an arrangement may not always be feasible    4. all vehicles are to enter and leave a site in a forward direction    5. internal circulation roadways should be adequate for the largest vehicle anticipated to use the site |  | **Compliance through consent**  The Traffic and Parking Assessment and Statement of Environmental Effects both states that service vehicle access is proposed via an access-controlled laneway from Crawford Street and is physically defined and separated from public vehicle movements.  Vehicles can enter and exit in a forward motion. |
| **2.2.14.2 Dimensions of Service Areas** | | |
| 1. The service vehicle area shall have dimensions to accommodate safely a range of service vehicle types, as specified in the table below. Please note this list is not exhaustive |  | **Compliance through consent**  The SEE includes details of waste vehicles but this is not demonstrated in the plans. |
| 1. The dimensions of a service bay will depend on the vehicle to be accommodated. Generally, the minimum width should be 3.5 metres. For courier vehicles, standard car parking space dimensions are usually satisfactory. |  | **Complies.**  Service laneway is approximately 3.8m wide (based on Ground Floor Plan DA-21-02).  Should be noted on site plan. |
| 1. The service vehicle area shall have dimensions to accommodate safely a range of service vehicle types, as specified in Table 2.1 of AS2890.2 – 2002. |  | **Compliance through consent** |
| 1. For maximum height trucks, a bay height of 5,000mm is recommended where access to the top of the load is required. Bay height should be clear of sprinkler systems, air ducts and other protuberances. |  | **Complies.**  Service laneway is uncovered. |
| 1. The heights of the loading platform in the service bay and of the service bay itself will vary with vehicle type and loading/unloading methods. The dimensions in Table 4.1 of AS2890.2 - 2002 are a minimum guide to be complied with. |  | **Complies.**  Service laneway is uncovered. |
| **2.2.14.3 Service Vehicle Manoeuvring Areas** | | |
| 1. Manoeuvring areas must comply with the Australian Standard *AS2890.2 -2002 Off-street Commercial Vehicle Facilities* should be used for the design of manoeuvring of service vehicles appropriate to particular developments. This standard also provides design templates for typical commercial and industrial situations |  | **Compliance through consent** |
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| **2.2.16 Pedestrians and Cyclists** | | |
| 1. Land uses in the Central Business District often generate heavy pedestrian traffic, including general pedestrian traffic across car parking areas. Where driveways are located for entry into underground parking areas, consideration should be given to diverting pedestrians around the entry and exit driveways. Often the organisation of appropriate landscaping at the conflict point of pedestrians and vehicles eradicates this problem. | Traffic within the laneway is anticipated to be travelling at slow speeds. Cyclists will access the bike storage via the laneway from Crawford Street. A pedestrian footpath will be located on the other side of the laneway (adjacent to The Q) to minimise conflict. | **Noted** |
| 1. Consideration should also be given to diverting cyclists around the entry and exit driveways. | **Noted** |
| 1. Consideration of the use within developments of shared traffic zones, low speed limit signs and traffic calming devices that cater for pedestrians should be given to improve safety of pedestrians. | **Noted** |
| **2.2.17 Bicycle Parking** | | |
| 1. Each development is to provide appropriate bicycle parking facilities either on-site or close to the development. |  | **Complies.**  A bicycle parking structure is proposed to accommodate 68 bicycles, located in the proposed civic square. |
| 1. The Australian Standards *AS 2890.3: 2015 Bicycle Parking Facilities* must be complied with. This standard also provides information on the design of bicycle parking facilities. | Bicycle parking is provided to AS2890.3 for use by employees of the public administration building. | **Compliance through consent** |
| **2.3 Environmental Management** | | |
| **2.3.3 Energy Efficiency and Conservation** | | |
| Non-Residential   1. Compliance with Section J of the National Construction Code. | The building has been designed to have a 5-star Green Star energy rating.  The QPRC development will be targeting the following NABERS rating (subject to detailed design considerations):   * 5 Star NABERS Energy (Base Building) Commitment Agreement (meaning that performance close to 5.5-star level is targeted - modelling margin to account for unforeseen circumstances) * 5 Star NABERS Energy (Base Building) Operational Rating.   Sustainability report provided at **Appendix H.** | **Complies.** |
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| **2.3.5 Waste and Recycling** | | |
| Non Residential Development   1. Development applications for all non- residential development must be accompanied by a waste management plan that addresses:    1. Best practice recycling and reuse of construction and demolition materials.    2. Use of sustainable building materials that can be reused or recycled at the end of their life.    3. Handling methods and location of waste storage areas such that handling and storage has no negative impact on the streetscape, building presentation or amenity of occupants and pedestrians.    4. Storage areas need to be of sufficient size to store and provide access to bins capable of dealing with the types and quantities of waste for the development. For example, a small shop or office may be able to be serviced by Council’s normal 240L kerbside collection service. At the opposite extreme a supermarket may require space for a paper/cardboard compactor and storage of bales produced, multiple overhead lift bulk containers and other containers for recyclables.    5. Storage areas for commercial premises which have larger quantities of putrescible waste e.g. food premises or supermarkets need to be provided with wash down facilities connected to sewer. These storage areas need to be roofed to prevent ingress of stormwater to the sewerage system.    6. Procedures for the ongoing sustainable management of green waste; garbage and recyclables including glass, metals and paper; including access, estimated volumes; required bin capacity and onsite storage requirements. | Waste management plan is provided.  A waste room provides sufficient room to accommodate office waste from both public administration uses. Services area on ground floor is accessible from laneway and is sufficient to allow an MRV waste collection vehicle to enter and exist in a forward direction. | **Compliance through consent** |
| **2.3.6 Noise and Vibration** | | |
| 1. Development should be designed to minimise the potential for offensive noise. | Plant and machinery is to be located on the rooftop. Due to distance and height above nearest residential receivers, it is not anticipated an increase of more than 5dBA to ambient noise levels. | **Complies.**  The proposed development is not considered to be a noise generating use. The location of plant on the rooftop is appropriate.  The proposal integrates with the existing entertainment venue of The Q but does not expand these facilities. |
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| e.Commercial and retail developments, or mixed use developments, should have suitably located and designed goods delivery and garbage collection areas, vehicle entry and exits and other noise sources so that amenity of residents both within the development and in nearby buildings is reasonably protected. |  | **Complies**  Proposed siting allows collection vehicles to move in one forward direction, which is acoustically favourable. This activity also generally occurs at all neighbouring premises and not unique to the proposed development. |
| f.To ensure development is designed so noise and vibration from new businesses, light industrial and leisure/cultural/entertainment venues and other noise generating activities do not unacceptably affect the amenity of nearby residential and other noise or vibration sensitive uses. |  | **Complies**  Noise levels of the proposed development is generally compatible with existing surrounding land uses. Refer to full Noise Assessment at Appendix L. |
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| **2.4 Contaminated Land Management** | | |
| 1. All development involving contaminated land must be undertaken consistent with the requirements of State Environmental Planning Policy (SEPP) No. 55 – Remediation of Land, Contaminated Land Management Act 1997 and the Queanbeyan Local Environmental Plan 2012, Clause 7.1 - Earthworks. | Refer to SEPP 55 Assessment | **Complies**  A Preliminary (Phase 1) Site Investigation (PSI) and Soil Contamination Assessment (SCA) were undertaken as part of the application. Both reports found that there is low potential risk form soil or groundwater contamination to human health of environment on the Site.  The potential site contamination was considered by Council as part of the internal referrals. It was considered that the proposed use of the site for a public administration building is consistent with previous use of the site for commercial purposes, and the proposal is satisfactory in terms of remediation and contamination, subject to the recommended conditions of consent. |
| 1. In determining all rezoning, subdivision and development applications, Council must consider the possibility of land contamination and the implications it has for any proposed or permissible future uses of the land. |  | **Noted** |
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| **2.5 Flood Management** | | |
| **2.5.6 Land within Flood Planning Area** | | |
| 1. All development shall be subject to the following conditions:    1. Stream Flow Forces - A certificate from a suitably qualified Engineer will be required to show that all piers and other portions of the structure which are subject to the force of flowing water or debris has been designed to resist the stresses thereby induced.    2. Foundations - A certificate from a suitably qualified Engineer will be required to show that forces transmitted by supports to the ground can be adequately withstood by the foundations and ground conditions existing on the site.    3. Hydraulic Effects - A certificate from a suitably qualified Engineer will be required to show that the structure as designed will have virtually no effect on the flood levels at or upstream from the site of the subject building and will have no increase in stream velocity downstream of any part of the structure which will cause erosion or instability to any other structure or to the ground surface. If scouring is likely to occur the method of controlling such scourings is to be documented. | Refer to hydraulic engineering report.  Complies with flood planning level (500mm freeboard) min. RL576.02 | **Complies** |
| 1. Commercial/Industrial    1. Floor Level – The floor level of any approved building shall not be sited more than 2m below the flood planning level set for such site provided that the floor area equivalent to 25% of the whole floor area of the building is sited at or above the flood planning level for such site. Electrical power connections, switch boards and transformers are to be set above the flood planning level. Floors will be self - draining after flood events.    2. Access - means of escape shall be provided from premises constructed in designated flood planning area. Escape doorways from floors sited below the flood planning set for such site shall be the inwards opening type and access from the premises shall be via gradually rising ground, free from traps, (i.e. deep areas not discernible during inundation) to areas above the designated flood level. Means of escape shall also be provided from any floor sited less than 4.5 metres above the flood planning level by means of a large window opening onto an area of external wall away from the electricity connection to the building and free of projections which may prevent a rescue boat from approaching such flood escape window. Access doors and windows to be used during flood events are to be clearly marked by means of a suitable sign. | Refer to hydraulic engineering report.  Complies with flood planning level (500mm freeboard) min. RL576.02 | **Complies.**  i. A dispensation was granted by Council to permit the construction of the basement below more than 2m below the flood planning level.  ii. The fire stairs are considered to provide appropriate means of escape, including the basement, ground floor and mezzanine. |
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| 1. No site shall be filled to a level higher than 2 metres below the flood planning level of such site. |  | A dispensation was granted by Council to permit the construction of the basement below more than 2m below the flood planning level. |
| 1. Dangerous Substances – The following items and products are extremely vulnerable to flood conditions. Their use in quantities, other than for isolated or occasional household use, is prohibited from a designated flood area. Industrial, storage and retailing businesses dealing with these products shall not be permitted within the designated flood area:  * Acetone, Celluloid, Magnesium, Ammonia, Chlorine, Nitric Acid, Benzine, Petrol, Phoshorus, Sodium, Sulphur, Potassium, Carbon, Disulfide, Hydrochloric Acid. |  |  |
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| **2.6 Landscaping** | | |
| 2.6.4 When is a Landscaping Plan Required? | | |
| Council requires the submission of a landscape plan for most development proposals.  For proposals with a scale or intensity greater than a single house in a residential zone, or minor industrial or minor commercial type development, a landscape consultant will be required to prepare landscaping plans to be submitted with a development application and a landscape contractor will be required to carry out the work on the approved plans.  **Category 2 Development**  Developments within Category 2 are mid-range to large scale development with prominent visual significance. | Accompanied by Landscape Plan covering area surrounding the building and public car parking. The public plaza will be subject to a separate landscape plan. | **Complies.**  A Landscape Plan is provided with the application. |
| **2.6.14 What Should Be Submitted With a Development Application?** | | |
| 1. Written declaration   The landscape plan for Category 1 works shall be accompanied by a written declaration stating that the landscape design was prepared by the accredited landscape consultant.  The landscape plan for Category 2 works shall be accompanied by:   1. Statement of design intent which reflects how the proposed landscape proposal meets the relevant objectives of Queanbeyan’s LEP 2012, Development Control Plans and related documents. 2. Written declaration stating that the accredited landscape consultant prepared the plan. |  | **Complies.**  The Landscape Plan identifies desired character statements for various parts of the proposed public realm (e.g. Crawford Street forecourt, public square and the roof garden).  Council confirming whether Oxigen is a registered Category 2 landscape architect. |
| 1. Landscape Proposal   Council requires submission of a Site Analysis Plan and/or Detailed Landscape Plan, as listed in Table 1 to demonstrate the full and advanced understanding of:   1. the existing site and its landscape features; 2. the existing surrounding land use and neighbourhood character; 3. the influence the existing and any proposed development may have on the amenity of the area; and 4. future proposed surface treatment of the open space created by the development proposal.   When submitting applications for development approval the following information is required according to the type of development and the level of impact on the site and its surrounding environment:  Detailed Landscape Plan  The landscape plan shall be concise, detailed, and suitable for tendering, contract and subsequent construction. Detailed landscape plans must be approved as part of the development consent. Substantial changes will require either a new Development Application or other approval for variation.  Information required for a detailed landscape plan: (Address where necessary and appropriate)   1. Elements of the natural environment 2. Natural elements to be retained and/or removed including plants, habitats, rock platforms, other natural features 3. Existing and proposed underground and overhead services and potential effect on canopy or root system 4. Vegetation Management Plan that details methods proposed to protect vegetation during and after completion of the construction works 5. Where these natural elements are to be relocated or removed the plan will justify this action |  | **Complies.**  A Landscape Plan is provided at Appendix B. It includes:  Site analysis included design principles and design intent/desired character for the landscape area and public realm, including the identification of precincts (the entry and forecourt, civic space, and passage and laneways) as well as the rooftop garden.  Understanding of immediate site context including adjacent development and heritage elements.  Understanding of broader site context including surrounding development, street frontages and connectivity to the CBD.  Surface treatments for all public and private spaces have been considered.  The overall design proposes a high level of public amenity, including the large forecourt to Crawford Street. which includes new and retained trees |
| 1. Management of Water on the Site (Preparation of a Soil, Water and Vegetation Management Plan) 2. Protection from detrimental upstream effects 3. Surface and subsurface site drainage details and location of pits, lines and water detention systems 4. Impact of development on the volume of stormwater runoff leaving the site and the expected volume 5. Measures to ensure that water leaving the site meets the water quality standards particularly during demolition and construction. 6. Measures proposed to minimise water consumption, irrigation layout and/or tap location |  | **Compliance through consent**  The Sustainability Report (Appendix H) indicates that the landscape irrigation will comply with drip irrigation with moisture sensor override or use non potable water. |
| 1. Ground treatments 2. Proposed design levels showing that changes of level will not have an adverse effect on the plants and natural features 3. Preparation, types and depths of existing and proposed soils |  | **Compliance through consent**  A Construction Impact Report was commissioned by Council, and includes a Tree Protection Plan. The Report notes that the northernmost pin oak (identified in the Landscape Plan as Tree 1) will have almost 100% impact and is not expected to survive the proposed works (constructing a solid raised garden bed and seating areas around the base of the tree). |
| 1. Soil and Erosion and sedimentation control plan showing measures to protect the site and adjoining land from erosion and to control sedimentation during and after construction period |  | **Complies.**  An Erosion and Sediment Control Plan is provided as part of the civil drawings.  Management steps are considered appropriate. |
| 1. Site layout 2. Details for special treatments (weed eradication, creek banks, roof gardens) 3. Location of utility areas and screening details (eg garbage and recyclable areas, play areas, common open space, staff recreation areas), 4. Location and details of lighting and other outdoor fixtures |  | **Complies.**  The Landscape Plan provides details of utility areas, which are located in a restricted access service lane and separated from the public realm areas.  Lighting is detailed on the External Lighting Plan. |
| 1. Built structures 2. Existing and proposed buildings and other structures(including finished levels) 3. Roadways, driveways, carparks and other hard surface areas 4. Existing and proposed walls, fences and retaining walls (including materials, height and levels) 5. Overshadowing caused by proposed built structures |  | **Complies.**  The Landscape Plan provides details of built structures include pavement details for the service laneway, paved walkways and public realm hard surfaces. |
| 1. Plant selection 2. Plant layout plan showing location of species, size, maturity including street trees, trees on site, shrubs, groundcovers, grasses, 3. Planting schedule with botanical and common names, whether deciduous or evergreen and local, native, exotic species, container size, quantities, and staking and tying requirements for all species nominated |  | **Complies.**  The Landscape Plan provides an appropriate selection of plants of different species, sizes and maturity. |
| 1. Construction detail 2. Standard construction and detail drawings (eg. sections through mass planting beds, tree planting and mulching details, paths, steps, retaining walls) 3. Detailing and location of all edge treatments (eg. concrete, brick, timber) |  | **Not determined**.  Construction details are not included in the Landscape Plan for public realm planting. Landscape sections are only provided for Rooftop Garden.  Details are not provided in Civil Works package. |
| 1. Construction site management 2. Noise and dust management 3. Storage of construction and landscaping material 4. Storage, handling and use of Dangerous and Hazardous goods and the disposal of containers 5. Emergency procedures (eg. materials, spill and pollution control, site flooding and mop-up) |  | **Complies.**  Details are provided with the Erosion and Sediment Control Plan and Civil Works package. |
| 1. Waste management plan that details daily waste and litter management and details of the reuse, recycling or disposal or excavated material, demolition and waste from builders and other contractors. |  | **Compliance through consent**  Landscape Plan does not include specific waste management plan for public realm. |
| 1. On-going maintenance 2. Replacement strategy for failures in plant material and built works |  |
| 1. Maintenance schedule for watering, weeding and fertilising if required, of plants, for successful establishment for 12 months. 2. Methods to deal with green waste (eg mulching to reduce weed and herbicide use) |  |
| **2.6.15 Plans** | | |
| In some instances ‘typical’ details and/or ‘typical’ sections to illustrate design detailing are useful to include (eg. planting detail, cut and fill, fencing and retaining walls on boundaries).  A landscape plan for Category 2 work shall be accompanied by a statement of design intent which reflects how the proposed landscaping meets the relevant objectives and provisions of the applicable LEP’s, DCP’s and the Site Analysis Plan, where appropriate. |  | **Complies.**  Landscape Plan includes a statement of design intent. |
| **2.7 Erosion and Sediment Control** | | |
| **2.7.2 Erosions and Sediment Control Plans** | | |
| The Erosion and Sediment Control Plan shall include but not be limited to:   * a recognised scale, appropriate to the site * a locality plan showing site boundaries and roads * existing vegetation including what is to be retained * existing and proposed site drainage, including any dams or artificial wetlands to be used * contours and slope gradient – with particular attention being given to slopes of greater than 10% * nature and extent of proposed earthworks, including cut and fill * location of roads, driveways, access-ways and all impervious surfaces * location of stockpiles * erosion control measures * sediment control measures * details of site vegetation * outline of the maintenance program for erosion and sediment control measures * name of person responsible for implementing the plan * supporting information may be required to be submitted with the Plan detailing:   + any areas that may have the potential for serious erosion or sedimentation and the proposed management details   + a brief description of the overall site rehabilitation program * a plan showing how much Virgin Excavated Natural Material (VENM) the site will generate and the disposal method for waste VENM. | Accompanied by Sediment and Erosion Control Plan – refer to Civil Engineering drawings. | **Complies**  Erosion and Sediment Control Plan includes all relevant details. |
| **2.7.3 Soil and Water Management Plans** | | |
| Soil and Water Management Plan is to include all the matters required for an Erosion and Sediment Control Plan as well as the following information (as relevant):   * An assessment of the site constraints as per chapter 3 of the NSW Landcom publication titles Managing Urban Stormwater: Soils and Construction Vol. 1 4th ed. March 2004 (Blue Book) * location of lots, public open space, stormwater drainage systems, schools, shopping/community centres * the location of land designated or zoned for special uses * existing site contours * the location and general diagrammatic representations of all sediment control measures * location and engineering details with supporting design calculations for all necessary sediment basins * location and basic details of any other facilities proposed to be included as part of the development or works, such as constructed wetlands, gross pollutant traps, trash racks or trash collection/separator units or water sensitive stormwater treatment measures (such as bio retention systems, vegetated swales and infiltration measures) * a plan showing how much Virgin Excavated Natural Material (VENM) the site will generate and the disposal method for waste VENM.   A self-auditing program should be established for the site in accordance with chapter 8 of the Blue Book.  The above plans should be prepared in accordance with the NSW Landcom publication titles Managing Urban Stormwater: Soils and Construction Vol. 1 4th ed. March 2004 (Blue Book) and in particular chapter 7 of the Blue Book.  Note: Where there is an inconsistency between this DCP and the Blue Book, the Blue Book shall prevail. |  | **Complies**  The Erosion and Sediment Control Plan addresses soil and water management.  And Upstream Stormwater Diversion Plan is also provided. |
| **2.7.3.2 General Requi**r**ements – complies** | | |
| 2.9 Safe Design |  |  |
| 2.9.3 Controls | | |
| 1. Buildings are to be designed to overlook streets and other public areas to provide casual surveillance. Buildings adjacent to a public area must have at least one habitable room window with an outlook to that area. | Referral by Council during DA assessment. CPTED principles considered in design. | **Complies.**  The proposal demonstrates appropriate provision of landscaping, urban design and external lighting to promote safety and casual surveillance for pedestrians and cyclists. The Crawford Street forecourt and new pedestrian plaza at the rear of the building will be overlooked by building occupants during the day time.  Public and private spaces are clearly defined in terms of urban design, landscaping and physical access control.  The proposal has been referred to the NSW Police for CPTED assessment and has been determined to be acceptable with some recommendations for conditions of approval. |
| 1. Pedestrians and cycle thoroughfares are reinforced as safe routes through:    1. appropriate lighting    2. casual surveillance from the street    3. minimised opportunities for concealment    4. landscaping which allows clear sigh-lines between buildings and the street    5. avoidance of blind corners |
| 1. Site planning, buildings, fences, landscaping and other features clearly define public, common, semi-private and private space |
| **2.11 Airspace Operations and Airport Noise** | | |
| **2.11.3 Airspace Operations** | | |
| 1. Development shall comply with clause 7.6 of the Queanbeyan Local Environmental Plan 2012 – Airspace Operations | The proposed development will not impact on the ongoing operation of Canberra Airport | **Complies** |
| 1. Any structure, whether temporary or permanent, proposed to breach the obstacle limitation surface must be referred to the Canberra Airport and relevant authorities for assessment. |
| **2.11.4 Airport Noise** | | |
| 1. All development must comply with clause 7.7 of the Queanbeyan Local Environmental Plan 2012 – Development in areas subject to aircraft noise. | The proposed glazing façade configuration comprises of ≥6 mm float glass | ≥12 mm air gap | ≥6 mm float glass, and is expected to meet the nominated sound insulation performance specs for Category: Open Office Space.  For full Noise Assessment see Appendix L. | **Complies** |
| **2.12 Tree and Vegetation Management –** | | |
| **2.12.6 Controls – Land Zoned Residential (R1 to R4 and RU5), Business (B1 to B8), Industrial (IN1 to IN3), Special Use (SP1 to SP3) and RE1 Public Recreation)** | | |
|  | **Management via Landscaping Plan** | **Compliance through consent** |
| Part 4 – Heritage and Conservation | | |
| **4.4.13 Signage Panels** |  |  |
| a) Corporate colours should not be applied to the whole of the building’s exterior, and where approved by Council, will be confined to the non-significant parts of the façade. Corporate signs and colours that do not harmonise with the building’s historic character shall be controlled for size and set within a border stripe to separate the sign from the building’s body colour |  | **Complies.**  Council logo signage is proposed, facing into the forecourt and within the above building overhang. The proposed signage location is not considered to have an negative impact on heritage character of surrounding buildings or the Crawford Street streetscape. |
| b) Commercial signage, whether painted directly onto the building or to panels that are fixed to the building, needs to be designed in size and proportion to fit with the building’s architectural styling. Most commercial buildings include areas on the awning and parapet that are suitable for signage. Signage beyond those areas may not meet the objectives of these guidelines |  | **Complies.**  Commercial signage is proposed for parts of the windows of commercial tenancies at the rear of the building, facing the public plaza.  This location, size and semi-transparent nature of signage is considered appropriate. |
| d) Signage panels, brackets, lettering and the like that are attached to a building should be fixed in a manner that can be reversed without scarring or damaging significant building fabric. For example, anchors in a face brick wall should be inserted into the mortar joint rather the brick. |  | **Noted** |
| e) Where fixing of signage etc will compromise fabric or the overall appearance of the structure, the signage etc should be attached to a free-standing frame rather than the building itself. |  | **Noted** |
| f) Signage will also need to comply with State Environment Planning Policy No 64 - Advertising and Signage (SEPP 64). |  | **Complies.**  A separate assessment against SEPP 64 was provided. |
| g) Signage is not to cover/obscure architectural detailing or elements. |  | **Complies.**  Signage is integrated into awnings and building elements. |
| **4.5 Alterations and Additions to Heritage Items and to All Places in the Heritage Conservation Area and the vicinity** | | |
| **4.5.1 Character** |  |  |
| a) Alterations and additions shall have a style and character similar to the existing. This shall include materials, proportions and details. |  | **Complies.**  The proposal does not propose any proposal or additions to heritage items. It does propose works in the immediate vicinity of the two heritage items.  Ground floor materials include red brick to reference the surrounding heritage items.  The proposal includes a Statement of Heritage Impact which was generally accepted by the Heritage Committee. |
| b) Aspects of work that are not consistent with prevailing character should be confined to parts of the building that are not significant or will not have an impact on the appearance of the place when viewed from the public realm. |  | **Complies.**  The proposal includes a Statement of Heritage Impact which was generally accepted by the Heritage Committee. |
| c) Building additions that have a different character from the existing shall be done as a separate “pavilion” that may be “linked” or sensitively connected to the significant structure. |  | **Complies.**  The proposed office building is linked via a mezzanine pavilion which connects to the Bicentennial Hal.  The proposal includes a Statement of Heritage Impact which was generally accepted by the Heritage Committee. |
| d) Verandah’s on the primary face of the building or visible from the public domain shall not be enclosed. |  | **Complies.**  The proposal includes a Statement of Heritage Impact which was generally accepted by the Heritage Committee. |
|  |  |  |
| f) Distinctive elements that contribute to a place’s character shall be retained. |  | **Complies.**  The intent and treatment of the proposed forecourt to setback the proposed building and include softer urban design works is considered an appropriate measure to reduce visual dominance and street level.  Materials and finishes seek to integrate heritage architectural features. |
| **4.5.2 Siting and Orientation** |  |  |
| a) Additions and alterations should be sited and orientated in a manner that is consistent with the original. For most historic structures in Queanbeyan this will mean additions and new structures should be aligned orthogonally (ie using straight lines and right angles rather than oblique angles and curves). |  | **Complies.**  The building footprint has and streetscape impacts have been designed to replicate the finer grain subdivision pattern of Crawford Street. The building appears as two different buildings when viewed from Crawford Street.  The proposal includes a Statement of Heritage Impact which was generally accepted by the Heritage Committee. |
| b) Extensions should not be made to the front of heritage items. |  | **Complies.**  Proposed works are set back from adjacent heritage items. |
| **4.5.3 Form** |  |  |
| a) The form of the original building should remain evident or “legible” after the additions have been completed. |  | **Complies.**  The original form of the adjacent heritage items is remains clearly identifiable and physically separated from the proposed building.  The Heritage referral is noted requesting greater separation from the fire station and restricted use of the service lane. |
| d) The form of additions should draw on that of the parent structure so that the new work is in harmony with the original. |  | **Complies.**  The ground floor architectural features, building form and proposed materials complement the adjacent heritage items.  The Heritage referral is noted requesting greater separation from the fire station and restricted use of the service lane. |
| e) Where the form of the addition is not similar to the original, it shall be designed as a separate entity that is linked back to the heritage building. |  | **Complies.**  The ground floor architectural features, building form and proposed materials complement the adjacent heritage items.  The Heritage referral is noted requesting greater separation from the fire station and restricted use of the service lane. |
| **4.5.4 Scale, Height and Bulk – Not Applicable** |  | The proposed development is not an extension of the heritage item. |
| **4.5.5 Setbacks - Not Applicable** |  | The proposed development is not an extension of the heritage item. |
| **4.5.6 Site Coverage – Not Applicable** |  | The proposed development is not an extension of the heritage item. |
| **4.5.7 Building Materials – Not Applicable** |  | The proposed development is not an extension of the heritage item. |
| **4.5.8 Roofs – Not Applicable** |  | The proposed development is not an extension of the heritage item. |
| **4.5.9 Windows and Doors – Not Applicable** |  | The proposed development is not an extension of the heritage item. |
| **4.5.10 Paint and Colour-Not Applicable** |  | The proposed development is not an extension of the heritage item. |
| **4.5.11 Controls on Commercial Heritage Buildings – Not Applicable** |  | The proposed development is not an extension of the heritage item. |
| **4.6 New Buildings (Dwellings and Commercial)** |  |  |
| **4.6.2 New buildings in the Vicinity of a Heritage Item and/or the Vicinity of a Conservation Area** | | |
| a) Development in the vicinity of a heritage item and/or in the vicinity of a conservation area should be preceded by a detailed analysis demonstrating how character, scale, height, form, siting, materials, colour and detailing of the new building have been sympathetically addressed. | A Heritage Impact Statement is included at Appendix G. | **Complies**  The Heritage referral is noted requesting greater separation from the fire station and restricted use of the service lane. |
| b) For multi-unit development a heritage impact statement must be undertaken before designing any buildings in the vicinity of heritage items and/or vicinity of a conservation area to ensure their significant attributes are protected. The design and façade treatment should be informed by the heritage impact statement. |  | **Not Applicable** |
| c) New buildings may "borrow" architectural elements or design attributes from their historic neighbours, such as roof pitch and form, corrugated iron roofing and weatherboard walls may be of the time and architectural style in which it is designed and built. | The proposed development inclusive of the administrative building, laneways, and public space is to utilise materials and colours inspired by the heritage items of Queanbeyan CBD and interpret them in a modern design. | **Complies** |
| d) In some instances it may be acceptable to interpret traditional design concepts in a modern way so that new development is of the time and architectural style in which it is designed and built. |
| e) New buildings in commercial areas should extend primary design lines from the existing to the new development and/or incorporate a modern parapet where appropriate to maintain consistency in the streetscape. |  |  |
| **4.6.3 Scale, Proportion and Bulk of New Buildings** | | |
| a) A new building in the vicinity of a heritage item and/or Conservation Area must not dominate the heritage item by virtue of its height, scale, bulk or proximity and in general will be of a similar height or less than the neighbouring heritage item. | The height of the building has been broken down, with ground and mezzanine levels designed to relate to the human scale and tactile brick materiality of neighbouring heritage-listed buildings.  Whilst the overall scale of the building is very different to the scale of original buildings in the streetscape, it responds meaningfully to the dominant pattern of the streetscape with two narrower building forms, visually separated in the streetscape. | **Complies**  The Heritage referral is noted requesting greater separation from the fire station and restricted use of the service lane. |
| b) The height of new buildings that are within proximity of the boundary to the listed item should be scaled down to be approximately the same as the heritage item. |
| c) New external brick walls shall show an appropriate change or banding at ground floor and first floor level, or alternatively at approximately window sill height, to assist in reducing the apparent scale of a proposal. Similar changes may be necessary for other surface materials. |  | **Complies** |
| d) Multi-unit development that is adjacent to a heritage item (i.e. where the boundaries are in common, as opposed to over the road) should be stepped back at first storey so that upper storeys do not dominate the heritage place. | Where the former School of Arts and the former Fire Station buildings are located on the front boundary, the office building is set back from the front boundary and stepped back gradually in plan to lead the visitor deep into the block. | **Complies** |
| e) Vegetation screens are not to be used as an excuse to permit poor or unsympathetic development within close proximity of a heritage boundary. | The proposal utilises a variety of methods to mitigate impacts on the heritage significance of the heritage items. | **Complies** |
| **4.6.4 Setbacks of New Buildings** |  |  |
| a) New buildings shall not obstruct important views or vistas to buildings and places of historic and aesthetic significance. | There are restricted view lines to the heritage items due to the dominant two storey commercial building at 257 Crawford Street that has nil front and side setbacks. The removal of the commercial building at 257 Crawford Street (subject to a separate DA) and establishment of an open public plaza will improve view lines to both the former fire station and Dutton’s Cottage. | **Complies** |
| b) In residential areas the front setback of the new building should be greater than the adjacent heritage building so that the heritage building remains prominent within the streetscape. | - | **Not applicable** |
| c) Side, front and rear setbacks of new buildings shall be increased where new development is higher than the heritage place or likely to have an adverse impact on its character, amenity or setting by virtue of its height, scale or bulk. | The setback from the former Fire Station is equivalent to the driveways separating other buildings in the streetscape, and provides public shared-zone access to the rear of the block. | **Complies** |
| **4.7 Demolition – Not applicable** |  |  |
| **4.8 Change of Use – Not applicable** |  |  |
| **4.9 Subdivision of Land** |  |  |
| a) Subdivision should be consistent with the predominant historic subdivision pattern in the locality or street. | The proposed changes to the subdivision further consolidate small blocks into larger blocks, facilitating a larger scale of development where Crawford Street has historically supported a fine grain of small individual buildings. | **Justified inconsistency**  The proposed consolidation of blocks and large frontage across Crawford Street is balanced with the width of existing and proposed structures. The proposed building has a similar width to the adjacent School of Arts building and includes visual breaks to punctuate the streetscape and identify separate buildings. |
| b) Battleaxe subdivision is not appropriate for listed items or places within the Conservation Area as it leads to a concentration of driveways that is inconsistent with the historic subdivision pattern. |  | **Not applicable**  The proposal seeks to consolidate 5 lots into a single lot. |
| c) Subdivision in rural areas should retain a suitably sized curtilage surrounding the heritage item. |  | **Not applicable** |
| d) Subdivision should not lead to, or have the potential to result in, a degradation of the heritage values of items or streetscapes. | Changes to side and rear boundaries as a result of subdivision is likely to impact on the curtilage of the former Fire Station. | **Complies**  The Heritage referral is noted requesting greater separation from the fire station and restricted use of the service lane. |
| e) Proposed subdivision should be preceded by a heritage impact statement that identifies all heritage and landscape attributes and shows how the proposal will respect the significance of the heritage item. | Heritage Impact Statement included at Appendix G. | **Complies** |
| **Part 6 - Central Business District and Other Business Zones** | | |
| **6.2 Building Form within the CBD** |  |  |
| **6.2.1 Site Design and Sense of Place** |  |  |
| a) Buildings are appropriately designed to respond to their site and surroundings | The proposed public plaza and public administration building will create a forecourt for The Q and an improved pedestrian link from Crawford Street to the Queanbeyan showground. This area will be a key focus of civic and town activity.  The civic public plaza will provide facilities for use by the community and will assist activation of the public plaza after hours. | **Complies.**  The proposed building has a high-quality design that responds to its prominent location and role. |
| b) New development in nearby locations is to contribute to the creation of a civic precinct centred around the Council administrative centre in Crawford Street and the Queanbeyan Performing Arts Centre. | **Complies.**  The main role of the proposed building is public administration and a hub for community activities. It proposes to established a central civic square and forecourt to provide spaces for people to engage in public life. |
| c) ‘Gateway’ development is provided at nominated locations at the entry points to Queanbeyan from the north, east, and west. | **Justified inconsistency**  The subject site is not identified for a ‘gateway’ development. However, the proposal is considered to represent outstanding architectural merit and is generally consistent with building height controls that its location outside a ‘gateway’ development site is considered appropriate. |
| d) Landmark development is encouraged at key or prominent locations, including southeast corner of Lowe and Monaro Streets; north-west corner of Morisset and Collett Streets; Collett Street frontage to Rutledge Street Car Park. | **Complies.**  The proposed development is considered a landmark building and will be prominent in terms of height and scale. |
| e) Vehicular routes, movements, and speeds (especially heavy vehicles) are managed to support high pedestrian amenity, particularly on Crawford, Monaro, and Morisset Streets. | **Complies.**  The proposed development creates a high level of pedestrian amenity. At grade vehicle movements are limited to service laneways and public lanes with low speed limits. |
| f) New development contributes to upgrades and updating of existing civic spaces. | **Complies.**  The proposal seeks to established a central civic square and forecourt to provide spaces for people to engage in public life. |
| g) Crawford Street (between Morisset and Monaro) and Collett Street, in addition to Monaro Street become a key focus of town activity. | **Not applicable.**  The proposed development is located outside the relevant are of Queanbeyan CBD. It reinforces the civic hub established by the Council Chambers, Bicentennial Hall and The Q Theatre. |
| **6.2.2 Building Height Limits and Setbacks Design for Buildings** | | |
| a) Building heights shall comply with the Height of Buildings Map – Sheet HOB\_005 of Queanbeyan Local Environmental Plan 2012 as well as the following. | The proposal does not comply with the maximum permitted building height of 30m under Clause 4.3 of the Queanbeyan LEP. The building sections demonstrate that the building has a height of 32.97m as measured from the existing ground level to the top of the plant room, representing the highest point of the building. | **Justified inconsistency**  The proposal provides sufficient environmental grounds and demonstrates cohesiveness with the objectives of Clause 4.3 of the QLEP 2012 as discussed in the LEP assessment.  The proposal seeks justification to exceed the height limit using Clause 4.6 to vary the development standard. |
| b) Ground and first floor levels (floor to ceilings) have a minimum height of 3.3m for potential future changes in use. | Ground and first floor ceiling height 4.13m and 3.9m. | **Complies** |
| c) All other levels have minimum floor to ceiling heights of 2.7m. | Other floors minimum of 3.8m. | **Complies** |
| d) Buildings in the CBD (Monaro Street and Crawford Street) maintain a visual perception of 2 storey development along the street frontages with defined podiums no higher than 2 storeys (allowing for additional roofline articulation). | The proposed development adopts a pedestrian scale to Crawford Street by providing an 14m setback above two storeys | **Justified inconsistency**  Building height consistently presents as a 4 and 7 storeys on the Crawford Street frontage and does not include podiums to break up development. |
| e) Height and setback limits for specific areas are summarised in Table 1 and in Figures 1 to 4 below (See Clause 6.2.2 of Queanbeyan Development Control Plan 2012: <https://www.qprc.nsw.gov.au/Building-Development/Planning-Zoning/Planning-controls#section-3>). A development site fronting two or more specified areas will be limited in height and the maximum podium level to the lesser numerical standard applying between the areas. | The ground and first floor of the proposed building is provided with a front setback from Crawford Street of 4.93 m where the Queanbeyan DCP requires a setback of 6m | **Justified inconsistency**  Variance is sought in regards to the nature of proposed ground floor uses and inconsistency of setbacks on Crawford Street. |
| f) Higher structures should be set well back to avoid overshadowing and impression of bulk. | Building is setback at the third floor to provide a pedestrian scale to Crawford Street. Overshadowing of buildings to the south along Crawford Street is somewhat unavoidable due to the orientation of the allotments.  Refer to overshadowing section of likely impacts discussion below. |  |
| **6.2.3 Architectural Character** |  |  |
| a) Horizontal elements are incorporated into the design of each level to give a sense of legible scale to the building. | Horizontal articulation defines each floor of the development. | **Complies**  The proposal includes horizontal articulation between windows to indicate level changes. |
| b) Openings such as windows are recessed rather than being on the same plane as the main façade. This provides depth and shadowing that adds to visual interest. |  | **Justified inconsistency**  Windows are generally on the same plane as the main façade, but are broken up with frames, louvres and sunshades. |
| c) Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass. |  | **Complies**  The proposed development incorporates glazing at the ground floor to promote active frontage |
| d) Materials, texture, vertical and horizontal elements, and colour are also used to complement the articulated façade. |  | **Complies**  A variety of materials and texture have been incorporated into the design including brick, off form concrete, glass and steel. |
| e) Roofs are an integral part of the building design and do not appear as an ‘ad hoc’ addition to the overall façade. Visual interest and variation through architectural articulation is provided to parapets or rooftops and may include sloping roofs. | Roof top open space and extensive landscaping of this area is expected to create visual interest. | **Complies**  The proposed building includes a several roof levels which incorporate visually interesting elements such as a rooftop garden, screening for rooftop plan, and the potential for phot voltaic plates. |
| f) Sloping roofs where visible should be profiled metal, painted non-reflective. Double storey verandahs should match the existing verandahs in Monaro Street. |  | **Not applicable**  No sloping roof proposed. |
| g) Plant equipment or other rooftop necessities are disguised within the rooftop structure and or are not visible from the street. | Plant located on the rooftop is setback so that it is not visible from the street. | **Complies**  A plant room is proposed to enclose rooftop plant. |
| h) Rooftop treatments are encouraged where they are visible from nearby buildings. Such treatments may include gravel artwork and designs or green roofs. | The proposed development includes open rooftop space, featuring extensive landscaping. | **Complies**  Level 3 includes a rooftop garden and curved structure to enclose rooftop plant and create visual interest. |
| i) Adaptive reuse of existing buildings is encouraged. | - | **Not applicable** |
| j) Building mass and bulk is appropriate to its context. | The development appropriately addresses building bulk through the setback of higher storeys and separation of the development from the heritage items via the laneway | **Complies** |
| k) Blank or opaque walls of greater than 10m or 30% of the site frontage, whichever is the lesser, are not acceptable in retail streets. |  | **Complies**  Crawford Street is not a retail street. However, the proposed development has |
| l) Unsightly streetscape elements such as garage doors and other service infrastructure should generally not be visible from the street/footpath. | Vehicular access and services will be placed within the laneway and not impact on the streetscape. | **Complies** |
| m) 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. | External walls to be constructed of face brick and glass | **Complies**  Materials and finishes selection includes appropriate low maintenance materials |
| n) Finishes with high maintenance costs, those susceptible to degradation or finishes that result in unacceptable amenity impacts, such as reflective glass, are to be avoided. |  | **Complies**  Materials and finishes selection includes appropriate low maintenance materials |
| o) Expanses of any single material is to be avoided to assist articulation and visual interest. |  | **Complies**  Glass facades include sun shades, louvres and framing the break up single materials. |
| p) Highly reflective finishes and curtain wall glazing are not permitted above ground floor level. |  | **Does not comply**  Curtin wall glazing is proposed. |
| q) New or infill development is modern and contemporary, but respects and reflects the established streetscape and built form, matching the prevailing scale, colours, materials, and proportions of these buildings. | Proposal includes facebrick and glass panelling which is both contemporary and reflective of the established Queanbeyan palate. | **Complies.** |
| r) New buildings in the Central Business District should provide for a continuous building façade which blends into the streetscape. | Integration with the Bicentennial Hall and surrounding buildings to the north, allows for the creation of a streetwall/continuous façade. | **Complies** |
| s) Visual interest is provided through articulation of the façade. Such architectural treatment may be provided through stepping built form, emphasised entries, separation of the façade into separate sections by means of vertical elements, or other similar architectural treatments. | Visual interest created through the lower podium, emphasised entries and separation of the entries to the different public administration uses. Horizontal articulation defines each floor of the development. | **Complies** |
| t) Facades should be designed with an appropriate scale, rhythm and proportion which responds to the building’s use and the designed contextual character. | Integration with the Bicentennial Hall and surrounding buildings to the north, allows for the creation of a streetwall/continuous façade. | **Complies** |
| **6.2.4 Floor Space** |  |  |
| a) Floor space ratios of development need to comply with clause 4.4 and Floor Space Ratio Map – FSR\_005 of Queanbeyan Local Environmental Plan 2012. | A total gross floor area of 9,207m² is indicated, representing a FSR of 0.73:1 based on site area of 12,533m². | **Complies** |
| b) A maximum Floor Space Ratio of 3:1 is permitted for the mixed use buildings in Zone B3 Commercial core which applies to the Central Business District. |
| **6.2.5 Robust Building Design** |  |  |
| a) Buildings are suited to their purpose, but are designed so as to accommodate a variety of different uses over time, particularly at ground and first levels. | The proposed development is designed to accommodate a range of uses at ground and first floor levels including; conference space and shop fronts.  4.57 m floor to ceiling heights for ground and first floor will enable flexibility in future use | **Complies** |
| b) Adaptive re-use of buildings is encouraged. |  | **Not applicable** |
| c) A proportion of residential dwellings have layout and access that adapts to changing needs of residents over time. | Not applicable | **Not applicable** |
| **6.2.7 Awnings and Verandahs** |  |  |
| a) Continuous street frontage awnings are to be provided for all new developments |  | **Complies**.  The proposed development does not have continuous street frontage. However, the building design incorporates overhangs to provide weather protection. |
| b) Awnings (or overhangs or verandahs) are provided to shape the pedestrian space on the street and to provide for all weather cover. |  | **Complies.**  Building entrances and pedestrian spaces are covered by building overhangs. |
| c) Awnings are consistent in height to adjoining existing awnings, and of a complementary design, colour, or material. |  | **No applicable.**  Adjacent buildings are heritage items and have no established awning height. |
| d) As an indicative standard, where no awning line has yet been established, awnings should be a minimum of 3.3m above ground level (consistent with minimum ground floor height) and minimum setback of 600mm from the curbline. They should match the existing proportions of the existing verandahs in Monaro Street. | The awning provided to Crawford Street frontage at a height of 3.57m above ground level and is setback greater than 600mm from kerb | **Complies** |
| e) Two storey verandahs are appropriate where suitable to the proposed building use and location. |  | **Complies**.  The mezzanine and building overhang provides suitable areas for weather protection at the building areas. |
| f) Posts used to support the lightweight elements are not dominant, and may consist or profiled metal or timber. Other materials may be acceptable where they appear as lightweight features within the overall streetscape. The second storey balcony/verandah may not be permanently or fully enclosed, except by temporary and transparent materials if required for weather protection. |  | **Not applicable.**  Building overhangs are supported by structural columns. |
| g) Provide under awning lighting in a consistent manner and/or overall scheme to facilitate night use and to improve public safety recessed into the soffit of the awning or wall mounted into the building. | External lighting designed in accordance with:   * AS1158 Part 3.1; * AS1158 Part2; * AS4282. | **Complies**  External Lighting Plan includes downlights under awning/overhangs and throughout the site, including pole mounted lighting in the forecourt and public plaza.  The External Lighting Plan Includes notes to ensure compliance with relevant Australian Standards. |
| **6.2.8 Active Street Frontages** |  |  |
| a) The ground floor design of new development within parts of Morisset, Crawford and Monaro Streets is to comply with clause 7.8 Active Street Frontages and the Active Street Frontage Map – Sheet ASF\_005A of Queanbeyan Local Environmental Plan 2012. |  | **Complies**  The proposal has been assessed against Clause 7.8 and is considered to comply. |
| b) Active street frontages can be achieved by a combination of the following at street level:   1. Entries to retail/commercial uses; 2. Well designed shop fronts; 3. Glazed entries to residential lobbies on the ground floor associated with shop top housing occupying less than 50% of the street frontage; 4. Café or restaurant if accompanied by an entry from the street; 5. Active office uses such as reception if visible from the street; and 6. Public buildings if accompanied by an entry | The Crawford St frontage provides a large forecourt area and entry to the building occupied by QPRC and the Q theatre. | **Complies**  The proposal includes a large public forecourt on the Crawford Street frontage to encourage pedestrian activity. It includes a ticket kiosk associated with the Q Theatre.  The ground floor of the proposed building includes angled walls to direct pedestrians towards the entrance which included active uses such as the Council shopfront and a café. |
| c) Pedestrian comfort is provided through safe, well-lit, and sheltered street frontages. | The Crawford street frontage inclusive of the forecourt area, is designed at the pedestrian scale and maximises pedestrian safety. | **Complies** |
| d) Roller doors, security grills and other similar devices which obscure shop fronts on either a temporary or permanent basis will not be supported. |  | **Complies**  No roller doors are proposed on the Crawford Street frontage. The service lane on the southern elevation |
| e) Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street |  | **Complies** |
| f) Where car parking is proposed at ground level for new development, it is located behind active uses such as shops, or is disguised by means of screens, landscaping, artwork, or architectural articulation. |  | **Complies**  Car parking is provided in the basement and in the redesigned Lowe Street Car Park, at the rear of the site. |
| g) Vehicular entrances are minimised and pedestrian safety and awareness of it are promoted through appropriate designs. |  | **Complies**  The proposal demonstrates that pedestrian movement is prioritised along Crawford Street, the northern pedestrian lane and the southern facade interfacing with the public plaza.  General vehicle access is via a driveway from Rutledge Street.  The proposed service lane will have controlled access and be limited to goods delivery and service vehicles. |
| **6.2.9 Colour and Materials** |  |  |
| a) Use colours and materials already found in the streetscape. | Face brick and glass will provide a modern interpretation of the existing architectural palate.  Colours are to respond to existing streetscape character and surrounding heritage items. | **Complies** |
| b) Favoured materials and colours: render lighter neutral colours, darker reveals, strong accents. Further detail on colour is given in the Queanbeyan Main Street Study (Colin Stewart Urban Design 1993) report which may be taken as advisory. |  | **Complies**  The External Finished Schedule includes neutral colours for metal and concrete finishes. Red brick and dark metal cladding provide contrast accents. |
| c) Strong primary colours should be limited to accent and highlight. |  | **Complies** |
| d) Avoid sombre brown/beige colours |  | **Complies** |
| e) Materials not favoured include: metal siding, heavy timber frame, exposed concrete, manganese and klinker brick. |  | **Justified inconsistency**  The proposal off form cast concrete for some feature walls and the structural columns. These materials are considered consistent with the overall palette of the building and contribute to the contemporary architectural character of the building. |
| **6.2.11 Open Space and Civic Spaces** |  |  |
| a) Opportunities for passive and active recreation are to be provided. | The public plaza will provide a clear link from Crawford Street to The Q Theatre. The civic plaza to the west of the Public Administration building will provide opportunities for passive and active recreation. | **Complies** |
| b) Civic areas are designed at selected intervals throughout the City, and are connected by clear links. |
| c) A Town Square or equivalent space is proposed by the Central Business District Master Plan along Crawford Street, immediately south of its intersection with Monaro Street. Where this is achieved, recognition of contribution to the public purposes may be provided at the discretion of Council, and there may be relaxations to contributions or design provisions as long as the overall and overriding urban design outcomes (such as ‘country town’ character) are achieved or not compromised. |  | **Complies**  The proposed development includes the provision of a public forecourt on Crawford Street and the public plaza at the rear of the site.  The proposal does not include items that recognise individuals or organisations that have contributed to the public purpose. |
| d) Public open space areas are to be designed to encourage events such as markets, sports, cultural fairs, or community gatherings. | The design of the public plaza surrounding the public administration building will provide facilities to encourage community use of the public plaza and will assist with activating the area. | **Complies** |
| e) Overshadowing of open space areas is to be minimised, particularly private open space for residential premises. | Setback of the building beyond 4 storeys to minimise overshadowing. | **Complies**  The Shadow Diagram demonstrates minimal overshadowing of the public plaza on the winter solstice. The proposed forecourt benefits from a north east orientation and has minimal overshadowing. |
| f) Rooftop areas may be utilised for recreation and open space for employees or residents, but must not be in a form that constitutes GFA or habitable space. Rooftop structures are not to be enclosed and be lightweight in form, and are not to be visible from the street. | Rooftop to provide open space for employees. The rooftop includes an area of 500m² for amenities which are required to facilitate the use of the terrace. | **Complies** |
| **6.2.12 Streetscapes and Frontage Works** |  |  |
| a) Provide replacement or construction of a full width footpath of suitable finish and in accordance with Councils nominated design materials. | Footpaths to be upgraded throughout the site to provide safe pedestrian pathways through the laneway and street frontages. | **Complies** |
| b) Provide kerb and gutter along the total road frontage of the site, including road shoulder construction where necessary. |  | **Not determined**  Kerb and gutter treatments along the service lane are unclear in the Civil Works package. |
| c) Provide heavy duty vehicle crossing/s where vehicle access is provided. |  | **Not determined**  Heavy vehicle movements are unclear in the Civil Works package. |
| d) Before any demolition or construction work is carried out on site Council may require security for the payment of the cost of making any good any damage caused to any Council property as a consequence of the implementation of the consent. | - | **Noted** |
| e) Street tree planting is to be provided and not impeded by any structure such as awnings. |  | **Complies**  Tree planting is proposed along the Crawford Street verge and at around the perimeter of the public plaza. These locations do not impede awnings. |
| f) Significant tree plantings and boulevards are maintained and protected from new development. | Existing plantings to be retained in Crawford Street. | **Complies** |
| g) Streets are designed to be safe, with minimal obstacles unless for safety purposes. |  | **Complies**  The proposed utilises an existing unnamed lane from Rutledge Street for general vehicle access. Pedestrian movement and footpaths are unclear.  The proposed service lane from Crawford Street has access control to manage vehicle movements and this can be managed through the operation of the site |
| h) Existing mature street plantings in Rutledge, Crawford, Lowe and Morisset Streets are to be retained. | Existing plantings to be retained in Crawford Street. | **Complies**  Some trees to be removed but overall established street trees on Crawford Street will be retained. |
| **6.2.13 Advertisements and Signage** |  |  |
| a) Compliance with the relevant requirements of State Environmental Planning Policy No. 64 – Advertising and Signage for all advertisements and signage other than building identification signs and business identification signs. | The proposed development includes building identification signage for the two tenants within the building. Both tenants will require identification signage as they will directly serve the local community. The Q Theatre and QPRC will have signage for the public entry facing public plaza to Crawford Street. | **Complies** |
| b) Signage shall be designed in a manner which is compatible with architectural style of the building to which it is affixed or associated. | The proposed signage is compatible with the existing and likely future character of the area which is primarily commercial.  The signage is integrated into the design of the building and will not detract from the heritage character of the surrounding streetscapes. | **Complies** |
| c) Signage shall be designed in a manner which is sympathetic to character of the streetscape. |
| d) Signage affixed or associated to a building listed as a heritage item in a relevant Local Environmental Plan shall compliment the character of the building and not result in any alteration to significant elements of the building including colours and materials. |
| e) Signage shall not obscure or detract from a building’s architectural features. | The signage is integrated into the design of the building. | **Complies** |
| f) Signage shall accurately reflect the lawful use of the site. | Signage is to identify the two building tenants; the Q theatre and QPRC. | **Complies** |
| g) Signage shall be designed in a manner which is distinct from traffic control signs and signals. | The scale of signage is in scale with the building and clearly identifies each tenant. By integrating signage and key corporate colours into the materials and finishes (e.g. facebrick building base), signage clutter is reduced and the intended tenant/services are clearly communicated. | **Complies** |
| h) Signage shall be located in areas which do not create a hazard to motorists and pedestrians. |
| i) Where possible, existing signage shall be rationalised to avoid visual clutter caused by a proliferation of signs. |
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| **6.2.14 Heritage Sites** |  |  |
| a) Compliance with the requirements of clause 5.10 of Queanbeyan Local Environmental Plan 2012. |  | **Complies**  Refer to Assessment Report |
| b) Buildings that are listed as items of environmental heritage are to be protected. | Lot 2 DP 1179998 contains two items that are listed in Schedule 5 of the QLEP as having local heritage significance. Item No. I50, the former Queanbeyan Fire Station, is located at 261 Crawford Street whilst item No. I51, Dutton’s Cottage, is located at 263 Crawford Street. | **Complies**  The Heritage Impact Statement is accepted subject to conditions of approval. |
| c) New architecture should be of good quality contemporary design, but should reflect old elements where possible such as scale, parapet and roof shapes or detail. | Facebrick and glass will provide a modern interpretation of the existing architectural palate. | **Complies** |
| d) In the case of redevelopment, the significant fabric (e.g. façade, window awnings) should be retained and sympathetically incorporated into the new development. |  | **Not applicable** |
| e) Important landscapes should also be protected. | No significant landscape is to be adversely impacted as a result of the development. | **Complies** |
| f) Preserve the “Tree of Knowledge” and incorporate into streetscape enhancement in that area. |  | **Not applicable**  The site does not impact the Tree of Knowledge |
| g) Heritage Assessment to be submitted with a Development Application for demolition or partial demolition where buildings are built prior to 1960. |  | **Not applicable**  No demolition of heritage items |
| h) New development should respect the scale and architectural themes of nearby or adjacent heritage buildings, while still being modern and contemporary. | The new building will better integrate with the local character and architectural palate than the two storey commercial building it replaces. Whilst clearly much larger than the two storey building it replaces, the proposed development will visually tie to the existing palate of development and the desired future character envisaged by the LEP controls and master planning undertaken for the Queanbeyan CBD. | **Complies**  The Heritage Impact Statement is accepted subject to conditions of approval. |
| i) The traditional grid pattern of Queanbeyan streets is to be maintained in the urban pattern and maintained for connectivity, whether vehicular, pedestrian, or combined. | The proposed development is designed to maintain the traditional grid pattern of Queanbeyan Streets. | **Complies**  The Heritage Impact Statement is accepted subject to conditions of approval. |
| j) Views to Queens Bridge are to be maintained or facilitated wherever possible. |  | **Not applicable**  The Queens Bridge is not visible from the site |
| k) Local monuments and statues are to be retained in locations that maximise their relevance to the public (whether resident or visitor). New development should not adversely affect their significance, whether by impeding views, causing overshadowing, or other amenity impacts such as increased noise. | The proposed development will not adversely impact any local monuments or statues. | **Complies** |
| **6.2.15 Connectivity** |  |  |
| a) 24 hour access is preferred but lockable arcades etc are better than no links. | The proposed public plaza and public administration building will create a forecourt for The Q and an improved pedestrian link from Crawford Street to the Queanbeyan showground. This area will be a key focus of civic and town activity. The civic public plaza will provide facilities for use by the community and will assist activation of the public plaza after hours. | **Complies** |
| b) Links should “look” as public as possible. |
| c) Desirable, direct, mid-block connections are to be provided and are to be maintained to achieve permeability and 24 hour public access between key landmarks and civic spaces or buildings within Queanbeyan, including the Q, the Showgrounds, the River, and Queanbeyan Park. |
| d) New mid-block connections are to have a minimum width of 3m, have active frontages, and are to be designed for safe and secure usage. |  | **Complies**  The proposed pedestrian laneway has a minimum width of approximately 5m. |
| e) New mid-block connections are particularly encouraged east-west between Lowe and Collett Streets. |  | **Not applicable**  Subject site does not front Loew of Collett Streets |
| f) All existing connections and pathways through sites are to be maintained or replaced. |  | **Complies** |
| g) Activity along the links is welcome to add interest, generate pedestrian numbers, (a reason to be there) and provide safety. | The proposed public plaza will provide facilities for use by the community. | **Complies** |
| h) Clear lines of sight, active frontage, access to natural light and short length. | The proposed laneways are designed to maximise pedestrian safety and promote active frontages. | **Complies** |
| i) Allow for surveillance from public places, through well lit, sheltered and the use of other devices to discourage anti social and/or criminal behaviour. | Activation of the public plaza will increase activity after hours, maximising opportunities for casual surveillance. | **Complies** |
| j) Boulevard planting encourages pedestrian movement towards and along the River and is to be pursued on sites where this is appropriate. | - | **Not applicable** |
| **6.2.16 Safety and Security** |  |  |
| a) Compliance with the applicable provisions of clause 2.9 of this DCP. | Referral by Council to NSW Police required during DA assessment. CPTED principles considered in design. | **Complies**  Proposal complies with CPTED subject to recommendations from NSW Police. |
| **6.2.17 Buildings Near Public Places** |  |  |
| a) As the main off-street car parks are major pedestrian generators, there should be active uses fronting these areas where possible, but not at the expense of primary frontage to the main street. |  | **Complies**  Proposal established major public plaza adjacent to the Lowe Street Car Park. |
| b) Service areas delivery and entering/storage including waste service areas should be screened from public view. | Vehicular access and services will be placed within the laneway and not impact on the streetscape. | **Complies** |
| c) Buildings and open spaces are designed to face or have views to the Queanbeyan River, Queanbeyan Park, or distant mountain ranges, where achievable. In particular, development on Collett Street and Morisset Street maximises its relationship to the River including the use of terraces and open plazas. |  | **Not applicable** |
| d) Buildings adjoining or facing public open space are stepped in height to transition between the land uses. | The proposed development adopts a 14m setback above two storeys to address the pedestrian scale in the public plaza. | **Complies** |
| e) Sunlight access to public spaces is protected and enhanced. |  | **Complies**  The Shadow Diagram demonstrates minimal overshadowing of the public plaza on the winter solstice. |
| **6.2.19 Solar Access and Overshadowing** |  |  |
| a) Development is to minimise any overshadowing of public or civic spaces such as outdoor eating areas |  | **Complies**  The Shadow Diagram demonstrates minimal overshadowing of the public plaza on the winter solstice. |
| b) Development is to maximise solar exposure of windows in new buildings. |  | **Complies**  The proposal features curtain glass to maximise solar access. |
| c) New structures should not cast a shadow on pedestrian main street footpaths or other public areas for more than 4 hours on June 21 (winter solstice) unless such locations are already in shadow at that time. |  | **Complies**  The Crawford Street footpath is affected by afternoon sun only as shown in the Solar Diagrams.  The area immediately out the front of The Q Theatre is already in shadow. |
| **6.3 Car Parking, Access and Servicing** |  |  |
| a) Compliance with the relevant controls in clause 2.2 of this DCP. | See section 2.2 | **Complies** |
| **6.3.4 Pedestrian Access and Mobility** | | |
| a) To assist people with a disability the main building entry points should be clearly visible from primary street 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 main building entry is clearly visible from Crawford street as a result of extensive works to the forecourt/entry. | **Complies** |
| b) The design of facilities (including car parking requirements) for disabled persons shall comply with the relevant Australian Standard (AS 1428 Pt 1 and 2 or as amended) and the Disability Discrimination Act 1992 (as amended). | The design of all facilities is to promote accessibility in line with the relevant Australian standards. | **Complies**  Floor plans include annotations for AS1242 (stairs and ramps) and AS1735 (lifts). |
| c) The development shall provide at least one main pedestrian entrance with convenient barrier free access to the ground floor and/or street level. | Accessible pedestrian access to the forecourt an entry is provided from Crawford St.  Laneways promoting pedestrian access to the rear of the site and public plaza are also accessible from Crawford St. | **Complies** |
| d) The development shall provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access. |
| e) The development shall provide visually distinctive accessible internal access linking to building entry points and the public domain. |
| f) Pedestrian access ways, entry paths and lobbies shall use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours. | Materials used in the forecourt/entry and laneways promote pedestrian safety; are durable; and, are considered complimentary t the existing streetscape and surrounding heritage items. | **Complies** |
| g) Any new development providing basement car parks shall make provision for access for persons with a disability. | Access from basement car parking facilities is designed in line with the relevant Australian standards. | **Complies** |
| **6.3.5 Site Facilities and Services** |  |  |
|  |  |  |
| b) Communication structures, air conditioners and service vents   1. Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures to be:   • Away from the street frontage;  • Integrated into the roofscape design and in a position where such facilities will not become a skyline feature at the top of any building; and  • Adequately setback from the perimeter wall or roof edge of buildings. Queanbeyan Development Control Plan 2012 Part 6 31   1. A master antenna/satellite dish shall be provided for residential apartment buildings. This antenna shall be sited to minimise its visibility from surrounding public areas. | Service related infrastructure is setback and integrated into the roof form. | **Complies**  Communications structures, air conditioners and service vents, all building plant and equipment is located in a rooftop plant room which has been integrated into the built form and incorporates visually interesting features so as not to detract from the façade. |
| c) Waste and Recycling Storage and Collection General (all development)   1. All development is to adequately accommodate waste handling and storage on site. The size, location and handling procedures for all waste, including recyclables, is to be determined by advice from Council. 2. Waste storage areas are to be designed to:    1. Ensure adequate driveway access and manoeuvrability for any required service vehicles;    2. 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    3. Screened from the public way and adjacent development that may overlook the area. 3. The storage facility must be well lit, easily accessible on grade for movement of bins, free of obstructions that may restrict movement and servicing bins or containers and designed to minimise noise impacts. | A waste room provides sufficient room to accommodate office waste from both public administration uses. Services area on ground floor is accessible from laneway and is sufficient to allow an MRV waste collection vehicle to enter and exist in a forward direction.  Refer to full waste management plan (operational) at Appendix K. | **Complies**  The proposal, including the provision of further information, has demonstrated adequate access and manoeuvrability for a garbage truck (HRV 12.5m) through the associated service lane. |
| d) Location requirements for Waste Storage Areas and Access  i) Where waste volumes require a common collection, storage and handling area, this is to be located:   * For commercial, retail and other development, on site in basements or at ground within discrete service areas not visible from main street frontages; * 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; and * Where a waste vehicle is required to enter the site, the access and circulation area shall be designed to accommodate a vehicle with the following dimensions:   + - Vehicle height 4 metres     - Vehicle length 10 metres     - Ramp width 4 metres     - Turning circle AUSTROADS template for HRV R=12.5m, Speed=5kph     - Axle height 9 tonne/axle |  | **Complies**  A waste storage area is located on the southern side of the building, accessed via the service lane from Crawford Street. This location ensures it is out of site when viewed from Crawford Street.  It is at grade with the service lane.  There is adequate access and manoeuvrability for a garbage truck (HRV 12.5m) through the associated service lane. |