Supplementary Assessment against Queanbeyan Development Control Plan 2012– Queanbeyan Civic and Cultural Precinct

As requested by Council, the following table provides a detailed assessment of the proposal against the relevant provisions of the Queanbeyan Development Control Plan (DCP) 2012.

Table 4.1 Assessment against Queanbeyan DCP 2012

<table>
<tr><th></th><th>Detail</th><th>Proposed</th><th>Complies?</th></tr>
<tr><td colspan="4">Part 2 – All Zones</td></tr>
<tr><td>2.1 Introduction</td><td></td><td></td><td>Noted</td></tr>
<tr><td colspan="4">2.2 Car Parking</td></tr>
<tr><td>2.2.6 Car Parking</td><td colspan="2">Areas included for parking calculations
<table>
<tr><th>Area Schedule – GFA Shafts, stair and lift voids, risers excluded</th><th>Area</th><th>Uses as per Parking DCP requirements</th></tr>
<tr><td colspan="3">Ground Floor – The Q</td></tr>
<tr><td>Bicentennial Extension</td><td>307m²</td><td>Community</td></tr>
<tr><td>Cafe</td><td>26m²</td><td>Commercial</td></tr>
<tr><td>Shopfront / Smart Hub / Lobby</td><td>643m²</td><td>Public Admin</td></tr>
<tr><td>Kiosk for Ticket Sales</td><td>2m²</td><td>Community</td></tr>
<tr><td>New Mezzanine – Bicentennial Community / Conference</td><td>1163m²</td><td>Community</td></tr>
<tr><td>Level 1 – Office</td><td>1562m²</td><td>Public Admin</td></tr>
<tr><td>Level2 – Office</td><td>1561m²</td><td>Public Admin</td></tr>
<tr><td>Level 3 – Office</td><td>1441m²</td><td>Commercial Office</td></tr>
<tr><td>Level 4 – Office</td><td>652m²</td><td>Public Admin</td></tr>
<tr><td>Level 5 – Office</td><td>676m²</td><td>Public Admin</td></tr>
<tr><td>TOTAL</td><td>8,033m²</td><td></td></tr>
</table>
Summary of Parking Requirements and Provisions
<table>
<tr><th>Total area by use</th><th>Area</th><th>Parking provision rates</th><th>No of spaces required</th><th>No of spaces provided</th></tr>
<tr><td>Community</td><td>1,472m²</td><td>To be assessed on a needs basis</td><td>Merit</td><td>7</td></tr>
<tr><td>Public Admin</td><td>5,094m²</td><td>1 space per 100m²</td><td>51</td><td>51</td></tr>
<tr><td>Commercial</td><td>1,467m²</td><td>1 space per 60m2</td><td>25</td><td>25</td></tr>
<tr><td>Service Vehicles</td><td>8,033m²</td><td>1 space per 4000m²</td><td>2</td><td>2</td></tr>
<tr><td>Replacement of existing public spaces</td><td>N/A</td><td>91 spaces</td><td>91</td><td>91</td></tr>
<tr><td>Total</td><td></td><td></td><td>169</td><td>176</td></tr>
</table></td><td></td><td>✓</td></tr>
<tr><td>2.2.7 Basement Parking</td><td>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.
• Basement parking areas are to be located directly under building footprints to</td><td>The proposed Basement Plan (DA-21-01) has a two way access ramp via Rutledge Street.

Refer to the Traffic Impact Statement provided Taylor Thompson Whittling on 26 June 2020.</td><td>✓

✓</td></tr>
</table>

	Detail	Proposed	Complies?
	maximise opportunities for deep soil areas unless the structure can be designed to support mature plants and deep root plants.	The basement parking area is located directly under the building footprint.	✓
	• Along active frontages, basement parking must be located fully below the level of the footpath.	The proposed basement is located beneath the footpath along Crawford Street, allowing the forecourt of the development to be an active frontage.	✓
	• 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.	The basement parking is contained wholly beneath the 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.	Mechanical ventilation will be provided for the basement.	✓
	• 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.	The proposed basement is below the flood 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.	Entry to and from the basement is 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.	Entry to the basement will be security controlled with a boom gate.	✓
2.2.8 Design of Service Vehicle Areas	1 per 4,000m² up to 20,000m² plus 1 space per 8,000m² thereafter =2.57 (3) delivery bays required. Enter and exit in a forward direction	Service areas have been designed for the largest vehicle (garbage truck). A single vehicle service lane is accessed off Crawford Street is provided. Refer to the Traffic Impact Statement provided Taylor Thompson Whittling on 26 June 2020.	✓ ✓
2.2.9 Access Ways Associated with Car Parking Areas			
2.2.9.1 Access Requirements	a) 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).	Access is provided from unnamed laneway to the public car park. This reduces traffic from Crawford Street as per Infrastructure SEPP and allows the frontage to Crawford Street to remain active for pedestrians.	Acceptable variation given the context of the site.

	Detail	Proposed	Complies?
2.2.9.2 Safety Considerations	a) Direct access across the boundary with a major road is to be avoided wherever possible. For the purpose of this DCP major roads include:- iv) Crawford Street (Monaro Street to Uriarra Road only). All other roads are minor. b) Auxiliary lanes, (deceleration and acceleration lanes) in certain circumstances, may need to be provided to minimise conflicts between entering/leaving traffic and fast moving through traffic. In many cases, right turn movements into a site may need to be banned, unless an exclusive right turn bay is provided.	Not applicable – this section of Crawford Street is not a major road.	N/A
2.2.9.3 Sight Distance	a) 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). b) Driveways are to comply with AS/NZS 2890.1 - 2004: Off-street car parking.	Sight lines for driveways are considered appropriate for the development and surrounding street network. Refer to the Traffic Impact Statement provided Taylor Thompson Whittling on 26 June 2020.	✓
2.2.9.4 Proximity to Intersections	a) Refer to AS/NZS 2890: Off-street car parking for requirements on the positioning of driveways near intersections.	Entry to public car parking and basement car parking are not in close proximity to intersections.	✓
2.2.9.5 Addressing Potential Conflicts	a) Where possible, avoid positioning driveways with high traffic volumes in the following locations: i) on major roads, ii) close to intersections, iii) opposite other developments generating a large amount of traffic (unless separated by a median), iv) where there is a heavy and constant pedestrian movement along the footpath v) where right turning traffic entering the facility may obstruct through traffic, vi) where traffic using the driveways interferes with or blocks the operations of bus stops, taxi ranks, loading zones or pedestrian crossings.	Driveways and laneway entrances are not located on major roads. The proposal includes sufficient distance from intersections for driveways and laneways. Where possible conflicts between pedestrian movements and vehicles have been designed out. A vehicle entrance to a one-way laneway off Crawford Street is proposed. This will be restricted to service vehicles only to limit conflict between traffic and pedestrians.	✓ ✓ ✓ ✓
2.2.10 Design of Access Driveways			
2.2.10.1 General Design Principles & Controls	1) position the entrance at the first vehicular driveway from the adjacent kerbside lane 2) avoid reversing movements into or out of public streets (except in the case of individual dwelling houses) 3) avoid arrangements which may result in on-street queuing	No reversing movements onto public streets are proposed. Sufficient entry to laneways and basements is proposed to avoid queuing. Parking is proposed within the development or adjacent with no	✓ ✓

	Detail	Proposed	Complies?
	4) 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 5) position each driveway so that it is clear of all obstructions, e.g. poles, trees, which may prevent drivers from having a timely view of pedestrians 6) 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% 7) signpost each driveway with appropriate entry, exit and keep left signs.	crossing of streets required by pedestrians. Driveways are clear of obstructions and have sufficient sight lines. The configuration of the basement entry via the laneway allows the driveway to level out at the site boundary. Each driveway, basement entry and laneway will be appropriately sign posted.	✓ ✓
2.2.10.2 Selection of Driveway Types	a) Applicants are referred to Section 6 of the RMS Guide to Traffic Generating Developments Version 2.2 for the design requirements for access driveways. b) Refer to Table 6.1 of the RMS guide for entry and exit driveway widths, and separation between the two where applicable. c) Refer to Table 6.2 for type of driveways to serve certain numbers of parking spaces. d) Council will specify the difference in level across the footway area for the development.	The Traffic and Parking Assessment has been prepared in accordance with the RMS Guide to Traffic Generating Developments Version 2.2. The site is identified as type 2-3 and subject to: - an entry width of 6m; - an exit width of 4-6m; and - a minimum separation of 1-3m of driveways. The driveway will service 101-300 car parking spaces.	✓
2.2.10.3 Splays and Kerb Returns	a) The use of kerb returns rather than splays is not supported and will only be considered in exceptional circumstances. b) Consider the following points when choosing splays for driveways: i) type of frontage road ii) volume of traffic iii) nature of the adjacent land use iv) volume of pedestrians crossing the driveway c) 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. d) 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).	Access to the basement entry is via the laneway. There is no kerb return proposed.	N/A
2.2.10.4 Acceleration and Deceleration Lanes		Not applicable	N/A
2.2.10.5 Right Turn Bays		Not applicable	N/A
2.2.10.6 Design of Internal Roads associated with Car Park Areas	a) 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.	An internal road is proposed to access the existing Lowe Street Car park off Rutledge Street. The internal road will be sign posted to limit the speed of traffic to 10km/h.	✓

	Detail	Proposed	Complies?
	b) 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.	The driveway and internal road off Rutledge Street have a width of greater than 5.5m.	
2.2.11 Traffic Control Within Developments	a) 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.	There are no internal (non-public) roads proposed. Carpark access is via the laneway from Rutledge Street.	N/A
2.2.12 Parking Area Design	a) 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. b) The design of these areas and tenant/customer parking areas is to conform to the relevant Australian Standards - Parking Facilities (AS/NZ 2890 series).	The Lowe Street Car park is an existing on-site off-street car park that will be utilised as part of the development. The proposal includes a basement car park with sufficient parking for the proposed public administration and commercial uses, as well as a service laneway on the southern side of the building. Refer to Architectural plans and Traffic Impact Statement.	✓
2.2.13 Construction of Car Parking Areas	a) All car parking areas are to be: i) 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. ii) Line marked into bays and sign posted as such in a reasonable permanent manner. iii) 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. iv) Landscaping shall be provided in all car parking areas.	Car parking areas will be constructed to an appropriate standard. Line marking and signposting will be provided to a suitable standard. Drained to stormwater system. Refer to drainage plans. Landscaping will be provided in parking areas. Refer to concept landscape plan.	✓ ✓ ✓ ✓
2.2.14 Service Vehicle Areas			
2.2.14.1 General Design Principles & Controls	a) The following design principles, however, are generally applicable to all service vehicle areas: i) 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 ii) service area should be a physically defined location which is not used for other purposes, such as the storage of goods and equipment	The laneway accessed off Crawford Street is restricted to service vehicles only. The laneway will be signed posted and access control provided. The one-way laneway is proposed to be provide an entry only to the site. Service vehicles can drive through to the Rutledge Street laneway.	✓

	Detail	Proposed	Complies?
	iii) separation of service vehicle and car movements should be a design objective, although such an arrangement may not always be feasible iv) all vehicles are to enter and leave a site in a forward direction v) internal circulation roadways should be adequate for the largest vehicle anticipated to use the site. b) In the case of existing buildings being redeveloped, it may not be possible for all the design principles to be met.		
2.2.14.2 Dimensions of Service Areas	a) 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 b) 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. c) 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. d) 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. e) 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.	The laneway off Crawford Street is a service laneway approximately 3.8m wide (based on Ground Floor Plan DA-21-02). This service laneway is proposed to be single direction only. Vehicles can park in the area adjacent to the building while loading/unloading. The service areas have been designed the largest vehicle (garbage truck). The service lane is not covered, aside from the cantilever of the mezzanine which is at a clearance of 4.57m. This is sufficient for the service vehicles that will use the laneway.	✓ ✓ ✓
2.2.14.3 Service Vehicle Manoeuvring Areas	a) 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.	Truck turning templates were provided to demonstrate compliance for access to the laneway off Crawford Street.	✓
2.2.15 Bus and Coach Parking			N/A
2.2.16 Pedestrians and Cyclists	a) 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	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.	✓

	Detail	Proposed	Complies?
	of pedestrians and vehicles eradicates this problem. b) Consideration should also be given to diverting cyclists around the entry and exit driveways. c) 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.	Pavement treatments will delineate the shared traffic areas.	✓
2.2.17 Bicycle Parking	a) Each development is to provide appropriate bicycle parking facilities either on-site or close to the development. b) The Australian Standards AS 2890.3: 2015 Bicycle Parking Facilities must be complied with.	On-site bicycle parking is provided for use by employees of the public administration building. Bike storage for 68 bikes is shown on DA-21-20 adjacent to the 'Civic Square'.	✓
2.3 Environmental Management			
2.3.1 Introduction			Noted
2.3.2 Objectives			Noted
2.3.3 Energy Efficiency and Conservation	Comply with Section J *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.	✓
2.3.4 Water Conservation	a) New dwellings, or developments which contain a residential component within a mixed use building or serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004. b) Each dwelling shall be provided with an individual water meter.	No dwellings are proposed.	N/A
2.3.5 Waste and Recycling	Non Residential Development: a) Development applications for all non-residential development must be accompanied by a waste management plan that addresses: i) Best practice recycling and reuse of construction and demolition materials.	Waste management plan is provided detailing management of waste, handling and storage. The waste room provides sufficient room to accommodate office waste from both public administration uses. Service area on ground floor is	Variation considered acceptable.

	Detail	Proposed	Complies?
	ii) Use of sustainable building materials that can be reused or recycled at the end of their life. iii) 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. iv) 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. v) 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. vi) 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.	accessible from laneway and is sufficient to allow an MRV waste collection vehicle to enter and exist in a forward direction. Waste quantities are based on the public administrative use of the site, which is not anticipated to generate large quantities of putrescible waste.	
2.3.6 Noise and Vibration	a) Development should be designed to minimise the potential for offensive noise. b) Noise buffering should not be provided by high fences, garages or blank walls to public streets. Where screening by these or similar methods is the only practical solution, the screen should be no greater than 50% of the street frontage. Such screening should have visual interest and retain some surveillance from the building behind the screen's entries, windows or balconies when practical. c) Where proposed noise sensitive development may be affected by existing noise generators the development should be designed to incorporate adequate shielding from those noise sources. d) Entertainment venues, hotels, clubs, cinemas and the like, either licensed or unlicensed, should prepare a plan of management including provisions to: i) Ensure patrons enter and leave the premises in a quiet and orderly manner whenever the premises are open to the public. ii) Manage noise levels within the premises to prevent an unreasonable effect on the amenity of the locality.	Plant and machinery are 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. A condition can be imposed to ensure compliance testing is completed prior to occupation.	✓

	Detail	Proposed	Complies?
	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. 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. g) Home based businesses should not generate unreasonable levels of noise beyond their property boundary.		
2.4 Contaminated Land Management			
2.4.1 Introduction			Noted
2.4.2 Objectives			Noted
2.4.3 Controls	a) 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. b) 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.	Refer to SEPP 55 Assessment. A Preliminary (Phase 1) Site Investigation (PSI) and Soil Contamination Assessment (SCA) are provided with the application. Both reports found that there is low potential risk form soil or groundwater contamination to human health of environment on the Site.	✓
2.5 Flood Management			
2.5.1 Introduction			Noted
2.5.2 Relationship to Other Plans, Policies and the Like	The New South Wales Floodplain Development Manual 2005 applies to land in the Flood Planning Area. The applicable clause from the Queanbeyan Local Environmental Plan 2012 is clause 7.2 – Flood Planning.		Noted
2.5.3 Objectives			Noted
2.5.4 Definitions			Noted
2.5.5 Controls for Flooding			Noted
2.5.6 Land within Flood Planning Area	a) All development shall be subject to the following conditions: i) 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. ii) Foundations - A certificate from a suitably qualified Engineer will be required to show	This can be provided at detailed design (Construction Certificate) stage.	✓ ✓

	Detail	Proposed	Complies?
	that forces transmitted by supports to the ground can be adequately withstood by the foundations and ground conditions existing on the site. iii) 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. b) Commercial/Industrial i) 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. ii) 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. f) No site shall be filled to a level higher than 2 metres below the flood planning level of such site. g) 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:	This can be provided at detailed design (Construction Certificate) stage. Council's Engineer has reviewed the proposal during the assessment of the DA and has agreed that the proposal would not cause upstream impacts on flood levels or velocity. Refer to hydraulic engineering report. Complies with flood planning level (500mm freeboard) min. RL576.02. Council's Engineer has reviewed the proposal during the assessment of the DA and has agreed that the construction of the basement below the flood planning level is acceptable. The fire stairs are considered to provide appropriate means of escape from the ground floor if the building were to be inundated by flood waters.	✓ ✓ ✓ ✓

	Detail	Proposed	Complies?
	Acetone, Celluloid, Magnesium, Ammonia, Chlorine, Nitric Acid, Benzine, Petrol, Phoshorus, Sodium, Sulphur, Potassium, Carbon, Disulfide, Hydrochloric Acid.		
2.5.7 Floodways			N/A
2.6 Landscaping	Landscape Plan required and to be prepared by a Registered Landscape Consultant. 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.	✓
Landscaping Controls 2.6.13 Landscape requirements for courtyards in multi dwelling housing			N/A
2.6.14 What Should Be Submitted With a Development Application?	1) Written declaration The landscape plan for Category 2 works shall be accompanied by: a) 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. b) Written declaration stating that the accredited landscape consultant prepared the plan. 2) Landscape Proposal & Detailed Landscape Plan 3) Elements of the natural environment 4) Management of Water on the Site (Preparation of a Soil, Water and Vegetation Management Plan) 5) Ground treatments 6) 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 7) Site layout 8) Built structures 9) Plant selection 10) Construction detail 11) Construction site management 12) 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. 13) On-going maintenance 14) Maintenance schedule for watering, weeding and fertilising if required, of plants, for successful establishment for 12 months.	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). The Sustainability Report indicates that the landscape irrigation will be provided with drip irrigation with moisture sensor override or use non potable water. An Erosion and Sediment Control Plan is provided as part of the civil drawings. Management steps are considered appropriate. The Landscape Plan provides an appropriate selection of plants of different species, sizes and maturity. Standard construction and detail drawings for mass planting beds, and mulching details, paths, steps, retaining walls can be provided demonstrating the design is capable of complying.	✓ ✓ ✓ ✓ Capable of compliance
2.6.15 Plans	A landscape plan for Category 2 work shall be accompanied by a statement of design intent which reflects how the proposed landscaping	The landscape plan includes a statement of intent that identifies how the proposed landscaping meets	Noted

	Detail	Proposed	Complies?
	meets the relevant objectives and provisions of the applicable LEP's, DCP's and the Site Analysis Plan, where appropriate.	the relevant objectives and provisions of the applicable LEP's, DCP's and the Site Analysis Plan, where appropriate.	
2.7 Erosion and Sediment Control			
2.7.1 Introduction			Noted
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: o any areas that may have the potential for serious erosion or sedimentation and the proposed management details o 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.	The application is accompanied by a Sediment and Erosion Control Plan that includes all the relevant details.	✓
2.7.3 Soil and Water Management Plans	A 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	Accompanied by Sediment and Erosion Control Plan – refer to Civil Engineering drawings.	✓

	Detail	Proposed	Complies?
	• 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.		
2.7.3.1 Consultation with Council and Other Government Authorities.	Consultation throughout the entire process is also necessary with the Council and other Government Authorities such as the NSW Office of Environment and Heritage (Soil Conservation Service) and the NSW Environment Protection Authority.		Noted
2.7.3.1.1 Specific Requirements for the Subdivision of Land	1) Where subdivision involves site clearing the following principles apply:- i) clearing and reshaping of land is to be integrated with layout design and the retention of vegetation. Consequently clearing is to be limited to the minimum. ii) all cleared lands including those cleared prior to any subdivision works should be stabilised if they are to remain exposed for more than 14 days. Stabilisation includes the use temporary vegetation and mulch; iii) each stage is to be progressively revegetated as it is completed; iv) in most circumstances stick rakes are to be used for clearing in lieu of a dozer blade for minimal disturbance of topsoil; and v) in critical areas and in vicinities close to drainage reserves, waterways and buffer areas, there should be the retention and stockpiling of small branches, leaf matter and other particulate residues collected from the disturbed areas which can be spread over disturbed soils as part of rehabilitation works. 2) Topsoils should be stripped from the areas that need to be disturbed and stockpiled for re-vegetation purposes after construction. 3) Other details to be includes in the SWVM Plan shall detail: i) Any temporary diversion works;	The Erosion and Sediment Control Plan addresses soil and water management. An Upstream Stormwater Diversion Plan is also provided.	✓

	Detail	Proposed	Complies?
	ii) Any temporary erosion and sediment control structures; iii) Any permanent sediment and pollution control structures; iv) Any other stormwater drainage facilities.		
2.8 Guidelines for Bushfire Prone Areas			N/A
2.9 Safe Design			
2.9.1 Introduction			Noted
2.9.2 Objectives			Noted
2.9.3 Controls	a) 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. b) Pedestrians and cycle thoroughfares are reinforced as safe routes through: i) appropriate lighting ii) casual surveillance from the street iii) minimised opportunities for concealment iv) landscaping which allows clear sigh-lines between buildings and the street v) avoidance of blind corners c) Site planning, buildings, fences, landscaping and other features clearly define public, common, semi-private and private space.	Buildings have been designed to provide opportunities for passive surveillance to the public areas. Pedestrians thoroughfares are reinforced as safe routes with appropriate lighting, casual surveillance opportunities from the street. Landscaping and the design of the public forecourts minimis minimised opportunities for concealment and avoid blind corners. Landscaping clearly define public, common, semi-private and private spaces.	✓
2.10 Subdivision			
2.10.1 Introduction			Noted
2.10.2 Relationship to Other Plans, Policies and the Like			Noted
2.10.3 Objectives			Noted
2.10.4 General Subdivision Submission Requirements for rural and environmental zones			N/A
2.10.5 Controls			
2.10.6 General Design & Controls			
2.10.7 Lot Size and Design			N/A
2.10.8 Flora and Fauna			N/A
2.10.9 Natural Hazards	a) Application of measures which minimises risks to future development and users from slip, bushfire, flood and other natural hazards.	Natural hazards have been considered and risks minimised during the design of the proposal.	Complies

	Detail	Proposed	Complies?
	b) Implementation of design and construction measures designed to achieve and comply with the relevant provisions of the Queanbeyan LEP 2012.		
2.10.10 Contamination	a) Where required Implementation of measures designed to remediate land to a standard suitable for occupation. b) Implementation of measures designed to achieve and comply with the relevant provisions of the applicable local environmental plan	A Preliminary (Phase 1) Site Investigation (PSI) and Soil Contamination Assessment (SCA) are provided with the application. Both reports found that there is low potential risk form soil or groundwater contamination to human health of environment on the Site.	✓
2.10.11 Stormwater Management and Drainage	a) Stormwater and drainage systems shall be designed and engineered to meet the Objectives.		✓
2.10.12 Aboriginal & European Heritage	a) Subdivision layouts which respect the heritage significance or heritage items or sites within heritage conservation areas. b) Subdivisions which are designed to preserve archaeological sites or potential archaeological deposits by siting them in future public areas away from works likely to adversely affect them. c) Measures undertaken as part of the subdivision to ensure compliance with any applicable statutory requirements.	The Site is adjacent to three Heritage Items, all of which front Crawford Street: • Former School of Arts building (Item I47) • Former fire station, a historical building with frontage to Crawford Street (Item I50) • Dutton's Cottage, a historical building with frontage to Crawford Street (Item I51) The proposed Subdivision Plan seeks to consolidate several lots to create a large lot that will contain the Former School of Arts, Bicentennial Hall, Q Theatre, Lowe Street Car Park and the subject proposed building and public plaza. A second consolidation will occur which includes the Former Fire Station, Duttons Cottage and creates a lot taking in the corner of Crawford and Rutledge Streets. Refer to the Statement of Heritage Impact which was provided with this application.	✓
2.10.13 Roads, Traffic (vehicles, cyclists & pedestrians) and access	a) Subdivisions designed so that allotments along a main and arterial road have access from a local or secondary road. b) Subdivisions designed to maximise the safety of pedestrians using the road reserve. c) Subdivisions which are designed to comply with any applicable legislative requirements. d) Provision of footpaths in accordance with the Queanbeyan Section 94 Contribution Plan 2012. e) Provision of an off road cycleway where required in accordance with the Queanbeyan Section 94 Contribution Plan 2012. f) Compliance with the Queanbeyan Palerang Regional Council design and engineering	All lots have a frontage to a public road. This is central to the design of the development. Footpath replacement would be subject to Council conditions. Not required	✓ ✓ ✓ ✓

	Detail	Proposed	Complies?
	specifications applicable to roads, crossings, footpaths, cycleways, bus shelters and the like. g) Provision shall be made for coinciding physical and legal access to all proposed lots.	Assessed by Council to be acceptable. All lots have a frontage and legal access to a public road.	✓
2.10.14 Solar Access and Lot Orientation	a) Subdivision blocks and allotments which are orientated and have lengths and widths which provide opportunities for maximum solar efficiency when developed.	Not applicable to commercial development	N/A
2.10.15 Service Provision	a) Provision of all essential services including facilities for stormwater and sewerage disposal. b) Use of shared trenches. c) Use of infrastructure which reduces greenhouse gas emissions. d) Use of infrastructure which reduces water consumption. e) Subdivisions (and subsequent buildings) should allow for the incorporation of infrastructure for the use of digital and smart technology as an integral part of the overall design process.	Servicing reconfiguration to existing buildings will be considered at Construction Certificate stage.	✓
2.11 Airspace Operations and Airport Noise			N/A
2.12 Tree and Vegetation Management		Landscape plan provided. Tree protection can be included in conditions of consent.	✓
2.12.1 Introduction			Noted
2.12.2 Relationship to Other Legislation and Controls			Noted
2.12.3 Objective			Noted
2.12.4 Land to Which this Section Applies	Land zoned Business		Noted
2.12.5 Exemptions			N/A
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	Permit required if height over 6m or canopy over 3m. • Permit required if a 'significant tree'. • Otherwise permit not required. • Request for permit to remove tree due to poor health may need to be supported by evidence (such as an Arborist report. Request for permit to remove a tree due to it causing structural damage may need to be supported by evidence (such as a structural engineering report).	The proposed development requires the removal of 7 trees. The Landscape Plan identifies 12 trees, of which 5 will be retained. The retained species are pin oaks and one London Plane tree on the Crawford Street frontage and they will be integrated into the proposed forecourt.	✓
Part 4 – Heritage and Conservation			
4.1 Introduction			Noted
4.2 How to Use this Part			Noted

	Detail	Proposed	Complies?
4.3 Types of Heritage	a) Places of State significance. b) Places of local significance. c) Places in the Heritage Conservation Area, including local, contributory and non-contributory places. d) Places in the vicinity of a heritage item (or Heritage Conservation Area). e) Places of potential heritage significance.	The Site is adjacent to three Heritage Items, all of which front Crawford Street: • Former School of Arts building (Item I47) • Former fire station, a historical building with frontage to Crawford Street (Item I50) • Dutton's Cottage, a historical building with frontage to Crawford Street (Item I51) Ground floor materials include red brick to reference the surrounding heritage items. Refer to the Statement of Heritage Impact which was provided with this application.	Noted
4.3.4 Vicinity of a Heritage Item			Noted
4.3.5 Potential Heritage Significance			Noted
4.3.6 Definitions			Noted
4.4 The Controls			Noted
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. 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. c) Signs on the edge or face of awnings shall be no greater in height than 50% of the height of the awning and set in from the edge. The surrounding background colour shall be continuous across the whole of the awning. The height of awnings shall not be increased by the addition of false panels etc.(Figure 7) 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.	Council logo signage is proposed, facing into the forecourt and within the building overhang. The proposed signage location is not considered to have a negative impact on heritage character of surrounding buildings or the Crawford Street streetscape. Commercial signage is proposed within the forecourt of the building. The size and location of the signage is considered appropriate for the development. The fixing of signage will not compromise the overall appearance of the building.	✓ ✓ ✓ ✓

	Detail	Proposed	Complies?
	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. f) Signage will also need to comply with State Environment Planning Policy No 64 - Advertising and Signage (SEPP 64). g) Signage is not to cover/obscure architectural detailing or elements.	A free standing sign is proposed in the forecourt for the Q Theatre. The size and location of this sign is considered appropriate for the development. Signage complies with SEPP 64. A separate assessment against SEPP 64 was provided in the SEE. Signage is incorporated into building elements.	✓ ✓
4.5 Alterations and Additions to Heritage Items and to All Places in the Heritage Conservation Area and the vicinity		The proposal does not propose any alterations or additions to heritage items.	N/A
4.6 New Buildings (Dwellings and Commercial)			Noted
4.6.1 New Buildings in Heritage Conservation Area			N/A
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. 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. 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. 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.	The Heritage Impact Statement included at Appendix G concludes that the new building has been designed to sympathetically address the adjacent heritage items. N/A 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.	✓
4.6.3 Scale, Proportion and	a) A new building in the vicinity of a heritage item and/or Conservation Area must not	Whilst the overall scale of the building is very different to the scale of original	✓

	Detail	Proposed	Complies?
Bulk of New Buildings	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. 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. 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. (Figure 19). e) Vegetation screens are not to be used as an excuse to permit poor or unsympathetic development within close proximity of a heritage boundary	buildings in the streetscape, it responds meaningfully to the dominant pattern of the streetscape with two narrower building forms, visually separated in the streetscape. Podium of the new building is brick and will relate to the materiality of the adjacent heritage items. N/A	✓
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. 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. 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 (Figures 20 and 21).	The heritage items adjacent to the new building both have zero front setbacks. The new building has been setback to provide a forecourt and allow views within the public realm of the Council Chambers and the fire station. N/A A laneway is proposed to provide separation between the new building and the former fire station to the south.	✓
4.7 Demolition			N/A
4.8 Change of Use			N/A
4.9 Subdivision of Land	a) Subdivision should be consistent with the predominant historic subdivision pattern in the locality or street. 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. c) Subdivision in rural areas should retain a suitably sized curtilage surrounding the heritage item. d) Subdivision should not lead to, or have the potential to result in, a degradation of the heritage values of items or streetscapes. e) Proposed subdivision should be preceded by a heritage impact statement that identifies all heritage and landscape attributes and	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. N/A No battle-axe proposed. N/A Changes to side and rear boundaries as a result of subdivision is likely to impact on the curtilage of the former Fire Station. This is addressed in the	Acceptable given the nature of the uses and the physical context of the heritage items within the CBD.

	Detail	Proposed	Complies?
	shows how the proposal will respect the significance of the heritage item.	Heritage Impact Statement (Appendix G).	
Part 6 – Central Business District and Other Business Zones			
6.1 Introduction			Noted
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. 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. c) 'Gateway' development is provided at nominated locations at the entry points to Queanbeyan from the north, east, and west. d) Landmark development is encouraged at key or prominent locations, including south-east corner of Lowe and Monaro Streets; north-west corner of Morisset and Collett Streets; Collett Street frontage to Rutledge Street Car Park. e) Vehicular routes, movements, and speeds (especially heavy vehicles) are managed to support high pedestrian amenity, particularly on Crawford, Monaro, and Morisset Streets. f) New development contributes to upgrades and updating of existing civic spaces. g) Crawford Street (between Morisset and Monaro) and Collett Street, in addition to Monaro Street become a key focus of town activity.	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. The subject site is not identified for a 'gateway' development. However, the proposal is considered to represent outstanding architectural merit and will create a landmark building.	✓
6.2.2 Height of Buildings	a) To comply with Clause 4.3 QLEP 2012	The subject site has two maximum heights permitted by QLEP. The eastern portion of the site has a maximum height of 25m while the western portion of the site has a maximum height of 30m. 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.	The proposal seeks justification to exceed the height limit using Clause 4.6 to vary the development standard.
	b) Ground and First Floor minimum ceiling height of 3.3 m to provide flexibility of use c) Other floors minimum 2.7 m	Ground and First Floor ceiling height: 4.13m and 3.9 m, respectively Minimum 3.8 m	✓ ✓
	d) Buildings in the CBD (Monaro Street and Crawford Street) maintain a visual perception	The proposed development adopts a pedestrian scale to Crawford Street by	✓

<table>
<tr><th></th><th>Detail</th><th>Proposed</th><th>Complies?</th></tr>
<tr><td></td><td>of 2 storey development along the street frontages with defined podiums no higher than 2 storeys (allowing for additional roofline articulation).</td><td>providing an 14m setback to the tower, above a two storey podium.

Building height consistently presents as a 4 and 7 storeys on the Crawford Street frontage and does not include podiums to break up development. This provides a better outcome for the heritage character of Crawford Street, as the building can take a more slender appearance, rather than adding two storey bulk.</td><td></td></tr>
<tr><td>6.2.2 Building Heights and Setbacks</td><td>e) Setbacks fronting Crawford Street

Front / Rear/Side
Up to 2 storeys: Front Zero, Rear/Side Zero
3-8 storeys: Front 20 m, Rear/Side 6 m</td><td>Minimum setbacks:

Front / Rear/Side
Level G, 1: Front 4.93 m, Rear/Side 2.21 m
Level 2 - 5: Front 14.7 m, Rear/Side 2.21 m & 11.69 m</td><td>Variation considered appropriate</td></tr>
<tr><td></td><td></td><td>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.</td><td></td></tr>
<tr><td></td><td>f) Higher structures should be set back to avoid overshadowing and impression of bulk</td><td>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, however by placing the additional height to the north of the site, additional shadow is minimised.</td><td>Variation considered appropriate</td></tr>
<tr><td rowspan="5">6.2.3 Architectural Character
6.2.4 Floor Space
6.2.5 Robust Building Design
6.2.6 Corner Sites
6.2.7 Awnings and Verandahs
6.2.8 Active Street Frontages</td><td>a) Horizontal elements are incorporated into the design of each level to give a sense of legible scale to the building.</td><td>Horizontal articulation defines each floor of the development.</td><td>✓</td></tr>
<tr><td>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.</td><td>Windows are generally on the same plane as the main façade, but are broken up with frames, louvres and sunshades.</td><td>Variation considered appropriate for a commercial building.</td></tr>
<tr><td>c) Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.</td><td>The proposed development incorporates glazing at the ground floor to promote an active frontage.</td><td>✓</td></tr>
<tr><td>d) Materials, texture, vertical and horizontal elements, and colour are also used to complement the articulated façade.</td><td>A variety of materials and texture have been incorporated into the design including brick, off form concrete, glass and steel.</td><td>✓</td></tr>
<tr><td>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.</td><td>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.</td><td>✓</td></tr>
<tr><td>f) Sloping roofs where visible should be profiled metal, painted non-reflective. Double storey verandahs should match the existing verandahs in Monaro Street.</td><td></td><td>N/A</td></tr>
</table>

	Detail	Proposed	Complies?
	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.	✓
	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.	✓
	i) Adaptive reuse of existing buildings is encouraged.		N/A
	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.	✓
	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.	Crawford street is not a retail street.	N/A
	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.	N/A
	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. 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.	External walls to be constructed of face brick and glass. Materials and finishes selection includes appropriate low maintenance and highly durable materials.	✓
	o) Expanses of any single material is to be avoided to assist articulation and visual interest.	Variety of materials used.	✓
	p) Highly reflective finishes and curtain wall glazing are not permitted above ground floor level.	Glass facades include sun shades, louvres and framing the break up single materials.	
	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.	✓
	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 street wall/continuous façade. Separation to the heritage items is appropriate.	✓
	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.	✓
	t) Facades should be designed with an appropriate scale, rhythm and proportion	Integration with the Bicentennial Hall and surrounding buildings to the	✓

	Detail	Proposed	Complies?
	which responds to the building's use and the designed contextual character.	north, allows for the creation of a continuous façade.	
	To comply with Clause 4.4 QLEP 2012	Complies with maximum FSR of 3:1. A total gross floor area of 9,207m² is indicated, representing an FSR of 0.73:1.	✓
	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.	4.57 m floor to ceiling heights for ground and first floor will enable flexibility in future use.	✓
	b) Adaptive re-use of buildings is encouraged.		N/A
	c) A proportion of residential dwellings have layout and access that adapts to changing needs of residents over time		N/A
			N/A
			N/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 7.8 Active street frontages (1) The objective of this clause is to promote uses that attract pedestrian traffic along certain ground floor street frontages in Zone B3 Commercial Core. (2) This clause applies to land identified as "Active street frontage" on the Active Street Frontages Map. (3) Development consent must not be granted to the erection of a building, or a change of use of a building, on land to which this clause applies unless the consent authority is satisfied that the building will have an active street frontage after its erection or change of use. (4) Despite subclause (3), an active street frontage is not required for any part of a building that is used for any of the following— (a) entrances and lobbies (including as part of mixed use development), (b) access for fire services, (c) vehicular access. (5) In this clause, a building has an active street frontage if all premises on the ground floor of the building facing the street are used for the purposes of business premises or retail premises.	This site is identified as "Active street frontage" on the Active Street Frontages Map. The proposal has been assessed against Clause 7.8 and complies.	✓

	Detail	Proposed	Complies?
	b) Active street frontages can be achieved by a combination of the following at street level: i) Entries to retail/commercial uses; ii) Well designed shop fronts; iii) Glazed entries to residential lobbies on the ground floor associated with shop top housing occupying less than 50% of the street frontage; iv) Café or restaurant if accompanied by an entry from the street; v) Active office uses such as reception if visible from the street; and vi) 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. 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.	✓
	d) Roller doors, security grills and other similar devices which obscure shop fronts on either a temporary or permanent basis will not be supported.	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.	The Crawford street frontage inclusive of the forecourt area, is designed at the pedestrian scale and maximises pedestrian safety	✓
	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.	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.	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.	✓
	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.	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.	Colours are to respond to existing streetscape character and surrounding heritage items.	✓

	Detail	Proposed	Complies?
	d) Avoid sombre brown/beige colours	Colours are to respond to existing streetscape character and surrounding heritage items.	✓
	e) Materials not favoured include: metal siding, heavy timber frame, exposed concrete, manganese and klinker brick.	The proposal includes 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.	Variation considered appropriate
6.2.10 Private Open Space			N/A
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.	✓
	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.	The proposed development includes the provision of a public forecourt on Crawford Street and the public plaza at the rear of the site.	✓
	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.	✓
	e) Overshadowing of open space areas is to be minimised, particularly private open space for residential premises.	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.	✓
6.2.12 Streetscape 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	✓
	b) Provide kerb and gutter along the total road frontage of the site, including road shoulder construction where necessary.	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.	Heavy vehicle movements are unclear in the Civil Works package.	Capable of compliance

	Detail	Proposed	Complies?
	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.	Condition of consent.	Noted
	e) Street tree planting is to be provided and not impeded by any structure such as awnings.	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 are to be retained in Crawford Street where possible, including the significant tree within the forecourt adjacent to the Council Chambers	✓
	g) Streets are designed to be safe, with minimal obstacles unless for safety purposes.	The proposed utilises an existing unnamed lane from Rutledge Street for general vehicle access 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 are proposed to be retained in Crawford Street, where possible.	✓
6.2.13 Advertisements and Signage	a) Comply with *SEPP 64 – Advertising and Signage*	An Assessment against SEPP 64 has been undertaken and confirms that the proposed signage complies with SEPP 64. Proposed signage detail comprises business identification signage and is integrated into the building design.	✓
	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.	✓
	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 LEP 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.	✓
	f) Signage shall accurately reflect the lawful use of the site.	Signage is to identify the two building tenants; the Q theatre and QPRC.	✓
	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	✓
	h) Signage shall be located in areas which do not create a hazard to motorists and pedestrians.		

	Detail	Proposed	Complies?
	i) Where possible, existing signage shall be rationalised to avoid visual clutter caused by a proliferation of signs.	the intended tenant/services are clearly communicated. The location of proposed signs will not create a hazard to motorists and pedestrians.	
	j) Pole or pylon signs (erected on a pole or pylon independent of any building or other structure): • Shall be limited to one per premises. • Shall not project over a road alignment. • Shall have a maximum overall height of 6m and a minimum overall height of 2.6m. • Shall have a maximum area of 6m2. • Shall not be supported along Crawford Street between Morisset Street and Rutledge Street.	The kiosk includes signage for the Q Theatre. This sign is considered a pylon however it is not independent of the structure. The sign is located within the public forecourt and is acceptable in scale.	✓
6.2.14 Heritage Sites	a) Compliance with the requirements of clause 5.10 of QLEP 2012.	See above.	✓
	b) Buildings that are listed as items of environmental heritage are to be protected.	A Heritage Impact Statement was submitted with this application. 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.	✓
	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	✓
	d) In the case of redevelopment, the significant fabric (e.g. façade, window awnings) should be retained and sympathetically incorporated into the new development.		N/A
	e) Important landscapes should also be protected.	No significant landscape is to be adversely impacted as a result of the development.	N/A
	f) Preserve the "Tree of Knowledge" and incorporate into streetscape enhancement in that area.	The site does not impact the Tree of Knowledge	N/A
	g) Heritage Assessment to be submitted with a Development Application for demolition or partial demolition where buildings are built prior to 1960.	No demolition of heritage items is proposed.	N/A
	h) New development should respect the scale and architectural themes of nearby or adjacent heritage buildings, while still being modern and contemporary.	A Heritage Impact Statement was submitted with this application. 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	✓

	Detail	Proposed	Complies?
		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.	
	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.	A Heritage Impact Statement was submitted with this application. The proposed development is designed to maintain the traditional grid pattern of Queanbeyan Streets.	✓
	j) Views to Queens Bridge are to be maintained or facilitated wherever possible.	The Queens Bridge is not visible from the site.	N/A
	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.	
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.	✓
	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.	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.	The subject site does not front Loew of Collett Streets	N/A
	f) All existing connections and pathways through sites are to be maintained or replaced.	Existing connections through the site are enhanced with the public forecousrt proposed for the Crawford Street frontage.	✓
	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.	✓
	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.	✓
	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.	✓
	j) Boulevard planting encourages pedestrian movement towards and along the River and is to be pursued on sites where this is appropriate.	The subject site is not located near the River.	N/A
6.2.16 Safety and Security	a) Compliance with the applicable provisions of clause 2.9 of this DCP.	CPTED principles considered during the design.	✓

	Detail	Proposed	Complies?
		Buildings have been designed to provide opportunities for passive surveillance to the public areas. Pedestrians thoroughfares are reinforced as safe routes with appropriate lighting, casual surveillance opportunities from the street. Landscaping and the design of the public forecourts minimis minimised opportunities for concealment and avoid blind corners. Landscaping clearly define public, common, semi-private and private spaces.	
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.	The proposal establishes a 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.	✓
	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.		N/A
	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.	✓
	e) Sunlight access to public spaces is protected and enhanced.	The Shadow Diagram demonstrates minimal overshadowing of the public plaza on the winter solstice.	✓
6.2.18 Hazards	a) Flooding – Where the land is identified as flood prone, on Map FLD_ 005 of Queanbeyan Local Environmental Plan 2012 design compliance is required in accordance clause 7.5 of Queanbeyan Local Environmental Plan 2012 as well as in accordance with clause 2.3 of this development control plan. A Flood Risk Report (which identifies proposed measures to evacuate and protect goods, property, equipment and electrical outlets) may need to accompany an application showing compliance with Council's standards.	Refer to LEP assessment and flood impact statement.	✓
	b) Geotechnical – A preliminary geotechnical assessment undertaken by a qualified consultant may be required for certain developments to determine foundation suitability.	A preliminary geotechnical assessment was provided with the application.	✓
	c) Contamination – Contaminated land is land which represents or potentially represents an	A Preliminary (Phase 1) Site Investigation (PSI) and Soil	✓

	Detail	Proposed	Complies?
	adverse health or environmental impact because of the presence of potentially hazardous substance. Development Applications for contaminated land will be assessed in accordance with clause 2.2 of this development control plan provisions of the Contaminated Land Management Act 1997, State Environmental Planning Policy No. 55 – Remediation of Land and Managing Land Contamination Planning Guidelines 1998 by Department of Urban Affairs & Planning & Environment Protection Authority. Contaminated land may be required to be remediated prior to development proceeding on site. Remediation shall involve the treatment, mitigation, remediation and validation of the contaminants. You will need to submit with your application information to identify any past or present potentially contamination activities, provide a preliminary assessment of any site contamination and, if required, provide a basis for a more detailed investigation. A preliminary investigation is not necessary where it can be demonstrated that the past and present use of the site is unlikely to have resulted in contamination.	Contamination Assessment (SCA) are provided with the application. Both reports found that there is low potential risk form soil or groundwater contamination to human health of environment on the Site.	
6.2.19 Solar Access and Overshadowing	a) Development is to minimise any overshadowing of public or civic spaces such as outdoor eating areas.	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.	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.	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.	✓
6.2.20 Acoustic and Visual Amenity	a) Provide adequate building separation to maximise acoustic and visual privacy between buildings on site and adjacent buildings.	Adequate separation is provided to maximise acoustic and visual privacy between the proposed building and adjacent buildings.	✓
	b) Design building and internal layout to reduce noise within and between dwellings;	No dwellings proposed	N/A
	c) Locate windows and walls away from noise sources or use buffers where separation cannot be achieved;	No noise sources likely to impact commercial / public administration use of the building.	N/A
	d) Locate windows to avoid direct or close views into the windows, balconies or private open space of adjoining dwellings.	No dwellings proposed	N/A
	e) Provide suitable screening structures or plantings to minimise overlooking from proposed dwellings to the windows, balconies or private open space of adjacent dwellings or those within the same development.	No dwellings proposed	N/A
	f) Provide visual separation between non-residential use and dwellings.	Sufficient visual separation between non-residential use and existing residences is proposed.	✓

	Detail	Proposed	Complies?
	g) Arrange dwellings within a development to minimise noise transmission between units.	No dwellings proposed	N/A
	h) Development fronting Monaro or Crawford Street must incorporate noise mitigation measures in accordance with Environment Protection authority – Environmental Criteria for Road Traffic Noise 1999.	This does not apply to this section of Crawford Street, which does not meet the traffic volumes of a classified road.	N/A
	i) Building design mitigates acoustic issues where possible through strategic location of nonhabitable spaces, unless habitable rooms are desirable in that location due to overriding considerations such as casual surveillance, amenity, views and outlook.	No dwellings proposed	N/A
	j) Where building design cannot mitigate acoustic impacts, soundproofing is provided in accordance with the Building Code of Australia, and may include double glazing and insulation.	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.	✓
	k) New residential development is not to have an adverse amenity effect upon existing non-residential uses. For example, new residential development should not occur nearby to existing high noise-generating uses unless sufficient evidence is provided to demonstrate that the new residential building can sufficiently mitigate noise impacts.	No dwellings proposed	N/A
	l) New non-residential uses with longer operating hours (i.e. café or restaurant) establishing near residential development shall incorporate acoustic measures to ensure no adverse impact upon residential amenity. An acoustic report may be required to be provided to document and prove this mitigation as part of the development application.	The proposed development will operate during office hours. With connections proposed to the existing Q Theatre.	✓
6.2.21 Landscaping Acoustic and Visual Amenity	a) Comply with the general principles outlined in clause 2.6 of this DCP whilst using low maintenance trees and shrubs.	See assessment at Section 2.6 above.	✓
	b) Provide for deep rooted tree planting along side boundaries.	Sufficient deep root planting is provided.	✓
	c) Provide for a minimum 50% of landscaped areas as soft landscaping elements such as gardens, lawns shrubs and trees.	A minimum of 50% of landscaped areas as soft landscaping elements such as gardens, lawns shrubs and trees are proposed.	Variation considered acceptable.
	d) Provide appropriate landscaped areas by roof terraces, balconies etc;	A roof top garden is proposed	✓
	e) Use planting to create a buffer against cold winter winds or to direct cooling breezes in summer in to living spaces and outdoor recreation and leisure spaces.	Sufficient planting is provided that creates a buffer against cold winter winds.	✓
	f) Design front gardens/planting zones that will soften and complement the view of the buildings from the street;	The proposed planting zones will soften and complement the view of the buildings from the street.	✓
	g) Use landscape and planting to define dwelling entries in a way that does not obscure them;	No dwellings proposed	N/A

	Detail	Proposed	Complies?
	h) Plant new trees where possible to complement the streetscape.	Proposed landscaping includes trees that complement the existing streetscape on Crawford Street.	✓
	i) Provide opportunities for deep planting onsite where screening car parking, or for street trees and these deep planting zones are to be protected as part of the development.	Sufficient opportunities for deep root planting are provided.	✓
	j) Use planting to create favourable microclimate conditions and to reduce required energy use through heating or cooling.		Noted.
	k) Apply selective use of vegetation to provide screening for privacy purposes and to mitigate and soften hardscape areas and/or to provide desirable shade.	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).	✓
	l) Protect existing mature trees and their canopies as part of the development.	Existing trees are proposed to be retained where possible.	✓
6.2.22 Amalgamation and Staging of Development	a) Development shall not leave isolated sites unable to be developed in the future (due to limited access, narrow frontage – less than 20m, etc) unless the longevity of the remaining isolated building can be demonstrated (i.e. heritage building). If the isolated site cannot be integrated, documentation must be provided to demonstrate attempts to purchase and integrate the site, as well as identifying how the isolated development could develop in the future.	The consolidates existing lots for a more efficient use of land within the CBD. No isolated sites will result as part of this development.	✓
	b) Redevelopment shall consider the need for integration with adjoining future development, including access. A structure plan or concept plan may be required for initial development sites to ensure that appropriate consideration has been given to future development potential and this DCP or related Central Business District Master Plan.		Noted.
	c) The commercial reality of the side boundary setbacks outlined above means that amalgamation of sites less than 30m in width is effectively rewarded by means of achievable height and floor space. On sites less than 20m in width, feasible tower development cannot be achieved within the required setbacks.		N/A
	d) Any further subdivision of existing allotments in the CBD should be discouraged for the reasons outlined above, rather consolidation is encouraged. Any such proposal will be considered upon merit.		Noted.
6.3 Car Parking, Access and Servicing			
6.3.1 Required on Site Car Parking	a) Compliance with the relevant controls in clause 2.2 of this DCP.	Addressed in clause 2.2 of this DCP	✓
6.3.2 Vehicular Access and		Addressed in clause 2.2 of this DCP	✓

	Detail	Proposed	Complies?
Loading/Unloading			
6.3.3 Change of Use			N/A
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.	✓
	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. The application was accompanied by a BCA Compliance report that certified the building is capable of complying with Part D3 Access for People with a Disability.	✓
	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. The application was accompanied by a BCA Compliance report that certified the building is capable of complying with Part D3 Access for People with a Disability.	✓
	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 to the existing streetscape and surrounding heritage items.	✓
	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. The application was accompanied by a BCA Compliance report that certified the building is capable of complying with Part D3	✓
6.3.5 Site Facilities and Services	a) Mailboxes i) Provide letterboxes for residential building and/or commercial tenancies in one accessible location adjacent to the main entrance of the development. They should be integrated into the wall where possible and be constructed of materials consistent with appearance of the building; and ii) Letter boxes shall be secure and large enough to accommodate articles such as newspapers.	Mailbox will be appropriately located within the development, if required.	✓

	Detail	Proposed	Complies?
	b) Communication structures, air conditioners and service vents i) 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. ii) 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.	✓
	c) Waste and Recycling Storage and Collection General (all development) i) 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. ii) Waste storage areas are to be designed to: • Ensure adequate driveway access and manoeuvrability for any required service vehicles; • 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 • Screened from the public way and adjacent development that may overlook the area. iii) 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. The waste management plan, demonstrates 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 iv) Where waste volumes require a common collection, storage and handling area, this is to be located: • For residential flat buildings, enclosed within a basement or enclosed car park; • 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	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.	✓

	Detail	Proposed	Complies?
	• 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 length 10 metres Vehicle height 4 metres Ramp width 4 metres Turning circle AUSTROADS template for HRV R=12.5m, Speed=5kph Axle height 9 tonne/axle		
6.4 Residential Development Controls			N/A
6.5 Other Business Zones (excepting those in South Jerrabomberra and Googong)			N/A