DCP Compliance Table

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

Control	SEE/Supporting Technical Document	Compliance
Part 2 – All Zones		
Section 2.2 Car Parking		
a. Car parking is to be provided for all development in accordance with Table 1. An assessment will be undertaken of development types that are not explicitly listed. For developments incorporating different categories of uses, a separate calculation will be made for each component.	Considered as part of the Transport and Parking Assessment **Appendix G**. Refer also Plans **Appendix A** and ADG Statement **Appendix B**.	Parking issue was raised in the initial DCR. Noted that Part 2 and Part 3D of the DCP are inconsistent. Further the ADG has a different rate for outer regional areas. Parking under Tale 1 is: Commercial premises/shop in the CBD – 1 per 60sqm. GFA 627sqm = 11 spaces, one of which should be accessible- **complies** Shop top Housing – requirement 1 space per 1 bedroom dwelling and with a Gross Floor Area (GFA) of not more than 60m2 – 80 spaces 2 spaces per dwelling for all other dwellings – 160 spaces (including 16 accessible being 1 per accessible unit) Visitor Parking: a minimum of 2 space plus 1 space per 4 dwellings (in excess of 4 dwellings) - 41 spaces Parking for delivery vehicles – 1 space per 4,000sqn GFA of commercial area– 1 space required **Total 282**. AGD Parking Generation rate - minimum car parking requirement for residents and visitors is set out in

Control	SEE/Supporting Technical Document	Compliance
		the *Guide to Traffic Generating Developments*, or the car parking requirement prescribed by the relevant council, **whichever is less.** The car parking needs for a development must be provided off street. The AGD generates the following requirement for the residential part of the development: (a) 0.6 per 1 bedroom unit – 80 units = 48 spaces (b) 0.9 per 2 bedroom unit – 80 units = 72 spaces (c) 1 space per 5 units (visitor parking) – 160 units = 32 spaces **Total 152** The proposal provides 189 for residents (surplus 69) and 13 for visitors (shortage 19) **Total 202** The Transport and Parking Assessment prepared by Quantum Traffic and has found as there is sufficient parking within the adjacent CBD road networks and dedicated public car parking facilities to account for the onsite short fall in Residential visitor parks. There is an existing public car park opposite the development site in Collett Street.
2.2.8 Design of Service Vehicle Areas		
a. Service vehicle areas are to be designed in accordance with the principles and requirements of the Australian Standards - Parking Facilities (AS2890 Series).	Transport and Parking Assessment **Appendix G**	**Complies**
b. In relation to service vehicle dimensions, these are to be designed to cater for the largest vehicle servicing the site in		

Control	SEE/Supporting Technical Document	Compliance
accordance with AS/NZS 2890.2 - 2002 Off-street commercial vehicles facilities. Service vehicle areas for commercial and industrial type development are to be designed so that vehicles using them can enter and leave the site in a forward direction. Service vehicle areas are to be generally provided on-site. Only in exceptional cases will Council consider alternative arrangements.		
2.2.9 Access Ways Associated with Car Parking Areas		
2.2.9.1 Access Requirements		
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).	Transport and Parking Assessment **Appendix G**	**Complies**.
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).	Transport and Parking Assessment **Appendix G**	**Complies** Driveways and public lanes have reasonable sightlines consistent with the low speed environment and surrounding street network.

Control	SEE/Supporting Technical Document	Compliance
b. Driveways are to comply with AS/NZS 2890.1 - 2004: Off-street car parking.		**Compliance through consent**
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		**Complies.**
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.	No statement provided.	**Complies.**
2.2.10 Design of Access Driveways		
2.2.10.1 General Design Principles		
1. position the entrance at the first vehicular driveway from the adjacent kerbside lane	Refer Civil Works Package **Appendix C**	**Complies.** Location of driveway entrances is considered appropriate.

Control	SEE/Supporting Technical Document	Compliance
2. avoid reversing movements into or out of public streets (except in the case of individual dwelling houses)		**Complies.** Site access and egress is in a forward direction. No reversing is proposed.
3. avoid arrangements which may result in on-street queuing		**Complies.** All parking is located within blocks and setback from the street to prevent on-street queuing.
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		**Complies.** Existing street parking is retained and there is a public car park in Collett Street.
5. position each driveway so that it is clear of all obstructions, eg. poles, trees, which may prevent drivers from having a timely view of pedestrians		**Complies**
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%	Refer Civil Works Package **Appendix C**	**Complies.**
7. signpost each driveway with appropriate entry, exit and keep left signs.		**Not determined**. No evidence provided.
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.	Refer Civil Works Package **Appendix C**	**Complies.** Traffic and Parking Assessment has been prepared in accordance with the RMS Guide.
b. Refer to Table 6.1 of the RMS guide for entry and exit driveway widths, and separation between the two where applicable.		**Complies.** The site is identified as type 2-3 and thus is subject to: - an entry width of 6m;

Control	SEE/Supporting Technical Document	Compliance
		- an exit width of 4-6m; and - a minimum separation of 1-3m of driveways.
c. Refer to Table 6.2 for type of driveways to serve certain numbers of parking spaces.		**Complies.** The driveway is identified as type 2 -3; serving 101-300 car parking spaces. Driveway services approximately 200 parking spaces
d. Council will specify the difference in level across the footway area for the development.		
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.	Refer Civil Works Package **Appendix C**	**Compliance through consent**
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).*		

Control	SEE/Supporting Technical Document	Compliance
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.	Refer Civil Works Package **Appendix C**	**Compliance through consent**
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.		**Complies.** Two way traffic on the driveway from Morisset Street
c. With complex developments, particularly where shared use of the side roads by cars and service vehicles is anticipated, the design should be determined from a study of the site traffic generation and vehicle characteristics.		**Complies.** Separation between parking and loading but shard access. Amongst of GFA for commercial only 627sqm.
2.2.11 Traffic Control Within Developments		
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.		**Complies.**
b. The design of these areas and tenant/customer parking areas is to conform	Parking layout certified to meet the relevant Australian Standards.	**Compliance through consent**

Control	SEE/Supporting Technical Document	Compliance
to the relevant Australian Standards - Parking Facilities (AS/NZ 2890 series).		
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. Alternative surface treatments such as gravel may be acceptable in rural areas. 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.	Refer Civil Works Package **Appendix C** Transport and Parking Assessment **Appendix G**	**Complies.** Car parking areas will be constructed to an appropriate standard. Line marking and signposting to a suitable standard. Drained to stormwater system. Refer to drainage plans.
2.2.14 Service Vehicle Areas		
2.2.14.1 General Design Principles		
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	Refer Civil Works Package **Appendix C**	**Compliance through consent** Vehicles can enter and exit in a forward motion.

Control	SEE/Supporting Technical Document	Compliance
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 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		
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	Refer Civil Works Package **Appendix C**	**Compliance through consent**
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.		**Complies.**
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.		**Compliance through consent**
d. For maximum height trucks, a bay height of 5,000mm is recommended where access to		**Complies.**

Control	SEE/Supporting Technical Document	Compliance
the top of the load is required. Bay height should be clear of sprinkler systems, air ducts and other protuberances.		Service laneway is uncovered.
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.		**Complies.** Service laneway is uncovered.
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	Refer Civil Works Package **Appendix C**	**Compliance through consent**
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 of pedestrians and vehicles eradicates this problem.	Traffic within the laneway is anticipated to be travelling at slow speeds. Cyclists (resident) will have access to storage/parking allocated to each unit.	**Noted**
b. Consideration should also be given to diverting cyclists around the entry and exit driveways.		**Noted**

Control	SEE/Supporting Technical Document	Compliance
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.		**Noted**
2.2.17 Bicycle Parking		
a. Each development is to provide appropriate bicycle parking facilities either on-site or close to the development.		**Complies.** Additional parking for 15 bikes provided in and around foyers and ground floor commercial area.
b. The Australian Standards *AS 2890.3: 2015 Bicycle Parking Facilities* must be complied with. This standard also provides information on the design of bicycle parking facilities.		**Compliance through consent**
2.3 Environmental Management		
2.3.3 Energy Efficiency and Conservation		
Non-Residential a. Compliance with Section J of the National Construction Code.	Section J compliance report provided at **Appendix L.**	**Complies.**
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. ii. Use of sustainable building materials that can be reused or recycled at the end of their life.	Waste management plan is provided **Appendix K.**	**Complies**

Control	SEE/Supporting Technical Document	Compliance
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.		
2.3.6 Noise and Vibration		
a. Development should be designed to minimise the potential for offensive noise.	Plant and machinery is to be located on the rooftop. Due to distance and height above nearest residential	**Complies.**

Control	SEE/Supporting Technical Document	Compliance
	receivers, it is not anticipated an increase of more than 5dBA to ambient noise levels. Refer Noise Assessment Report **Appendix H.**	The proposed development is not considered to be a noise generating use.
e.Commercial and retail developments, or mixed use developments, should have suitably located and designed goods delivery and garbage collection areas, vehicle entry and exits and other noise sources so that amenity of residents both within the development and in nearby buildings is reasonably protected.		**Complies**
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.	Refer Noise Assessment Report **Appendix H.**	**Complies** Noise levels of the proposed development is generally compatible with existing surrounding land uses.
2.4 Contaminated Land Management		
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.	The site has not been identified as contaminated land.	**N/A**
2.5 Flood Management		
2.5.6 Land within Flood Planning Area		

Control	SEE/Supporting Technical Document	Compliance
Refer to Applicable Flood-Related development Controls in the **Queanbeyan Floodplain Risk Management Study and Plan.**	Complies with flood planning level, refer Flood Impact Statement **Appendix F**.	**Complies. Note that the flood planning in the DCP has not been amended to reference the Queanbeyan Floodplain Risk Management Study and Plan (QFRMSP) (2021).**

Table 3.2-1 – Applicable Flood-Related Planning Controls

DCP Control	How the Proposal Addresses the Control
Floor Level. Ground Floor Commercial - Floor levels to be equal to or greater than the 5% AEP flood level on the Queanbeyan River, or 1% AEP flood level plus 0.5 m freeboard due to local catchment flooding, whichever is the greater. Residential - Floor levels to be equal to or greater than the 1% AEP flood level plus 1.2 m freeboard.	The proposed FFL is RL +573.5m AHD for the ground floor commercial area. The 5% AEP flood level on the Queanbeyan River is RL +572.5m AHD. The 1% AEP flood level from the local catchment is confined to the northern portion of the site and is approximately RL +573.0m AHD. The proposed commercial FFL is greater than the 5% AEP flood level on the Queanbeyan River, and greater than the 1% AEP flood level plus 0.5 m freeboard due to local catchment flooding. The proposed residential FFL is RL +578.6m AHD. The peak 1% AEP is RL +575.5m AHD, being several metres above the 1% AEP peak flood surface level in the Queanbeyan River. The proposal meets the development control.
Building Components. All structures to have flood compatible building components below the 1% AEP flood level plus 1.2 m freeboard.	All materials on the architectural plans indicated for the structure are constructed from concrete, masonry or steel. This can be readily applied as a condition of consent. The proposal meets the development control.
Structural Soundness. Structure to be designed to withstand the forces of floodwater, debris and buoyancy up to the 1% AEP flood level plus 1.2 m freeboard.	This can be readily applied as a condition of consent, and included in the structural engineering scope at the Construction Certificate stage.

Control	SEE/Supporting Technical Document	Compliance
Flood Affectation. A Flood Risk Report may be required to demonstrate that the development will not increase flood hazard	This report constitutes compliance with this development control.	
Below Ground Parking. Must have all access, ventilation and any other potential water entry point above the 1% AEP flood level plus 1.2 m freeboard and a clearly signposted flood free pedestrian evacuation route from the basement area separate to the vehicular access ramps Flood proofing to the 1% AEP flood level plus 1.2 m freeboard by mechanical or hydraulic means is not permitted	No below ground parking is proposed.	
Evacuation Reliable internal access to the roof area of both the commercial and residential components of the building. Safe areas are to be provided on the roof of both the commercial and residential components of the building, the latter which must be set above the PMF. The areas must be sized so as to comfortably house all occupiers of the building under cover. A large window opening is to be provided on each residential floor level onto an area of external wall away from electricity connection to the building and free of projections which may prevent a rescue boat from approaching the escape window. The window is to be clearly marked as a potential escape route during times of flood.	This is provided by the application, as described on the architectural plans. The roof of the building is set above the PMF and can be accessed via a hatch if required. This serves the emergency function without the need to comfortably house all occupiers of the building on the roof. This is provided by the application, as described on the architectural plans in the lift foyer area of each floor, up to the PMF level.	
Management and Design Flood Risk Report may be required prior to development of this area	This report constitutes compliance with this development control.	

Control	SEE/Supporting Technical Document	Compliance
2.6 Landscaping		
2.6.4 When is a Landscaping Plan Required?		
Council requires the submission of a landscape plan for most development proposals. For proposals with a scale or intensity greater than a single house in a residential zone, or minor industrial or minor commercial type development, a landscape consultant will be required to prepare landscaping plans to be submitted with a development application and a landscape contractor will be required to carry out the work on the approved plans. **Category 2 Development** Developments within Category 2 are mid-range to large scale development with prominent visual significance.	Accompanied by Landscape Plan **Appendix C**.	**Complies.** A Landscape Plan is provided with the application.
2.6.14 What Should Be Submitted With a Development Application?		
1. Written declaration The landscape plan for Category 1 works shall be accompanied by a written declaration stating that the landscape design was prepared by the accredited landscape consultant. The landscape plan for Category 2 works shall be accompanied by: 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.		**Complies.** The Landscape Plan identifies desired character statements for various parts of the proposed public realm (e.g. Street frontages and the podium communal open space).

2. Landscape Proposal Council requires submission of a Site Analysis Plan and/or Detailed Landscape Plan, as listed in Table 1 to demonstrate the full and advanced understanding of: a. the existing site and its landscape features; b. the existing surrounding land use and neighbourhood character; c. the influence the existing and any proposed development may have on the amenity of the area; and d. future proposed surface treatment of the open space created by the development proposal.	Refer Landscape Plan **Appendix C**.	**Complies.** A Landscape Plan is provided at Appendix C. It includes: Site analysis included design principles and design intent/desired character for the landscape area and public realm, including the reference to the adjoining heritage building and existing plantings. Understanding of immediate site context including adjacent development and heritage elements. Surface treatments for all public and private spaces have been considered. The overall design proposes a high level of public amenity.

Control	SEE/Supporting Technical Document	Compliance
2.6.15 Plans		
In some instances 'typical' details and/or 'typical' sections to illustrate design detailing are useful to include (eg. planting detail, cut and fill, fencing and retaining walls on boundaries). A landscape plan for Category 2 work shall be accompanied by a statement of design intent which reflects how the proposed landscaping meets the relevant objectives and provisions of the applicable LEP's, DCP's and the Site Analysis Plan, where appropriate.		**Complies.** Landscape Plan includes a statement of design intent.
2.7 Erosion and Sediment Control		
2.7.2 Erosions and Sediment Control Plans		
The Erosion and Sediment Control Plan shall include but not be limited to: » a recognised scale, appropriate to the site » a locality plan showing site boundaries and roads » existing vegetation including what is to be retained » existing and proposed site drainage, including any dams or artificial wetlands to be used » contours and slope gradient – with particular attention being given to slopes of greater than 10% » nature and extent of proposed earthworks, including cut and fill » location of roads, driveways, access-ways and all impervious surfaces » location of stockpiles	Accompanied by Sediment and Erosion Control Plan – refer to Civil Engineering drawings.	**Complies** Erosion and Sediment Control Plan includes all relevant details.

Control	SEE/Supporting Technical Document	Compliance
» erosion control measures » sediment control measures » details of site vegetation » outline of the maintenance program for erosion and sediment control measures » name of person responsible for implementing the plan » supporting information may be required to be submitted with the Plan detailing: > any areas that may have the potential for serious erosion or sedimentation and the proposed management details > a brief description of the overall site rehabilitation program » a plan showing how much Virgin Excavated Natural Material (VENM) the site will generate and the disposal method for waste VENM.		
2.7.3 Soil and Water Management Plans		
Soil and Water Management Plan is to include all the matters required for an Erosion and Sediment Control Plan as well as the following information (as relevant): » An assessment of the site constraints as per chapter 3 of the NSW Landcom publication titles Managing Urban Stormwater: Soils and Construction Vol. 1 4th ed. March 2004 (Blue Book) » location of lots, public open space, stormwater drainage systems, schools, shopping/community centres	Refer Civil Package **Appendix D**.	**Compliance through consent**

Control	SEE/Supporting Technical Document	Compliance
» the location of land designated or zoned for special uses » existing site contours » the location and general diagrammatic representations of all sediment control measures » location and engineering details with supporting design calculations for all necessary sediment basins » location and basic details of any other facilities proposed to be included as part of the development or works, such as constructed wetlands, gross pollutant traps, trash racks or trash collection/separator units or water sensitive stormwater treatment measures (such as bio retention systems, vegetated swales and infiltration measures) » a plan showing how much Virgin Excavated Natural Material (VENM) the site will generate and the disposal method for waste VENM. A self-auditing program should be established for the site in accordance with chapter 8 of the Blue Book. The above plans should be prepared in accordance with the NSW Landcom publication titles Managing Urban Stormwater: Soils and Construction Vol. 1 4th ed. March 2004 (Blue Book) and in particular chapter 7 of the Blue Book. Note: Where there is an inconsistency between this DCP and the Blue Book, the Blue Book shall prevail.		
2.7.3.2 General Requirements – complies		

Control	SEE/Supporting Technical Document	Compliance
2.9 Safe Design		
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.	CPTED Report **Appendix N**	**Complies.** The proposal demonstrates appropriate provision of landscaping, urban design and external lighting to promote safety and casual surveillance for pedestrians and residents. Public and private spaces are clearly defined in terms of urban design, landscaping and physical access control.
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		
2.11 Airspace Operations and Airport Noise		
2.11.3 Airspace Operations		
a. Development shall comply with clause 7.6 of the Queanbeyan Local Environmental Plan 2012 – Airspace Operations	The proposed development will not impact on the ongoing operation of Canberra Airport	**Complies**
b. Any structure, whether temporary or permanent, proposed to breach the obstacle limitation surface must be referred to the Canberra Airport and relevant authorities for assessment.		
2.11.4 Airport Noise		

Control	SEE/Supporting Technical Document	Compliance
a. All development must comply with clause 7.7 of the Queanbeyan Local Environmental Plan 2012 – Development in areas subject to aircraft noise.	For full Noise Assessment see **Appendix H**.	**Complies**
2.12 Tree and Vegetation Management –		
2.12.6 Controls – Land Zoned Residential (R1 to R4 and RU5), Business (B1 to B8), Industrial (IN1 to IN3), Special Use (SP1 to SP3) and RE1 Public Recreation)		
	Management via Landscaping Plan	**Compliance through consent**
Part 3D – Shop Top Housing		
Shop Top Housing is defined under the QPRLEP 2022 as "one or more dwellings located above ground floor retail premises or business premises". This section of the DCP provides specific guidelines for Shop Top Housing and is to be read in conjunction with other relevant Parts of this DCP including; • Part 2 - All Zones, and • Part 6 - Central Business District and other Business Zones. State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment (SEPP 65) Development also applies to Shop Top Housing in specific circumstances. These provisions apply if the building concerned is at least 3 or more storeys and contains at least 4 or more dwellings. Refer to SEPP 65 for further information on the application of the Policy to Shop Top Housing.	Refer Architectural Plans **Appendix A** and ADG Compliance **Appendix B**	**Complies.** The proposed building has a high-quality design that responds to its prominent location and role.
3D.2 Shop Top Housing Objectives	Architectural Plans **Appendix A** and ADG Compliance **Appendix B**	**Complies** Setbacks – comply with Part 7

Control	SEE/Supporting Technical Document	Compliance
1) Shop top housing is encouraged, particularly adjacent to or overlooking public spaces so as to provide 24/7 activity, surveillance, and perceived safety. 2) Residential development is generally located to take advantage of high amenity spaces, such as the River, Park, or other civic spaces. 3) Residents have a high level of comfort and appropriate amenity. 4) Residential buildings provide a mix of dwelling types and sizes.		Minimum ceiling height (refer plans) Single ground floor commercial, plus void. Ground and first floor car parking. Residential entrance clearly separate.
3D.3 Design 1) To ensure developments are compatible with the character and form of existing and future development in the locality. 2) To encourage design quality and which utilises a combination of materials, articulation, fenestration and landscaping when designing buildings. 3) To encourage energy efficiency, Environmentally Sustainable Development (ESD) and Safer by Design Principles.	Architectural Plans **Appendix A** and ADG Compliance **Appendix B**	**Complies** Design response considered the CBD location, adjoining heritage items and maintaining an active street frontage for both Morisset and Collett Streets
3D.4 Parking	Addressed in Part 2 above	**Complies with ADG – refer above**
3D.5 Services Provision of mechanical drying, common garbage and letter boxes.	Architectural Plans **Appendix A** and ADG Compliance **Appendix B**	**Complies**
3D.6 Private Open Space 12sqm per dwelling and depth 2.4m	Architectural Plans **Appendix A** and ADG Compliance **Appendix B**	**N/A ADG Applies** ADG requirement – 1 bed = 8sqm 2m depth 2 bed = 10sqm 2m depth

Control	SEE/Supporting Technical Document	Compliance
		All units achieve a min. 9-11sqm for 1 bed and 11sqm min for 2 bed
3D.7 Size of Dwelling 50sqm min	Architectural Plans **Appendix A** and ADG Compliance **Appendix B**	**N/A ADG Applies**
3D.8 Utilities To ensure development is served by necessary utilities and services, including telephone/data; water, sewer, power and gas; on-site storage and drainage.	Architectural Plans **Appendix A** and Civil Plans **Appendix D**	**Complies**
Part 4 – Heritage and Conservation		
DCP Controls for Heritage have been addressed in the Statement of Heritage Impact **Appendix E**.		**Complies. Refer below**

Development Controls	PLA Commentary
New Buildings in the Vicinity of a Heritage Item and/or the Vicinity of a Conservation Area New buildings in the vicinity of listed items and/or in the vicinity of a Conservation Area may range in scale from single dwellings to commercial buildings to multi-residential unit blocks. **Objectives** 1. To ensure that new buildings are designed and sited so that they do not have an adverse impact on the heritage item and/or the 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.	Section 3 of this report provides an overview of buildings located in the vicinity of the subject site, including *Hibernia Lodge*, the Mill and the Millhouse. The scale, height, form and siting of the proposal is discussed under the relevant sections in this table with the character, materials, colour and detailing considered below. **Character and detailing** Whilst the proposed shop-top housing development would be a contemporary element, it is noted that the area surrounding the subject site has a varied character, albeit with a few 19th and early 20th century buildings nearby. The lack of a cohesive character in the area, combined with the presence of substantial late-20th century retail developments and large open air carparks means that the subject site is well suited to higher density development, provided that impacts on adjacent listed heritage places are appropriately managed. The design of the podium has been carefully considered and would be a modern interpretation of an early 20th century commercial streetscape that would subsequently have a character which is sympathetic to the heritage items located in the vicinity of the site. The inclusion of recessed entries, brick stallboards, cantilevered awnings and the pattern of glazing/metal framing would be a contemporary interpretation of Interwar period shopfronts. A variety of shopfronts would be included along the length of the street frontage, providing diversity and a fine grain that is sympathetic with the nearby heritage buildings. The rectilinear parapets would have some variation in height and would be divided into bays by projecting brick piers which would combine to appear as a contemporary version of the classically

	influenced Interwar shop parapets which were once common in Queanbeyan. Most of these parapets would incorporate panels of hit and miss brick or open brick screens which provide richer detailing and a fine grain that would be sympathetic to the fine detailing of nearby heritage buildings, including the rendered quoining to the Millhouse. **Materials and Colour** *Podium* The materiality and colour of the podium, which would be the element pedestrians interact with, has been designed to respond directly to the listed heritage items in the vicinity of the subject site. The podium would mostly be constructed of face brick with a mix of red and red-orange colours that have been selected to reflect the colours of the handmade bricks to both the Mill and *Hibernia Lodge*. Other elements to podium would be less extensive than the brickwork and would be a charcoal colour which would give the proposal a contemporary appearance. This material would be used to break up the brick podium, giving it a scale more commensurate with the adjacent heritage places. *Residential parts* The upper parts of the buildings are proposed to have a contemporary character with a modern material and colour palette. A light coloured material palette has been selected to limit the visual impact of the residential part, giving the design a lighter appearance. Three main materials would be used to the residential parts: off-white painted concrete, clear glazing and a limited amount of bronze coloured cladding and louvres which would give the buildings a warm appearance that would be complimentary to the material palette of *Hibernia Lodge*, the Mill and the Millhouse. Use of concrete painted a light colour would reflect the light coloured rendered elements to the heritage buildings on the west side of Collett Street.	

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 facade treatment should be informed by the heritage impact statement.	Philip Leeson Architects were engaged during the design phase to provide heritage advice and assist with the development of a proposal which is sympathetic to the heritage listed places in the vicinity of the subject site. As a result, the design of the proposed shop-top housing, particularly the podium, has been informed by an assessment of the character of Queanbeyan and an understanding of the nearby heritage items. The design of the proposal has also been amended and refined in response to feedback received from Council's Heritage Advisor.
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.	Whilst the borrowing of historic architectural elements for the residential parts of the proposal was not considered appropriate as these would be of a scale that is not comparable with historic buildings, consideration of traditional forms and the character of nearby heritage places has informed the design of the podium. In particular, the design of the podium would include: • Use of face brick, including multifaceted brick piers to separate the shopfronts that would give this part a solid appearance/considerable depth which would be commensurate with the substantial brick construction of nearby heritage listed places; • Vertically oriented glazing within the shopfronts and vertical windows to part of the Morisset Street elevation (that located opposite the Millhouse), reflecting the vertical orientation of windows to nearby heritage buildings; • Inclusion of stallboards/solid sections of wall to the shopfronts to give the podium a solid to void ratio which is closer to that of the nearby heritage buildings (compared with fully glazed shopfronts); • Contemporary awning elements, including a return awning in the vicinity of *Hibernia Lodge,* which features a return verandah.

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.	As previously noted, the podium would adopt several characteristics of traditional commercial shopfronts and parapets. Whilst these would have a contemporary appearance and would be indefinable as modern elements, they would have a character that is sympathetic to historic development in Queanbeyan. The residential parts would clearly be of modern in design, though would have a light coloured material palette to limit the perceived scale and minimise the visual impacts on heritage places located in the vicinity of the site.
e) New buildings in commercial areas should extend primary design lines from the existing to the new development and/or incorporate a modern parapet where appropriate to maintain consistency in the streetscape.	This requirement is more relevant to historic commercial areas such as Monaro Street where buildings are generally consistently built to the street boundary and many have parapets of a similar scale. The height of the proposed podium element has however been designed to respond to the height of both the Millhouse and *Hibernia Lodge*. The height of the parapet to the proposed podium would step down at either end of Collett Street to relate to the two storey height of both of the heritage buildings - the parapet would be about the same height as the verandah of the Millhouse and would be slightly higher than the upper level gutter of *Hibernia Lodge*. The associated shade structure at the Morisset Street end would be a similar height to the roof of the Millhouse. The inclusion of this element at the street corner would give the proposed podium a height commensurate to the Millhouse and would subsequently serve to bookend Morisset Street, creating buildings of a similar scale either side of the street, at what is an important gateway to the Queanbeyan CBD.
Scale, Proportion and Bulk of New Buildings The heights, scale and bulk of a new building has the potential to impact on a heritage item/Conservation Area within its vicinity. The impacts can apply not only to individual buildings but also to significant parks and open spaces. **Objectives** 1. To ensure that the scale and bulk of new buildings does not adversely impact on a heritage item, park, open space or Conservation Area.	
a) A new building in the vicinity of a heritage item and/or Conservation Area must not dominate the heritage item by virtue of its height, scale, bulk or proximity and in general will be of a similar height or less than the neighbouring heritage item.	Both the LEP and DCP allow for more intensive development on the subject site when compared with the scale of the heritage buildings in the vicinity of the subject site. This somewhat conflicts with the requirement for new development to be of a similar or lesser height than the neighbouring heritage item. Such a requirement is generally more applicable in residential areas where there is less of an imperative to increase density.

Under the LEP, the permissible height of buildings on the subject site is 30 metres. The proposed setbacks of both the podium and the residential parts of the development from the street boundaries and the *Hibernia Lodge* side boundary would help to limit visual impacts on the nearby heritage items. The setbacks are discussed in further detail under the relevant setback controls.

Massing and height

Residential parts
Whilst the massing of this type of multi-residential development is considerably larger than that of historic building stock in Queanbeyan, the character of the area varies considerably and there are already commercial buildings, such as Riverside Plaza, that have a substantial building footprint/envelope. Nonetheless, to assist in breaking up the bulk of the proposed development the following strategies have been incorporated into the design:

- The two residential sections would be located a substantial distance (over 26 meters) apart.
- The east and west ends of both residential buildings would have a different format with the western parts having a more rectilinear design and the eastern parts incorporating a band of concrete balustrades that emphasise the curved format. The east and west parts would be separated by deep recessed areas that would serve to break down the perceived mass and would further distinguish the two ends.
- As previously noted, both painted off-white concrete and select areas of bronze coloured cladding are proposed. The use of a variety of materials would further visually break up the mass of the proposed residential sections.

Podium
Given that the podium would be the element that pedestrians interact with the most, considerable care has gone into designing this part so that it is sympathetic with historic development in the Queanbeyan CBD.

As noted above, the height of the podium has been designed to relate to the height of heritage buildings in the vicinity of the subject site. The length of the podium has been broken down into smaller components via the inclusion of projecting brick piers as well as variation in the shopfronts and changes in the height and design/detailing of the parapet. All of these attributes would combine to create a richly detailed podium that would be sympathetic to the scale of the nearby heritage buildings.

Setbacks
The setbacks of the proposal are discussed under the specific setback controls below.

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.	As previously noted, the height of the podium at the north and south ends of the site has been designed to relate to the height of both the Millhouse and *Hibernia Lodge*.
c) New external brick walls shall show an appropriate change or banding at ground floor and first floor level, or alternatively at approximately windowsill height, to assist in reducing the apparent scale of a proposal. Similar changes may be necessary for other surface materials.	The inclusion of cantilevered awnings and use of decorative treatments to the parapets would break up the height of the podium into two parts. This would be sympathetic with the two storey Millhouse and *Hibernia Lodge*, both of which include verandah elements that break down the perceived height of the respective buildings.
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.	As previously noted, the height of the podium at the north end would be slightly taller than the upper level gutter height of *Hibernia Lodge*. The comparable height would be more sympathetic than providing a building that is considerably lower than that of the nearby heritage items (the control was likely developed for single storey heritage places). The residential component of the proposal would be taller than *Hibernia Lodge* and would be set back behind the podium as per the intent of the development control. Further discussion on setbacks is provided under the specific setback controls.
e) Vegetation screens are not to be used as an excuse to permit poor or unsympathetic development within close proximity of a heritage boundary.	New planting would be included in the proposed development to improve pedestrian amenity, wayfinding and to provide better definition to outdoor spaces. Whilst climbers would be planted along the west boundary to screen the existing Kmart building, the design of the proposed development has sought to be sympathetic to the heritage buildings without the need for vegetation screens. In addition to the careful design of the street facing elevations, the design of the podium where it faces *Hibernia Lodge* has been developed to be sympathetic with the heritage building. The front portion of this elevation would similarly be constructed of brick and incorporate vertically oriented windows to mitigate potential visual impacts of the required carpark when viewing *Hibernia Lodge* from along Collett Street.

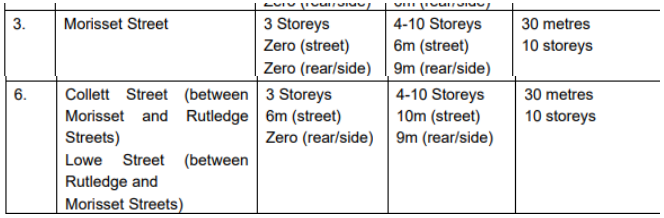
	Whilst new vegetation is not proposed as a mitigation strategy, the retention of the existing established trees to Collett Street would serve to partially screen the proposal and would contribute to the appeal of the commercial tenancies to this street. Additionally, wide areas of planting with would be provided to both boundaries that adjoin *Hibernia Lodge*. These, combined with the built landscape elements (brick retaining walls and an arbour) would contribute to the landscape setting of *Hibernia Lodge* and would have a positive heritage impact.
Setbacks of New Buildings In managing streetscape, it is generally acknowledged that the heritage item should remain the dominant item in the streetscape and that in most instances new buildings should have a greater set back to achieve this goal. **Objectives** 1. Ensure the heritage item/s remain the prominent building in the streetscape. 2. Ensure the height, scale or bulk of new buildings does not dominate a heritage item. 3. Retain historic and consistent setback patterns where relevant, such as in certain commercial areas.	
a) New buildings shall not obstruct important views or vistas to buildings and places of historic and aesthetic significance.	As previously noted, the proposed setbacks would mean that views of both the Millhouse and *Hibernia Lodge* would continue to be obtainable from along Colette Street. Importantly, a view of the front part of *Hibernia Lodge* would be maintained from the opposite corner of Collett and Morisset streets.
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.	Whilst this part of Collett Street includes buildings that were constructed as residences, the site is located in a commercial zone and is part of an area which has a highly varied character. Given this, the proposed 6 metre setback of the podium from the Collett Street boundary is considered appropriate as it would moderate the street setbacks of the two heritage listed buildings located to the north and south of the site.

c) Side, front and rear setbacks of new buildings shall be increased where new development is higher than the heritage place or likely to have an adverse impact on its character, amenity or setting by virtue of its height, scale or bulk.	The front, side and rear setbacks of the proposed residential parts would be greater than those of the podium, as per the intent of the development controls. In particular, the following setbacks would serve to minimise potential heritage impacts: • The podium would be set back about 6 metres from the Collett Street boundary, approximately halfway between the Collett Street setbacks of the Millhouse and *Hibernia Lodge*. This setback would serve to maintain views of *Hibernia Lodge* from the south along Collett Street. • The podium would be set back about 7.5 metres from the northern (*Hibernia Lodge*) side boundary. This setback would also help to maintain views of the heritage building from along Collett Street. Additionally, the large side setback would allow for the establishment of a landscape to the side of the proposal, extending the garden setting of *Hibernia Lodge*. • The residential component would be set back behind the podium and would be located about 10 metres from both Collett Street and the *Hibernia Lodge* side boundary.	

4.7 Demolition – Not applicable		
4.8 Change of Use – Not applicable		
4.9 Subdivision of Land		
a) Subdivision should be consistent with the predominant historic subdivision pattern in the locality or street.	Refer Survey Plan **Appendix P**.	**Consistent**
Part 6 - Central Business District and Other Business Zones		
6.1 Introduction		
Objectives 1) Compliance with the relevant objectives of Zone B3 Commercial Core as well as with the objectives and relevant provisions of other applicable clauses in QPRLEP 2022.	Refer Architectural Plans **Appendix A** and ADG Compliance **Appendix B**	**Complies/Consistent** The proposal is consistent with the vision for the site established in the CBD Master Plan.

2) Retain the country town feel and human scale of the centre whilst maintaining and strengthening the status of the CBD as the major commercial centre for Queanbeyan and surrounding districts. 3) Implement the key planning and urban design guidelines outlined in the adopted Queanbeyan CBD Master Plan 2009. 4) Retain the streetscape qualities and retailing function of Monaro and Crawford Streets. 5) Maintain, Protect and enhance heritage buildings. 6) Acknowledge the river setting and civic precincts as part of future development. 7) Facilitate shop top housing within the CBD. 8) Maintain existing streetscape attributes and unify the built form with consistent materials and finishes. 9) Ensure that the height of buildings complements the streetscape or the historic character of the area in which the buildings are located.		The Statement of Heritage Impact supports the design of the proposal in the context of the adjoining and adjacent heritage buildings. The scale of the development is consistent with the planning controls in the QPRLEP including height and FSR. It delivery shop top housing with a high degree of urban design and architectural merit also satisfying the ADG.
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	Refer Architectural Plans **Appendix A** and ADG Compliance **Appendix B**	**Complies.** The proposed building has a high-quality design that responds to its prominent location and role.
b) New development in nearby locations is to contribute to the creation of a civic precinct centred around the Council administrative centre in Crawford Street and the Queanbeyan Performing Arts Centre.		**N/A**

c) 'Gateway' development is provided at nominated locations at the entry points to Queanbeyan from the north, east, and west.		**N/A**
d) Landmark development is encouraged at key or prominent locations, including southeast corner of Lowe and Monaro Streets; north-west corner of Morisset and Collett Streets; Collett Street frontage to Rutledge Street Car Park.		**Complies.** The proposed development is considered a landmark building and will be prominent in terms of height and scale.
e) Vehicular routes, movements, and speeds (especially heavy vehicles) are managed to support high pedestrian amenity, particularly on Crawford, Monaro, and Morisset Streets.		**Complies.** The proposed development creates a high level of pedestrian amenity. At grade vehicle movements are limited to service laneways and the access lane with low speed limit.
f) New development contributes to upgrades and updating of existing civic spaces.		**N/A**
g) Crawford Street (between Morisset and Monaro) and Collett Street, in addition to Monaro Street become a key focus of town activity.		**Complies** The proposal sits on the edge of the CBD precinct.
6.2.2 Building Height Limits and Setbacks Design for Buildings		
a) Building heights shall comply with the Height of Buildings Map – Sheet HOB_005 of Queanbeyan Local Environmental Plan 2012 as well as the following.	Height of building control 30m Refer Architectural Plans **Appendix A** and ADG Compliance **Appendix B**	**Complies**
b) Ground and first floor levels (floor to ceilings) have a minimum height of 3.3m for potential future changes in use.		**Complies**
c) All other levels have minimum floor to ceiling heights of 2.7m.		**Complies**
d) Buildings in the CBD (Monaro Street and Crawford Street) maintain a visual perception of 2 storey development along the street frontages	Proposed is one block back but maintains the active street frontage and height on Morisset Street	**Complies**

with defined podiums no higher than 2 storeys (allowing for additional roofline articulation).		
e) Height and setback limits for specific areas are summarised in Table 1 and in Figures 1 to 4 below (See Clause 6.2.2 of Queanbeyan Development Control Plan 2012: https://www.qprc.nsw.gov.au/Building-Development/Planning-Zoning/Planning-controls#section-3). A development site fronting two or more specified areas will be limited in height and the maximum podium level to the lesser numerical standard applying between the areas.	Refer Architectural Plans **Appendix A and Appendix B.**  3. Morisset Street — 3 Storeys, Zero (street), Zero (rear/side) — 4-10 Storeys, 6m (street), 9m (rear/side) — 30 metres, 10 storeys 6. Collett Street (between Morisset and Rutledge Streets) Lowe Street (between Rutledge and Morisset Streets) — 3 Storeys, 6m (street), Zero (rear/side) — 4-10 Storeys, 10m (street), 9m (rear/side) — 30 metres, 10 storeys	**Complies.** Note the north side setback above is 9m and the building is set back 10 at the side. The ADG requirement is 11m. The variation to the ADG setback is considered in the ACG Compliance Report (Appendix B) and supported by the Heritage Assessment.
f) Higher structures should be set well back to avoid overshadowing and impression of bulk.	Shadow diagrams provided	**Complies**
6.2.3 Architectural Character		
Objectives 1) To promote high architectural quality (appropriate composition of building elements, textures. 2) To ensure that new developments have facades which define and enhance the public domain and desired street character. 3) To ensure that building elements are integrated into the overall building form and façade design. 4) To incorporate the design elements which complement the 'good' design elements of adjoining buildings; 5) To strengthen the relationship between the building and the street/public domain.	Refer Architectural Plans **Appendix A and Appendix B.**	**Complies**

6) To encourage buildings which respond to the local context and environmental conditions. 7) To improve the silhouette of the Central Business District's skyline with varied, well articulated and appropriately scaled roof forms. 8) To encourage development which contributes to the existing character and identity of Queanbeyan, through maintenance of heritage, the 'country town' feel, and compact form; 9) To integrate the design of the roof into the overall façade, building composition and desired contextual response. 10) An interesting and complementary roofscape and skyline is achieved when viewed from the street and nearby buildings.		
6.2.4 Floor Space		
a) Floor space ratios of development need to comply with clause 4.4 and Floor Space Ratio of Queanbeyan Local Environmental Plan 2022.	Refer Architectural Plans **Appendix A and Appendix B.**	**Complies** **FSR 3:1 maximum** **FSR 2.1:1 proposed**
b) A maximum Floor Space Ratio of 3:1 is permitted for the mixed use buildings in Zone B3 Commercial core which applies to the Central Business District.		
6.2.5 Robust Building Design		
a) Buildings are suited to their purpose, but are designed so as to accommodate a variety of different uses over time, particularly at ground and first levels.	Refer Architectural Plans **Appendix A and Appendix B.**	**Complies**

	The proposed development is designed to accommodate a range of uses at ground and first floor levels including; conference space and shop fronts. floor to ceiling heights for ground floor commercial accommodate a range of uses	
b) Adaptive re-use of buildings is encouraged.		**Not applicable**
c) A proportion of residential dwellings have layout and access that adapts to changing needs of residents over time.	Not applicable	**Not applicable**
6.2.7 Awnings and Verandahs		
Objectives 1) Pedestrian comfort and shelter, streetscape continuity, and legibility is provided by awnings. Continuous street frontage awnings are to be provided for all new developments	Refer Architectural Plans **Appendix A and Appendix B.**	**Complies**. The building design incorporates overhangs to provide weather protection.
6.2.8 Active Street Frontages		
a) The ground floor design of new development within parts of Morisset, Crawford and Monaro Streets is to comply with clause 7.8 Active Street Frontages and the Active Street Frontage Map – Sheet ASF_005A of Queanbeyan Local Environmental Plan 2012.	Refer Architectural Plans **Appendix A and Appendix B.**	**Complies** The proposal has been assessed against Clause 7.8 and is considered to comply.
b) Active street frontages can be achieved by a combination of the following at street level: 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;	Refer Architectural Plans **Appendix A and Appendix B.**	**Complies**

v. Active office uses such as reception if visible from the street; and vi. Public buildings if accompanied by an entry		
c) Pedestrian comfort is provided through safe, well-lit, and sheltered street frontages.		**Complies**
d) Roller doors, security grills and other similar devices which obscure shop fronts on either a temporary or permanent basis will not be supported.		**Complies**
e) Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street		**Complies**
f) Where car parking is proposed at ground level for new development, it is located behind active uses such as shops, or is disguised by means of screens, landscaping, artwork, or architectural articulation.		**Complies** Car parking is provided in Car Park, and at the rear of the site.
g) Vehicular entrances are minimised and pedestrian safety and awareness of it are promoted through appropriate designs.		**Complies**
6.2.9 Colour and Materials		
a) Use colours and materials already found in the streetscape.	Face brick and glass will provide a modern interpretation of the existing architectural palate. Colours are to respond to existing streetscape character and surrounding heritage items.	**Complies**
b) Favoured materials and colours: render lighter neutral colours, darker reveals, strong accents. Further detail on colour is given in the Queanbeyan Main Street Study (Colin Stewart Urban Design 1993) report which may be taken as advisory.		**Complies** The External Finished Schedule includes neutral colours for metal and concrete finishes. Red brick and dark metal cladding provide contrast accents.

c) Strong primary colours should be limited to accent and highlight.		**Complies**
d) Avoid sombre brown/beige colours		**Complies**
e) Materials not favoured include: metal siding, heavy timber frame, exposed concrete, manganese and klinker brick.		**Noted**
6.2.11 Open Space and Civic Spaces		
a) Opportunities for passive and active recreation are to be provided.	Refer Architectural Plans **Appendix A and Appendix B.**	**N/A** No civic space proposed
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.		**Complies** Podium communal open space provided for residents
6.2.12 Streetscapes and Frontage Works		
Objectives 1) To ensure a satisfactory finish to the adjoining public roadway and footpath areas.	Refer Civil Plans **Appendix D** and Landscape Plan **Appendix C**.	**Complies/Compliance through the consent**
6.2.13 Advertisements and Signage		
a) Compliance with the relevant requirements of State Environmental Planning Policy No. 64 – Advertising and Signage for all advertisements and signage other than building identification signs and business identification signs.	Addressed in the SEE	**Complies** The proposed development includes building identification signage for the tenants within the building. Tenants will require identification signage as they will directly serve the local community.

		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
6.2.14 Heritage Sites		N/A
6.2.15 Connectivity		**N/A**
6.2.16 Safety and Security		
a) Compliance with the applicable provisions of clause 2.9 of this DCP.	CPTED principles considered in design addressed above	**Complies** Proposal complies with CPTED subject to recommendations from NSW Police.
6.2.17 Buildings Near Public Places		N/A
6.2.18 Hazards		
Objectives 1) To ensure any potential hazards affecting the land are considered and taken into account in the design of the development.	Flood Impact Statement **Appendix F**.	**Complies** (addressed above)
6.2.19 Solar Access and Overshadowing		
a) Development is to minimise any overshadowing of public or civic spaces such as outdoor eating areas		**Complies** The Shadow Diagram demonstrates minimal overshadowing of the public domain
b) Development is to maximise solar exposure of windows in new buildings.		**Complies** The proposal features curtain glass to maximise solar access.
c) New structures should not cast a shadow on pedestrian main street footpaths or other public areas for more than 4 hours on June 21 (winter solstice) unless such locations are already in shadow at that time.		**Complies**

6.2.20 Acoustic and Visual Amenity		
Objectives 1) To ensure a high level of amenity by providing adequate acoustic and visual privacy for residents, both within the building or in private open spaces.	Refer Noise Assessment Report **Appendix H**	**Complies**
6.3 Car Parking, Access and Servicing		
a) Compliance with the relevant controls in clause 2.2 of this DCP.	See section 2.2	**Complies with ADG**
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.	Refer Architectural Plans **Appendix A**, ADG **Appendix B,** Access report **Appendix I** and Landscaping Plan **Appendix C**.	**Complies** The main building entry to the South Tower is from Morisset Street. North Tower entry via pedestrian path along northern boundary well lit and clearly visible
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).		**Complies** The design of all facilities is to promote accessibility in line with the relevant Australian standards. Floor plans include annotations for AS1242 (stairs and ramps) and AS1735 (lifts).
c) The development shall provide at least one main pedestrian entrance with convenient barrier free access to the ground floor and/or street level.		**Complies**
d) The development shall provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access.		
e) The development shall provide visually distinctive accessible internal access linking to building entry points and the public domain.		

f) Pedestrian access ways, entry paths and lobbies shall use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.		**Complies** Materials used in the forecourt/entry and laneways promote pedestrian safety; are durable; and, are considered complimentary t the existing streetscape and surrounding heritage items.
g) Any new development providing basement car parks shall make provision for access for persons with a disability.		**Complies** Access from car parking facilities is designed in line with the relevant Australian standards.
6.3.5 Site Facilities and Services		
Objectives 1) To ensure that site facilities (such as clothes drying areas, mail boxes, recycling and garbage disposal units/areas, screens, lighting, storage areas, air conditioning units and communication structures) are effectively integrated into the development and are unobtrusive. 2) To ensure that site services and facilities are adequate for the nature and quantum of development. 3) To establish appropriate access and location requirements for servicing. 4) To ensure service requirements do not have adverse amenity impacts.	Refer Architectural Plans **Appendix A,** Civil Plans Package **Appendix D** and Waste Management Plan	**Complies Compliance through the consent**