

Appendix N – Liverpool Development Control Plan 2008 Compliance Table

| DCP Section | Control | Comments |
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| Part 1 – General controls for all development | | |
| 3.1 Retention of existing on site trees | Existing trees and native vegetation are to be retained, protected and incorporated into the development proposal. This is particularly important for vegetation which forms part of a ridgeline tree canopy and in foreshore and riparian areas (with the exception of weed species). | Tree removal was undertaken as part of the Early Works DA (DA-906/2019). No tree removal is proposed as part of the subject DA. |
| 3.4 Landscape specifications Potentially generalise for these ones | Landscape planting should be principally comprised of native species to provide an integrated streetscape appearance. Species selected in environmentally sensitive areas should be indigenous to the locality. However, Council will consider the use of deciduous trees in small private open space areas such as courtyards for control of local microclimate and to improve solar access. Environmental and noxious weeds in Liverpool shall not be used in the landscape design | Significant tree avenue plantings of deciduous trees are proposed as part of the development. Further detail is provided in the Design Report which accompanies the DA. |
| | The landscaping shall contain an appropriate mix of canopy trees, shrubs and groundcovers. Avoid medium height shrubs (0.6 – 1.8m) especially along paths and close to windows and doors. | Landscaping contains a mix of canopy trees, shrubs and groundcovers, all of which are detailed in the Landscaping Drawings. |
| | Landscaping in the vicinity of a driveway entrance must not obstruct visibility for the safe ingress and egress of vehicles and pedestrians. | The landscaping in the vicinity of the driveway entrance does not obstruct visibility, allowing for vehicles and pedestrians to safely enter and exit. |
| | Trees, which are planted around high use facilities such as car parking areas, children's, play areas and walkways should have clean trunks to a height of 1.8m. | The trees planted within high use facilities will have a height of at least 1.8m. |
| 4. Bushland and fauna habitat preservation | Bushland, particularly that identified as a threatened community or habitat for a threatened species shall be substantially retained and incorporated within a development. Clearing of bushland in association with any development shall be limited to the extent necessary to facilitate the safe and orderly use of the land. | The site does not contain bushland, threatened community or habitat. |
| 5. Bushfire risk | All development shall comply with provisions of the Rural Fires and Assessment Act 2002 and Planning for Bushfire Protection 2006. | The site is not located on bushfire prone land, nor is it in the immediate vicinity of bushfire prone land. |
| 6. Water cycle management | Stormwater runoff shall be connected to Council's drainage system by gravity means. Mechanical means (i.e. pump) for disposal of stormwater runoff will not be permitted except for basement car parks. Charged systems will not be permitted. | Stormwater quantity, stormwater quality (WSUD) and erosion and sediment control have been discussed within the Civil and Stormwater Engineering Report. |
| 8. Erosion and sediment control | The development application shall be accompanied by either a Soil and Water Management Plan (SWMP) or an Erosion and Sediment Control Plan (ESCP) as shown in Table 1. | The DA is accompanied by a Sediment and Erosion Control Plan. |

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| | <table><tr><td colspan="2">Table 1 Plans for stormwater soils management</td></tr><tr><td>Plan Required</td><td>Area of Disturbance</td></tr><tr><td>ESCP</td><td>Up to 2,500sqm</td></tr><tr><td>SWMP</td><td>Greater than 2,500sqm and/or where development consent is required.</td></tr></table> | Table 1 Plans for stormwater soils management | | Plan Required | Area of Disturbance | ESCP | Up to 2,500sqm | SWMP | Greater than 2,500sqm and/or where development consent is required. | |
| Table 1 Plans for stormwater soils management | | | | | | | | | | |
| Plan Required | Area of Disturbance | | | | | | | | | |
| ESCP | Up to 2,500sqm | | | | | | | | | |
| SWMP | Greater than 2,500sqm and/or where development consent is required. | | | | | | | | | |
| 9. Flooding risk | The controls vary depending on: 1. Sensitivity of a land use to flooding 2. Severity of flood impact on site 3. Specific Floodplain in which a site is located | The site is located outside of the flooding zone and therefore the development is not be subject to the Flood Planning Control requirements of Council's DCP. | | | | | | | | |
| 10. Contaminated land risk | If the initial evaluation by Council finds insufficient information available, or sufficient information is available, which indicates that contamination is an issue for the site, a Preliminary Contamination Investigation (Stage 1) shall be undertaken. | A Preliminary Site Investigation prepared by Douglas Partners accompanied the Concept DA (DA-585/2019) and considered that the site is/can be made suitable for the proposed development. | | | | | | | | |
| 12. Acid sulfate soils risk | If acid sulfate soils are present and not likely to be disturbed, best practice measures employed to manage the quality of water leaving the site shall be detailed in the SEE or equivalent. | The site is mapped as Class 5 under the Acid Sulfate Soils Map of the LEP and the Geotechnical and Environmental Investigation Report identifies the acid sulfate soil content. Accordingly, an Acid Sulfate Soils Management Plan is not required to be prepared. | | | | | | | | |
| 16. Aboriginal archaeology | An initial investigation must be carried out to determine if the proposed development or activity occurs on land potentially containing an item of aboriginal archaeology. If any of the above features apply then the relevant Aboriginal community must be consulted, as part of the initial investigation to ensure that the potential for the land to contain Aboriginal sites, places or relics has not been overlooked by previous studies. | The site was investigated as part of the Early Works Development Application for the potential existence of any Aboriginal relics on site. This investigation concluded that the site has a low risk of Aboriginal objects being found on site. | | | | | | | | |
| 17. Heritage and archaeological sites | A Statement of Heritage Impact must be submitted with any applications for development to: <ul style="list-style-type: none">Heritage items;Properties in the vicinity of heritage items where the works may impact upon the item;Properties within heritage conservation areas, including applications for demolition; andFire upgrading of heritage items and buildings in heritage conservation areas. | A Heritage Impact Statement accompanies the application. | | | | | | | | |
| 20.2 Vehicular access arrangement and manoeuvring areas | If driveways are proposed from a classified road approval is required from the Roads and Maritime Services (RMS). | Noted. | | | | | | | | |
| | Vehicular egress and entrances must be integrated into the building design so they are visually recessive. This can be achieved by locating the opening a small distance behind the front façade. | Compliant. | | | | | | | | |

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| | Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicular access points so that they are capable of shared access at a later date. | Both buildings will gain vehicular access from the shared basement. |
| | Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms. | The underground parking has been designed to minimise noise impacts to the residential units contained within the adjoining development at 300 Macquarie Street. |
| 20.3 Parking provision in Liverpool City Centre | <u>Car parking in Liverpool City Centre</u> Car parking rates in Liverpool City Centre are set out in Clause 7.3 of the Liverpool LEP 2008. Clause 7.3 requires that: <ul style="list-style-type: none"> at least one car parking space is provided for every 200m² of any new GFA that is on the ground floor level of the building; at least one car parking space is provided for every 100m² of any new GFA that is to be used for the purposes of retail premises; at least one car parking space is provided for every 150m² of any new GFA that is to be used for any other purpose. | Based on the proposal's GFA and split of GFA at ground level and on all other levels, the proposal requires at least 142 car parking spaces. The proposed development includes 190 car parking spaces to service the private components of the development throughout the five basement levels and therefore complies with the car parking rates in the LEP. |
| | <u>Bicycle parking and cycling facilities</u> 1 bicycle space per 200sqm of leasable floor area. 15% of this requirement is to be accessible to visitors. | This development proposes a total of 138 bicycle parking spaces, with 30 of them being accessible to visitors. Accordingly, the proposed development complies with the required rates outlined. |
| | Bicycle parking is to be signposted and located in an area that is convenient to access from within the building(s) and from the street/public path. | The bicycle spaces will be signposted and conveniently located. |
| | In multi-storey developments, bicycle parking and cycling facilities for residents and staff shall be located on the ground floor, or first basement level close to entry/exit points, to ensure they are secure and easily accessible by staff and tenants. The design of buildings must ensure: <ul style="list-style-type: none"> areas between bicycle parking and the street have a courtesy ramp, if stairs are the primary means of access, paths between the entry point and bike parking and cycling facilities shall be wide enough to accommodate a person walking a bike (particularly around corners) paths adjacent to a driveway are visually or physically separated and marked, - bike cages or lockers within basement car parks are not located in, or create, concealed spaces. | Complies. The bicycle parking and end of trip facilities are located on the first and second levels of the basement and are easily accessible from the entrance and exit ramps. |

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| | Any bicycle parking for visitors or customers shall be located adjacent to the main entry point. In developments with multiple entry/exit points, the share of bicycle parking can be divided between each entry point, as per expected demand and design of the development. | The bicycle parking spaces are located adjacent to the main entrance point and the office lobby. |
| | End-of-trip facilities (showers and change rooms) are to be provided at the rate of 1 per 10 employee bicycle spaces. Where less than 4 facilities are proposed, they should be unisex. End-of-trip facilities are optional for residential uses or for visitors to other developments. | Compliant. |
| | Where shower facilities and change rooms are provided, they should be located adjacent to the employee bicycle parking. This may be near the main entrance/lobby of the building, or in some instances the service entry. | The proposed end-of-trip facilities are located directly adjacent to the provided bicycle parking, which is also located east of the office lobby. |
| | At least one personal locker is to be provided for each Class 1 or 2 bicycle parking space. | The proposed development includes 134 secure lockers, therefore providing a locker for all 113 Class 1 secure parking spaces, as well as extras. |
| 20.6 Loading facilities | Adequate facilities for servicing developments shall be provided on-site to ensure loading/unloading activities do not occur on street and compromise the safety, amenity and capacity of the public road system. | The proposed development includes one loading dock within the basement of the south-western building. This loading dock will be capable of accommodating two medium rigid vehicles. Furthermore, the proposed development includes four service bays that can accommodate smaller maintenance vehicles including utes and vans. These facilities will be adequate for the servicing of the proposed development. |
| | Provision for loading facilities shall be provided for development in accordance with AS 2890.2 – 2002. | Complies. |
| | Service facilities shall be conveniently located close to service entrances (or other building entrances) to discourage loading/unloading in other than the designated areas. | The loading dock and service facilities are located within proximity to both the service and building entrances. |
| | Areas where heavy vehicles are manoeuvring shall be separated from areas of car parking or pedestrian movement with safety being the over-riding consideration. | The loading dock is located on the western side of the entrance to the car park on the upper ground level, which is segregated from other areas of car parking and pedestrian movement. |
| 20.9 Transport impact | For major developments a Transport Management Plan shall be submitted with the development application. The Transport Management Plan shall address the following: <ol style="list-style-type: none"> 1. The existing traffic environment. 2. Traffic generation anticipated from the proposed development. 3. The cumulative impact of traffic in the locality. | The DA is accompanied by a Traffic Impact Assessment. |

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| | <ol style="list-style-type: none"> 4. The need for traffic improvements in the locality. 5. The need for public transport works on site and in the locality. 6. Proposed traffic egress/ingress to Classified/Sub Arterial Roads. 7. Sight distance and other safety issues. | |
| | <p>A Construction Transport Plan may also be required where it is likely that the construction phase of a development will have a significant impact on traffic movement in the locality. A Construction Transport Plan shall address the following:</p> <ol style="list-style-type: none"> 1. The existing traffic environment. 2. Traffic generation anticipated from the construction of the proposed development. 3. The impact on traffic in the locality. 4. Proposed heavy vehicle routes. 5. The need for transport management and hours of operation and access in the locality. 6. Sight distance and other safety issues. | Can be provided prior to CC. |
| 22. Energy conservation | All Class 5 to 9 non-residential developments are to comply with the Building Code of Australia energy efficiency provisions. | Complies. |
| 23. Reflectivity | New buildings and facades must not result in glare that causes discomfort or threatens safety of pedestrians or drivers. | The proposal is expected to comply. |
| | Visible light reflectivity from building materials used on the facades of new buildings must not exceed 20%. | |
| | Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar glare from the proposed development on pedestrians, motorists or aircraft may be required. | |
| 25. Waste disposal and re-use facilities | <p><u>Non-residential development</u></p> <p><i>Note: Council does not provide waste services to non-residential premises. Owners and operators of non-residential premises must engage a private commercial waste contractor to remove and legally dispose of the waste their premises generates.</i></p> <p>Development applications for all non-residential development must be accompanied by a waste management plan that addresses:</p> <ul style="list-style-type: none"> • best practice recycling and reuse of construction and demolition materials, | Refer to the WMP prepared. |

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| | <ul style="list-style-type: none"> • use of sustainable building materials that can be reused or recycled at the end of their life, • 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, and • procedures for the on-going sustainable management of green and putrescible waste, garbage, glass, containers and paper, including estimated volumes, required bin capacity and on-site storage requirements. | |
| | The waste management plan is to be prepared by a specialist waste consultant and is subject to approval by Council. | Complies. |
| | <p><u>Waste Management Plan</u></p> <p>A Waste Management Plan (WMP) shall be submitted with a Development Application for any relevant activities generating waste. The WMP is provided in three sections:</p> <ul style="list-style-type: none"> - demolition; - construction; and - on-going waste management. <p>The WMP shall show:</p> <ul style="list-style-type: none"> - Estimated volumes of waste generated according to type; and - Details of whether each type of waste material that will be produced on site are to be reused, recycled or disposed of and the recycling or waste facilities to which those materials will be taken. | Complies. |
| | <p><u>Waste Management Facilities</u></p> <p>Waste management facilities shall be provided for in all new buildings (except dwelling houses, Attached dwellings, Semi-Detached Dwellings and Dual Occupancy). These shall be designed to ensure that the storage and collection of waste and recyclables is user friendly for both the occupant and the waste collection contractor.</p> | Complies. |
| 27 Social impact assessment | A social impact assessment in the form of a social impact comment is to be provided for various types of development including libraries. | A Social Impact Assessment has been prepared by Ethos Urban. |
| | Any social impact assessment shall be prepared in accordance with Council's Social Impact Assessment Policy. | Complies. |

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| 29. Safety and security | Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage and high quality architectural detail. | The main building entry points are all visible from the proposed development's primary street frontages and are enhanced by the high quality architectural detail included in the two proposed buildings. |
| | The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the Disability Discrimination Act 1992 (as amended). | Complies. |
| | Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours. | The proposed landscaping and public domain works have been designed in accordance and will use durable materials that are safe and hazard free. |
| 30.4 Childcare centres | The building shall be designed so: <ul style="list-style-type: none"> That it is in character with the surrounding residential area in terms of bulk, scale, size and height; and That it employs passive solar and energy saving techniques where possible. | The child care centre an above-ground contained within the sixth level of the south-western building. |
| | The front pedestrian entrance must be visible from the street. | As the childcare centre is located on the sixth level, there is no direct pedestrian entrance visible from the street. However, the lobby entrance is visible from the street. |
| | Buildings that face two street frontages or a street and public space must address both frontages by the use of verandas, balconies, windows or similar modulating elements. | The childcare centre is inclusive of windows on the elevations of the building. |
| | A landscape plan must be submitted to Council with the development application. Refer to Part 1 of the DCP. | Refer to the landscape drawings. |
| | Areas of grass are to be limited to play areas. Other landscaped areas are to be planted. | Grass areas are limited to the play areas of the child care centre. |
| | Trees adjacent to/or within the play area, are to provide shade and allow winter sun entry. Trees adjacent to private open space areas and living rooms should provide summer shade and allow winter sun entry. | There is no landscaping proposed in the child care centre. |
| | Landscaping species must be appropriate to prevent injury to children. No toxic, spiky or other hazardous plant species. | Not applicable. |
| | If there are setback areas these are to be utilised for canopy tree planting. The landscape design for all development must include canopy trees that will achieve | Not applicable. |

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| | a minimum 8m height at maturity within front and rear setback areas. Any tree with a mature height over 8m should be planted a minimum distance of 3m from the building or utility services. | |
| | Landscape planting should principally comprise of native species to maintain the character of Liverpool and provide an integrated streetscape appearance. Council will consider the use of deciduous trees in small private open space areas such as courtyards for control of local microclimate and to improve solar access. | Not applicable. |
| | Tree and shrub planting alongside and rear boundaries should assist in providing effective screening to adjoining properties. The minimum height of screening to be provided is 2.5m to 3m at maturity. | Not applicable. |
| | Landscaping on any podium level or planter box shall be appropriately designed and irrigated. See ADG Planting on Structures. | Not applicable. |
| | Access for the disabled including those with prams is to be provided from the car parking area to the building. | The childcare centre is proposed to be located on the sixth level of the mixed use building. The centre will be easily accessed via a lift from the entrance lobby to Level 6. |
| | Child Care Centres shall be designed and operated so that noise generated by the centre does not impact significantly upon adjoining properties. | Complies. The childcare centre will be designed and constructed with materials that will avoid noise obstruction to adjoining properties. |
| | Child Care Centres shall not be constructed on sites that are contaminated. | A Preliminary Site Investigation Report was prepared for the Concept DA (DA-585/2019) and it concluded that the site is suitable for a child care, as well as the other proposed land uses. |
| | All buildings, whether to be built, extended, renovated or converted to a Child Care Centre shall not contain any material or substance that will cause lead or asbestos or other contamination or poisoning. | The building will be constructed with safe materials that will not lead to any contamination or poisoning. |
| Part 4 – Liverpool City Centre | | |
| 4.2.1 Building form | Perimeter block typology is to be adopted as the site is located in the Midrise precinct. This is with the exception of those Midrise sites developed pursuant to clause 7.5A of LLEP 2008 (which may also be developed with a tower on podium typology). | The site is developed pursuant to clause 7.5A of Liverpool LEP 2008 and therefore it is subject to the building envelopes developed in the approved Concept DA. |
| 4.2.5 Controls for sites that require the submission of a site specific DCP or concept DA | Sites that require the submission of a DCP are to be developed pursuant to the adopted site specific DCP or a concept development application consistent with Division 4.4 of the EP&A Act 1979 and clause 7.5A of LLEP 2008. | The proposed development has been developed pursuant to the approved Concept DA. |
| 4.2.6 Building floor plates | Provide a maximum GFA of 1,000m ² per level for commercial towers with maximum length of elevation of 45m. Where sites are greater than 2,000m ² a proportionally larger GFA per floor may be considered. | This control provides an opportunity for larger floor plates to be provided on the site, as proposed. |

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| 4.2.7 Street alignments and street setbacks | Buildings to comply with the front setbacks: <ul style="list-style-type: none"> 3m Scott Street; 2.5m Terminus Street; and Upper level frontages to a lane/serviceway must be setback 6 metres from the centre line of the lane/serviceway. | The approved Concept DA (prepared pursuant to Section 4.23 of the EP&A Act) provides an alternative solution to setbacks. This is discussed further in the Statement of Environmental Effects. |
| 4.2.8 Side and rear boundary setbacks | All residential and commercial buildings to comply with the separation distances in SEPP 65 and the ADG unless otherwise agreed with Council in an approved concept development application. | The proposed separation distances accord with those approved in the Concept DA for the site under DA-585/2019. For further discussion regarding separation distances, refer to the Clause 4.6 Variation prepared by Ethos Urban and the Statement of Environmental Effects. |
| 4.2.9 Minimum floor to ceiling heights | The minimum floor to ceiling heights are: <ol style="list-style-type: none"> Ground floor: 3.6m. Above ground level: <ol style="list-style-type: none"> Commercial office 3.3m. Capable of adaptation to commercial uses 3.3m. Residential 2.7m. Active public uses, such as retail and restaurants 3.6m. Car Parks: Sufficient to cater to the needs of all vehicles that will access the car park and, if aboveground, adaptable to another use, as above. | The proposed development includes ceiling heights that comply with this control. |
| 4.2.11 Deep soil zones and site cover | The maximum permitted site coverage for development: <ol style="list-style-type: none"> Commercial Core, Fine Grain and Mid Rise: Up to 100% | Complies. |
| 4.2.12 Public open space and communal open space | <ol style="list-style-type: none"> Dedicate open space to Council, where required, as part of an approved concept development application if the space meets the requirements of Council in terms of: <ol style="list-style-type: none"> location; aspect; accessibility; safety; and solar access. <p>The open space must be located and designed so that at least 50% of the open space provided has a minimum of 3 hours of sunlight between 10am and 3pm on 21 June (Winter Solstice).</p> | Community open space is included in the approved Concept DA and detail regarding this open space has been provided as part of this detailed DA. |
| 4.3.1 Pedestrian permeability | Design through-site links to have direct sight lines. | Complies. |
| | Locate through-site links within “through site link encouragement areas” (as identified in Figure 4-12) opposite other through site links. | |
| | Extend existing dead end lanes (as identified in in Figure 4-12) through to the next street as redevelopment occurs. | |

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| | Connect new through site links with existing and proposed through site links, serviceways, shared zones, arcades and pedestrian ways. | |
| | The siting of new through site links may be varied where new links cannot be directly aligned with existing links. | |
| | Retain existing, publicly and privately owned, through-site links. | |
| | Locate active uses on through site links where possible. | |
| | Nominate sites for through-site links, shared zones etc. that may be acquired by Council or may be dedicated to Council at no cost as part of a concept development application. | |
| | Vehicular access shall be provided from secondary streets or laneways only. Vehicular access will not be allowed from the primary street. | There are no other alternative access points available on the site. Therefore, vehicular access will be via Scott Street. Vehicular access is discussed in detail within the Traffic Impact Assessment and the Statement of Environmental Effects. |
| | <p>Pedestrian Arcades and Through Site Links must:</p> <ul style="list-style-type: none"> a) Be a minimum width of 5m and clear of all obstructions (including columns, stairs, and escalators). b) Provide public access at all business trading times. c) Be at least 2 storeys high. d) Have access to natural light for at least 50% of their length, where appropriate. e) Incorporate clear glazed entry doors comprising at least 50% of the entrance where air conditioned, and to be accessible at least 18 hours per day, 7 days per week. f) Display signage at street entries indicating public accessibility and the street to which the through site link connects | The proposed through site link is shown in detail in the Design Report. |
| 4.3.3 Active street frontages | Locate active street frontages on the ground level of all commercial or mixed use buildings, including adjacent through-site links. | The proposed development includes high quality landscaping and public domain works, including an internal shared road, a public plaza and an elevated pocket park fronting Terminus Street. |
| | Locate active street frontages in the Mixed Use, Commercial Core, Enterprise Corridor and Neighbourhood zones (as identified in Figure 4-2), on ground level. This does not preclude servicing activities particularly in the service ways. | The proposed development includes a mixed use building with associated public domain works on the ground level. |
| | Locate active street frontages at first floor level in addition to ground for sites addressing major roads as depicted in Figure 4-16. | Complies. The proposed development includes landscaping to both lower and upper ground level. |
| | Locate street fronts at the same level as the footpath and with direct access from the street. | The landscaping and public domain works are accessible from the street. |
| | Use only open grill or transparent security (at least 50% visually transparent) shutters to retail frontages. | Not applicable. |

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| 4.3.4 Street address | Provide a clear street address and direct pedestrian access off the primary street frontage in mixed use and residential developments. | The proposed development will provide clear street address and pedestrian access off the primary street for the mixed use development. |
| | Provide multiple entrances to large developments on all street frontages. | The proposed development includes two vehicle entrances and each building has a lobby entrance of their own. |
| 4.3.5 Street and building interface | Design the area between the building and the public footpath so that it: <ul style="list-style-type: none"> - provides visibility to and from the street (if non-residential use); - introduces paving and/or landscaping between the street and the building; and/or - screens any above ground car parking. | The proposed landscaping and public domain works has been designed accordingly to provide visibility from the street as well as screening on ground car parking. |
| 4.3.8 Building design and public domain interface | Design new buildings that adjoin existing buildings, particularly heritage buildings and those of architectural merit so that they consider: <ul style="list-style-type: none"> a) the street 'wall' alignment and building envelope; b) the 'depth' within the façade; c) facade proportions; and d) the response to the corners at street intersections. | The proposed development has been designed accordingly to respect the adjoining properties of heritage significance and architectural merit. |
| | Articulate façades to address the street, proportion the building, provide 'depth' in the street wall when viewed obliquely along the street and add visual interest. | The proposed development has been designed accordingly to respect the street and provide visual interest through podiums and setbacks throughout the building. |
| | Use high quality robust finishes and avoid finishes with high maintenance costs, and those susceptible to degradation due to a corrosive environment. Large expanses of rendered concrete finish is discouraged. | The proposed development includes high quality robust finishes including light coloured materials and glazing. |
| | Select lighter-coloured materials for external finishes including roofs and avoid the use of darker-coloured materials (e.g. black, charcoal) to reduce the urban heat island effect. | The proposed development comprises a careful selection of materials and finishes that will assist in reducing the impacts of the urban heat island effect. The external materials and finishes are shown in detail in the Design Report. |
| | Construct only minor projections up to 600mm from building walls into the public space. These must not add to the GFA and must provide a benefit, such as: <ul style="list-style-type: none"> a) expressed cornice lines that assist in enhancing the definition of the street; or b) projections such as entry canopies that add visual interest and amenity. | Complies. |
| | Incorporate roof top structures, such as air conditioning and lift motor rooms, into the architectural design of the building. | The proposed development includes three rooftop gardens at Level 1, 4 and 7. As well as this, the proposed library building has integrated plant and structures into the architecture of the building with glazing and greenery also being proposed. The overall design of the roof is illustrated in the Design Report. |
| 4.3.9 Street intersections and corner buildings | Address all street frontages in the design of corner buildings. | The proposed public domain and landscaping has been incorporated in the design at all street frontages. |

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| | Design the corner buildings to respond to the character of the intersection by recognising the different hierarchies of the street typologies. | The proposed development has been carefully designed to respond to the surrounding roads that the site is bounded by. |
| 4.4.1 Vehicular access and manoeuvring areas | Vehicular access shall be restricted to the secondary street (other than along a High Pedestrian Priority Area) where possible. | The second vehicular access point is restricted to private users only. |
| | Design of vehicle entry points must be of high quality and relate to the architecture of the building, including being constructed of high quality materials and finishes. | The vehicle entry points are consistent with the remainder of the buildings architecture and will be designed with high quality materials and finishes. The Design Report provides further details on the materials and finishes. |
| 4.4.2 On-site parking | All required car parking is to be provided on site in an underground (basement) carpark except to the extent provided below: <ul style="list-style-type: none"> a) On Fine Grain and Midrise sites, a maximum of one level of surface (at grade) parking may be provided where it is fully integrated into the building design; and b) On sites requiring the lodgement of a concept DA, a maximum of one level of surface (at grade) and one additional level of above ground parking may be provided where it is fully integrated into the building design. | All car parking proposed is included in the underground basement carpark. |
| | <u>Service and delivery vehicle parking</u> Sufficient service and delivery vehicle parking adequate to provide for the needs of the development. | The proposed development includes a loading dock with sufficient heavy vehicle accessibility and parking. |
| | <u>Motorcycle parking for all development</u> Provision is to be made for motorcycle parking at the rate of 1 motorcycle space per 20 car spaces. | The proposed development includes 18 motorcycle parking spaces, which is compliant with the provision. |
| | <u>Disabled off-street car parking</u> No less than 2% of the total parking demand generated by development shall be accessible parking spaces, designed and appropriately signposted for use by persons with a disability. | Complies. |
| 4.5.1 Wind mitigation | Design all new buildings to meet the following maximum wind criteria: <ul style="list-style-type: none"> a) 10m/second in retail streets; b) 13m/second along major pedestrian streets, parks and public places; and c) 16m/second in all other streets. | Complies. |
| | Submit a Wind Effects Report with the DA for all buildings greater than 35m in height. | A Wind Impact Assessment has been prepared. |
| | Submit results of a Wind Tunnel Testing report for buildings over 48m in height. | Wind tunnel testing was undertaken for the purposes of this DA. Further detail is provided in the Wind Impact Assessment. |