

## Tables of Compliance

Table 1 – Sydney Regional Environmental Plan No 5 – (Chatswood Town Centre)

SEPP	Requirement	Proposal	Compliance
<b>3. Aims, objectives etc</b>			
<b>(1) General aims and objectives</b>	(a) to make readily available floor space for retail and commercial and residential purposes while, at the same time, conserving the compactness of the Chatswood Town Centre,	<ul style="list-style-type: none"> <li>The proposal provides residential, retail and commercial floor space within the town centre which relieve the pressure for high density development to be located elsewhere in the LGA.</li> </ul>	Y
	(b) to consolidate office development on the western side of the North Shore Railway Line and retail development on the eastern side of the North Shore Railway Line,	<ul style="list-style-type: none"> <li>The proposal provides commercial floor space on the western side of the highway. Minimal retail is proposed to provide activation at the ground level.</li> </ul>	Y
	(c) to encourage the establishment of new and additional recreational, civic and community facilities,	<ul style="list-style-type: none"> <li>The publicly accessible open space proposed as part of the development will form a significant new piece of passive recreation space within the centre.</li> </ul>	Y
	(d) to maintain and improve the environmental and aesthetic quality of the Chatswood Town Centre and conserve items of heritage significance,	<ul style="list-style-type: none"> <li>The proposed building will be of high design quality, thereby contributing to the aesthetic of the centre.</li> </ul>	Y
	(e) to improve traffic flow through and around the Chatswood Town Centre and ensure pedestrian, as well as vehicular, accessibility,	<ul style="list-style-type: none"> <li>The residential building is expected to have a lower level of traffic generation when compared to the approved commercial development on the site.</li> <li>The through site link will provide alternative pedestrian routes to the Chatswood centre.</li> </ul>	Y
	(f) to encourage the use of public transport, and	<ul style="list-style-type: none"> <li>The proposal will provide a significant amount of new patronage for public transport.</li> <li>A green travel plan will be prepared for the development which will encourage the use of public transport</li> </ul>	Y
	(g) to ensure adequate parking provision and, in particular, to provide for off-street parking in addition to Council requirements,	<ul style="list-style-type: none"> <li>The proposal complies with the requirements for tenant parking.</li> <li>Adequate but less than the maximum parking is provided so as to encourage greater use of public transport to the site</li> </ul>	Y

SEPP	Requirement	Proposal	Compliance
	(h) to allow high density residential development to occur so as to give effect to urban consolidation objectives, and	<ul style="list-style-type: none"> <li>The proposal is a mixed use high density development within close proximity of public transport and other day to day services and therefore satisfies urban consolidation objectives</li> </ul>	Y
	(i) to encourage additional residential development which may support public transport use, shopping and recreational facilities as well as contribute to the vitality of the Centre, particularly outside normal business hours, and	<ul style="list-style-type: none"> <li>The proposed high density residential component of the development will support public transport use, shopping and recreational facilities. It will also provide activity outside of normal business hours.</li> </ul>	Y
	(j) to allow the establishment of new and additional recreational, civic and community facilities to provide a vibrant and stimulating heart for the Chatswood Town Centre.	<ul style="list-style-type: none"> <li>The proposal provides a new piece of public open space in the town centre for use by employees, residents and visitors to the centre.</li> </ul>	Y
<b>Zone No 3 (c2)- Business Commercial</b>	(i) to consolidate this zone as Chatswood's main office core,	<ul style="list-style-type: none"> <li>The proposal will contribute to the level of commercial floor space available in the commercial core.</li> </ul>	Y
	(ii) to accommodate service retail users to the extent necessary to cater for local office needs,	<ul style="list-style-type: none"> <li>Small scale retail is proposed at the ground level to activate the street. These will be able to cater for local office needs and the residents.</li> </ul>	Y
	(iii) to permit high density residential uses,	<ul style="list-style-type: none"> <li>A high density residential development is proposed as part of the proposal.</li> </ul>	Y
	(iv) to realise a better balance between office parking supply and demand,	<ul style="list-style-type: none"> <li>A reduced level of parking is proposed (less than the permitted maximum) due to the close proximity of the site to the Chatswood public transport interchange</li> </ul>	Y
	<p><b>(1) Development within the zone</b></p> <p>(a) Within the 3 (c2) Business Commercial Zone, the following development may be carried out <b>without development consent</b>:</p> <ul style="list-style-type: none"> <li>exempt development</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> </ul>	N/A

SEPP	Requirement	Proposal	Compliance
	<p>(b) Within the 3 (c2) Business Commercial Zone, the following development may only be carried out <b>with development consent</b>:</p> <ul style="list-style-type: none"> <li>▪ Demolition</li> <li>▪ Subdivision,</li> <li>▪ Development for the purpose of: <ul style="list-style-type: none"> <li>Advertisements, brothels, child care centres, clubs, commercial premises (other than carparking stations), drainage, hotels, motels, places of public worship, public buildings, purposes referred to in Schedules 3 or 7, recreation areas, refreshment rooms, residential flat buildings, roads, taverns, utility installations</li> </ul> </li> </ul> <p>Schedule 3 uses: Bakery, Chemist's shop, Confectionery shop and milk bar, Delicatessen, Fish and chip shop, Fruit and vegetable shop, Grocery and health food shop, Newsagent's shop, Stationery shop (books and newspapers), Sandwich shop, Take-away food (other than drive-in), Tobacconist</p> <p>Schedule 7 uses: Arts and crafts facilities and hobby centres, Art galleries and museums, Child care facilities, Cinemas, Facilities for musical organizations, Fitness centres, Gymnasiums and other related sports facilities, Meeting rooms and other multi-purpose halls for use or hire, Multi-purpose youth centres including drop-in centres, Offices for health and welfare workers and self-help groups, Public conveniences, Public information and resource centres, Public swimming pools, Skating rinks, Squash courts</p>	<ul style="list-style-type: none"> <li>▪ Commercial and residential flat buildings are permissible in the zone.</li> <li>▪ The proposed retail space will be occupied by a use listed in Schedule 3 or Schedule 7.</li> </ul>	Y
	(c) Any other development is prohibited	<ul style="list-style-type: none"> <li>▪ Noted</li> </ul>	N/A

SEPP	Requirement	Proposal	Compliance
<b>8. Residential Development in Business Zones</b>	Notwithstanding clauses 7H, 7I and 7J, a person may, with the consent of the consent authority, carry out development for residential purposes on land within zone No 3 (c1), 3 (c2) or 3 (c3) where any such development is carried out above or behind shops or commercial premises or development of a type specified in Schedule 1.	<ul style="list-style-type: none"> <li>Residential uses are permitted in the zone, and in this mixed use building the residential floor space is provided above both retail and commercial floor space.</li> </ul>	Y
<b>10. Retail trading – restriction in Zone No 3 (c2)</b>	(1) The council shall not consent to development of land within Zone No 3 (c2) for use as a shop or premises for a purpose referred to in Schedule 3 if the gross floor area of the shop or premises exceeds 150 square metres.	<ul style="list-style-type: none"> <li>Each shop is less than 150m<sup>2</sup>.</li> </ul>	Y
	(2) A person shall not carry out development within Zone No 3 (c2) for a purpose referred to in Schedule 3 if more than 20 per cent of the gross floor area of the development is used for that purpose.	<ul style="list-style-type: none"> <li>The retail floor space is less than 20 percent of the total floor space proposed.</li> </ul>	Y
	(3) Clause 7 of <i>State Environmental Planning Policy No 4 – Development Without Consent</i> does not apply to the development, for a purpose referred to in Schedule 3, of premises within Zone No 3 (c2), which, immediately before the appointed day, were used as commercial premises.	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	N/A
	(4) This clause does not apply to so much of the land bounded by O'Brien, Railway and Help Streets, Chatswood, and by the eastern boundary of the North Shore Railway reservation (shown edged heavy black on Sheet 1 of the map marked "Willoughby Local Environmental Plan No 76") as is within Zone No 3 (c2).	<ul style="list-style-type: none"> <li>Noted</li> </ul>	N/A
<b>11. Floor Space Ratio</b>	<p>(1) The consent authority shall not consent to the erection of a building on land to which this plan applies where the ratio of the gross floor area to the site area exceeds:</p> <p>(c) in the case of a building on land within Zone No 3 (c2) having a site area of less than 1 500 square metres— 2:1,</p>	<ul style="list-style-type: none"> <li>The proposal generates a FSR of 8:1 which exceeds the maximum permitted under SREP 5. Refer to the discussion on FSR at <b>Section 5.4</b> of the EAR which provides justification for the non-compliance.</li> </ul>	N

SEPP	Requirement	Proposal	Compliance
	<p>(2) Where:</p> <p>(a) a development application is made for consent to erect a building on land within Zone No 3 (c1), 3 (c2) or 3 (c3), and</p> <p>(b) the plans submitted with the application make provision for a precinct,</p> <p>the consent authority may approve the precinct as suitable for a public precinct for the purposes of this clause.</p>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
<b>13. Land within Zones No 3(c1), 3(c2), and 3(c3)- floor space ratio for residential flat buildings</b>	<p>(1) The consent authority may consent to the carrying out of development for the purpose of a residential flat building on land within Zone No 3 (c1), 3 (c2) or 3 (c3) only if the ratio of the gross floor area of dwellings within the residential flat building to the area of its site does not exceed 1:1.</p>	<ul style="list-style-type: none"> <li>Refer to <b>Sections 5.2</b> and <b>5.4</b> of the EAR. It is within the Minister's power to vary this development standard.</li> </ul>	N
	<p>(2) Despite subclause (1), the consent authority may, subject to clause 15A, consent to the carrying out of development for the purpose of a residential flat building on the land shown edged heavy black on the map marked "Willoughby Local Environmental Plan 1999 (Chatswood Town Centre)- No 1" only if the ratio of the gross floor area of the dwellings within the residential flat building to the area of the land does not exceed 3:1.</p>	<ul style="list-style-type: none"> <li>Refer to <b>Sections 5.2</b> and <b>5.4</b> of the EAR. It is within the Minister's power to vary this development standard.</li> </ul>	N
	<p>(3) This clause does not affect a maximum floor space ratio fixed by clause 11.</p>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
	<p>(4) Despite subclause (1), the consent authority may, subject to clause 39, grant consent to the carrying out of development for the purposes of a residential flat building on the land within Zone 3 (c2) (other than 20 and 22 Thomas Street) or within Zone 3 (c3) as shown edged heavy black on Sheet 2 of the map marked "Willoughby Local Environmental Plan 1995 (Amendment No 65)", but only if the ratio of the gross floor area of the residential flat building to the area of its site does not exceed 2.5:1 in the case of the land within Zone 3 (c2) or 1.5:1 in the case of land within Zone 3 (c3).</p>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A

SEPP	Requirement	Proposal	Compliance
15. Height	(1) The consent authority shall not consent to the erection of a building:  (d) on land within Zone No 3 (c2) having a height of more than 52 metres,	<ul style="list-style-type: none"> <li>Clause 15A(3) provides that this clause is not relevant to the proposal.</li> </ul>	N/A
15A. Height restrictions for certain land including the North Shore Railway reservation	(1) This clause applies to land bounded by O'Brien, Railway and Help Streets and by Cambridge Lane, Chatswood, being the land shown edged heavy black on the height control map.	<ul style="list-style-type: none"> <li>Noted</li> </ul>	N/A
	(2) A building must not be erected on land to which this clause applies that is within Zone No 2 (d) or 3 (c2) having a height greater than that shown on the height control map for the land.	<ul style="list-style-type: none"> <li>The site is subject to a maximum height limit of RL179m.</li> <li>The proposed building has a height of RL231 or 135m. Refer to the discussion on height at <b>Section 5.2</b> of the EAR.</li> </ul>	N
	(3) Clause 15 does not apply to land to which this clause applies.	<ul style="list-style-type: none"> <li>Noted</li> </ul>	N/A

Table 2– Willoughby DCP, Part I.6 Railway Street Site

Section	Requirement	Proposal	Compliance
<b>Urban Design Controls</b>			
Context and Height	a) Building heights on the site are to be as shown in Figure I.6.1. These are maximum heights which will retain the existing profile of the City Centre with development stepping down to Pacific Highway and to the east, north of McIntosh Street.	<ul style="list-style-type: none"> <li>Whilst the proposed development does not comply with the maximum height prescribed for the site it nonetheless complies with the design intention of the control and maintains a transition of heights stepping down from the railway interchange to the Pacific Highway.</li> </ul>	N
	b) Development applications must be accompanied by a visual assessment of the proposal from points such as Ku-ring-gai College of Advanced Education, Beauchamp Park, North Pacific Highway, corner of Dellwood and Ferndale Streets to illustrate impact of proposals on the Chatswood skyline.	<ul style="list-style-type: none"> <li>A photomontage is provided from Beauchamp Park, the proposed building will not be readily visible from the two other vantage points.</li> <li>The photomontage demonstrates that the proposed development will have a positive impact on the Chatswood skyline.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
	<p>c) Development applications must be accompanied by a site analysis plan which identifies the constraints and opportunities of the site contextually including:</p> <ul style="list-style-type: none"> <li>a. Established vistas;</li> <li>b. Topography;</li> <li>c. Sunlight access;</li> <li>d. Points of visual focus of the site as seen from surrounding sites;</li> <li>e. Relationship to adjoining buildings and open spaces.</li> </ul>	<ul style="list-style-type: none"> <li>▪ A sight analysis plan is provided at <b>Appendix A</b>.</li> </ul>	Y
<p><b>Building Location, Form and Massing</b></p>	<p>1. A major public precinct area is to be provided as indicated in Figures I.6.3 and I.6.9. This area is to be designed for passive public recreational use predominantly in the form of grassed areas for informal seating with the use of substantial trees for shade and wind control.</p>	<ul style="list-style-type: none"> <li>▪ A public precinct is proposed in accordance with the DCP, refer to the public domain plans at <b>Appendix G</b>. Plantings will mitigate wind impacts and the open space will be publicly accessible.</li> </ul>	Y
	<p>2. Detailed design concepts for the treatment of the Railway Enclosure Structure wall are to be submitted with the development application for the adjoining buildings demonstrating how the wall will be treated to contribute to the amenity of the public precinct area.</p>	<ul style="list-style-type: none"> <li>▪ The public domain plans detail the proposed treatment of the RES, in summary structures with climbing vines are proposed on the two elevations and landscaping will be provided on the roof.</li> </ul>	Y
	<p>3. Elements are to be incorporated into the design of the site to provide a gateway identity at the corners of O'Brien and Railway Street and Help Street and Cambridge Lane. These shall include open space areas and either special structures, public art or landscaping features.</p>	<ul style="list-style-type: none"> <li>▪ Public art has already been provided at these locations.</li> </ul>	Y
	<p>4. Substantial building separation is to be provided and the open space area between buildings is to be landscaped. These spaces between buildings reflect the character of the Chatswood Centre of buildings set in landscaped gardens. Buildings are to be set in open space areas, as shown in Figure I.6.3.</p>	<ul style="list-style-type: none"> <li>▪ The proposal provides greater separation distances than those required by the DCP as a result of the reduced footprint of the building.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
<b>Building Location, Form and Massing</b>	5. Buildings over 6 storeys are to have a defined base and tower element. The height of the podium is to establish an appropriate scale and mass relative to pedestrians at street level or to maintain a scale relationship to development on surrounding land.	<ul style="list-style-type: none"> <li>The proposed building has a commercial podium with a residential tower form located above. The height of the podium is four storeys which is an appropriate scale relative to pedestrians at the street level.</li> </ul>	Y
	6. Podium heights for buildings in Railway Street should be a maximum of 4 storeys and in some instances such as on the corners of the site, stages of the towers should be defined as transition elements with setbacks or changes in facade treatments and materials generally as shown in Figures I.6.3 and I.6.4.	<ul style="list-style-type: none"> <li>The podium is 4 storeys, the material of the façade will ensure that the building defines the corner element.</li> </ul>	Y
	7. Within the RL175AHD height limit area, the building form is to incorporate a step as shown in Figure I.6.4. An intermediate setback at RL143AHD is to be incorporated into the building to a minimum depth of 14 metres from the northern building façade.	<ul style="list-style-type: none"> <li>N/A. The building is not in the RL175AHD area, this is located on the north-eastern corner of the Pacific Place site.</li> </ul>	N/A
	8. Figures I.6.3, I.6.4, I.6.5 and I.6.6 illustrate the site layout, footprints and building envelopes of buildings including the podium elements. The building envelopes define the planning framework within which buildings are to be contained. They are not to be taken literally as defining the bulk or outline of buildings.	<ul style="list-style-type: none"> <li>Noted, the building has been informed by the diagrams and is located in generally the same position as the approved Building G but with a smaller footprint.</li> </ul>	Y
	9. The mass of the tower element to Building G is to be broken by vertical and horizontal stepping in the building form or by changing the alignment of the tower relative to the podium.	<ul style="list-style-type: none"> <li>The tower element is modulated both horizontally and vertically and the alignment of the tower will be different to that of the podium.</li> </ul>	Y
	10. Buildings and their podium elements are to define the edges and create a sense of enclosure to open space areas.	<ul style="list-style-type: none"> <li>The podium aligns with the Help Street and Railway Street property boundaries.</li> <li>The residential lobby has been positioned opposite the open space so as to activate and define the edge. It is noted however that this element of the façade has been splayed so as to provide clear site lines to the through site link.</li> </ul>	Y
	11. Buildings must be sited to maintain views between buildings on the site and retain the sense of connection over the site and the Railway Enclosure Structure between Day and McIntosh Streets.	<ul style="list-style-type: none"> <li>The building has been positioned generally in accordance with the Pacific Place masterplan and as such maintains views between buildings.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
<b>Roof Lines</b>	1. The tops of buildings are to be designed to be visually interesting when viewed from a distance and to contribute to the distinctive skyline forms in the Chatswood Centre.	<ul style="list-style-type: none"> <li>As shown in the photomontage of the view from Beauchamp Park, the proposal will positively contribute to the skyline of Chatswood and the building has been designed with a strong roof element.</li> </ul>	Y
	2. Lift motor rooms and overruns, plant rooms and service equipment are to be integrated into the design of the roof element.	<ul style="list-style-type: none"> <li>All plant equipment is incorporated into the design of the roof element.</li> </ul>	Y
	3. Roof forms and their mass are to be recessive to the main building facade but integrated as consciously designed architectural elements, which must be coherently related to the building design.	<ul style="list-style-type: none"> <li>The roof element is focused in the south-east corner of the building. The design is integrated into the built form as a specific design component.</li> </ul>	Y
<b>Facades</b>	1. The façade design of Buildings A, F and G are to be varied to prevent a “wall” appearance along Railway Street. Furthermore, the Railway Street buildings are to be designed to give each building its own identity but with façade materials and podium elements providing the link between the buildings to create a cohesive whole.	<ul style="list-style-type: none"> <li>The proposed façade on Railway Street is articulated by angles, varied balcony forms, varied recesses and apartment sizes and as such will not present a flat wall appearance to the street.</li> <li>The materials chosen are complementary to that of the existing buildings on the Pacific Place site. A sample board has been submitted under separate cover.</li> </ul>	Y
	2. Tower forms are to be articulated by strong horizontal and vertical elements to present interesting facades and break down the mass and bulk of the façades.	<ul style="list-style-type: none"> <li>The proposed building has been designed with strong horizontal and vertical elements which provide an interesting façade and break down the mass of the building.</li> </ul>	Y
	3. Where practicable, projecting balconies and deep façade recesses are to be used to vary the appearance of façades on the residential buildings.	<ul style="list-style-type: none"> <li>Balconies vary due to the shape of the building and include a range of projecting and recessed designs.</li> </ul>	Y
	4. At street level, façade designs must present an address to the street and be sensitive to the pedestrian environment in terms of wall height, finishes and setbacks for planting.	<ul style="list-style-type: none"> <li>The glass façade of the commercial podium addresses the corner of Railway and help Street and will provide and protected pedestrian environment at a suitable scale.</li> </ul>	Y
	5. Blank façades are to be avoided and where unavoidable shall be articulated by recesses/projections or other changes in alignment.	<ul style="list-style-type: none"> <li>No blank facades are proposed, all three street frontages will be articulated.</li> </ul>	Y
	6. Materials, colour and finishes are to be used to add interest to façades and should blend with those existing in the Chatswood Centre.	<ul style="list-style-type: none"> <li>The proposed materials are complementary to the existing buildings at Pacific Place.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
	7. External finishes are to be of high quality and require minimal maintenance in the urbanised CBD environment.	<ul style="list-style-type: none"> <li>The proposed materials are durable and will require minimal maintenance.</li> </ul>	Y
	8. Façades will have regard to wind impacts in and around the site. Any wind control devices must be integrated at the design stage rather than added at a later stage.	<ul style="list-style-type: none"> <li>Wind mitigation measures have been incorporated into the design. Refer to the wind assessment at <b>Appendix EE</b>.</li> </ul>	Y
	9. A plan at scale 1:50 is to be provided for all elevations at pedestrian level indicating materials and finishes, lighting, access points, wall heights, setbacks and landscaping in order to demonstrate a high standard of pedestrian amenity.	<ul style="list-style-type: none"> <li>This level of detail can be provided if requested by the DoP but this is not listed as a requirement in the Director General's Requirements.</li> </ul>	Y
	10. Façades are to demonstrate energy efficiency principles in design including selection of glazing, use of sun control devices and orientation of windows.	<ul style="list-style-type: none"> <li>The façade materials will meet the requirements of BASIX and Section J of the BCA.</li> </ul>	Y
	11. The façade of the development facing Cambridge Lane is to take account of the narrow carriageway of the Lane at ground level by incorporating: <ul style="list-style-type: none"> <li>i) a podium element addressing the height of the adjoining residential building to the east;</li> <li>ii) articulating the façade at street level to improve pedestrian amenity;</li> <li>iii) stepping back the façade above the podium to avoid overwhelming the streetscape.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
<b>Streetscape</b>			
<b>Railway Street</b>	1. Active or commercial/retail uses should be located on the ground floor of buildings fronting Railway Street. Extensive landscaping and public open space should be used to define the Railway Street alignment.	<ul style="list-style-type: none"> <li>Lobbies and retail space is proposed on the Railway Street frontage.</li> <li>Street trees are proposed along the Railway Street and Help Street frontages.</li> </ul>	Y
	2. The podium height of buildings fronting Railway Street may be no more than 4 storeys with setbacks above this level.	<ul style="list-style-type: none"> <li>The podium is 4 storeys.</li> </ul>	Y
	3. Development must provide for interest and activities at street level with shop fronts, seating, entrances and landscaping.	<ul style="list-style-type: none"> <li>Shopfronts, seating and planting is proposed.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
	4. Development fronting the corner of O'Brien Street and the Pacific Highway must be set back from the street and the area landscaped to a high standard.	<ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
	5. Development fronting the corner of Railway Street and Help Street must have a ground floor void to allow pedestrian movement and visibility through the building at this point. The height of the void colonnade space below the building must be at least 7 metres and create a focal point with an indented base and a sense of monumental character addressing the street.	<ul style="list-style-type: none"> <li>Whilst the building does not propose a 7m void, visibility through the building at the corner will be achieved as the façade at ground level comprises clear and performance glazing.</li> </ul>	Y
	6. All electricity, telecommunications and power cabling is to be placed underground.	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	Y
	7. Buildings north of the public precinct area are to be setback a minimum of 11.5 metres from the property boundary in order to provide for a tree lined promenade as indicated in Figure I.6.9.	<ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
<b>Help Street/ Orchard Road</b>	1. This intersection is to be emphasised by a landscaped feature or public art and public open space on the corner of the site to terminate the vista along Orchard Road and provide a gateway element.	<ul style="list-style-type: none"> <li>A landscaped publicly accessible open space is proposed.</li> </ul>	Y
	2. The design of the commercial building with the design of the Railway Enclosure Structure portal and bridge over Help Street is to ensure that they present as integrated structures rather than disparate elements.	<ul style="list-style-type: none"> <li>Whilst the building no longer straddles the RES, the design of the landscaping and public domain works will ensure that the development appears integrated.</li> </ul>	Y
<b>Signs</b>	1. Building identification signs are the only signs to be permitted on residential buildings.	<ul style="list-style-type: none"> <li>Noted. Signage will be detailed in a future application.</li> </ul>	N/A
	2. Council's consent will be required for the erection of signs and applications shall comply with the provisions of Part G.6.	<ul style="list-style-type: none"> <li>Noted. Signage will be detailed in a future application.</li> </ul>	N/A
	3. Development applications are to nominate proposed sign locations, size, colour, type, method of illumination if any, on all elevations.	<ul style="list-style-type: none"> <li>Noted. Signage will be detailed in a future application.</li> </ul>	N/A
<b>Footpath Paving</b>	1. Development will be required to provide paving to all adjoining footpaths and through site links in accordance with Council requirements.	<ul style="list-style-type: none"> <li>The paving materials in the public domain will be confirmed with Council during the detailed design phase.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
	2. Council will specify footpath paving selections for the streets and through site links to provide a uniform streetscape design and provide accessible paths of travel.	<ul style="list-style-type: none"> <li>The applicant will consult with Council officers to determine appropriate materials for the footpath planting and paths of travel.</li> </ul>	Y
	3. Council may require landscaping and tree planting in streets adjacent to development sites so as to achieve a uniform street tree character around the site and integrated with surrounding development.	<ul style="list-style-type: none"> <li>Noted, however the remainder of the Pacific Place development is now constructed.</li> </ul>	Y
<b>Pedestrian Amenity</b>			
<b>Pedestrian Links</b>	1. Cambridge Lane is to be widened to provide for a public footpath of a minimum of 3 metres in width.	<ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
	2. The public footpath is to be extended from Cambridge Lane/McIntosh Street to O'Brien Street along the eastern side of the site for a minimum width of 3 metres.	<ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
	3. As development occurs, public pedestrian access links are to be provided to, and through the site in the locations indicated in Figure I.6.8.	<ul style="list-style-type: none"> <li>The through site link is proposed in the location identified.</li> </ul>	Y
	4. The design of the pedestrian access links is to take account of the primary pedestrian desire lines, particularly to the Interchange building and the Mall. Provision is also to be made for a public pedestrian overbridge across Help Street as part of the development. The development is to be responsible for the provision of the overbridge from the site, over Help Street and for the connection into the proposed Interchange extensions.	<ul style="list-style-type: none"> <li>The through site link takes into account the pedestrian lines detailed for the site.</li> <li>A bridge is no longer proposed as part of the development as the design of the railway station / interchange has changed since the DCP was adopted.</li> </ul>	Y
<b>Pedestrian Links</b>	5. Pedestrian links are to be a minimum of 3m in width and are to provide for shared use of pedestrians and bicyclists.	<ul style="list-style-type: none"> <li>The pedestrian link is 3metres wide.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
	<p>6. A public domain plan identifying details of pedestrian links, paving, signage, lighting and landscaping is to be submitted with detailed development applications for approval. In particular, the plan is to provide specific details for:</p> <p>i) The quality of materials and finishes to buildings and surfaces adjacent to pedestrian areas.</p> <p>ii) Continuous paths of travel.</p> <p>iii) Signage to indicate pedestrian paths and destinations (eg Mall/Interchange).</p> <p>iv) Lighting to enhance safety and security.</p>	<ul style="list-style-type: none"> <li>A public domain plan is included at <b>Appendix G</b>.</li> </ul>	Y
	7. Additional setback and landscaping may need to be provided to preserve the privacy of residents from the public footway.	<ul style="list-style-type: none"> <li>N/A no residential at ground level.</li> </ul>	N/A
	8. Pedestrian links are to be available for 24-hour access except where it can be shown that they will not be required at certain times or there are safety and security issues.	<ul style="list-style-type: none"> <li>Due to safety concerns it is proposed that the public open space above the RES and the through site link will be closed off to the public at night. Refer to the CPTED report at <b>Appendix AA</b>.</li> </ul>	Y
	9. Active uses (such as retail or restaurants) are to be located fronting the pedestrian links in the public precinct areas to provide interest and passive surveillance.	<ul style="list-style-type: none"> <li>The residential lobby fronts the public open space. This is considered the best location as it will be subject to activity and surveillance for longer periods of the day than the retail and commercial spaces.</li> </ul>	Y
<b>Mobility</b>	1. Access for people with disabilities is to be provided to all parts of the development in accordance with Part C.6.	<ul style="list-style-type: none"> <li>Access is provided to all parts of the development. Refer to the access report at <b>Appendix GG</b>.</li> </ul>	Y
	2. The pedestrian links through the public precinct areas are to be accessible for people with disabilities. Details of ramp gradients, paving materials, continuous paths of travel and lift design are to be submitted with development applications.	<ul style="list-style-type: none"> <li>The pedestrian link and public open space are accessible to people with mobility impairments.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
<b>Access/Parking</b>			
<b>Access</b>	1. Vehicular access to the land can be from Railway Street, McIntosh Street, O'Brien Street, Day Street or Cambridge Lane as indicated in Figure I.6.8 but subject to the following: i) O'Brien Street West is to only be used as a service access; ii) O'Brien Street East is for one-way flow only with no service access; iii) Day Street East is to remain two way flow; iv) Cambridge Lane is to be one way north bound; v) Railway Street entry adjacent to the public precinct area is to have particular regard to the high pedestrian movement.	<ul style="list-style-type: none"> <li>Access is via Railway Street and has been designed to ensure no conflict with pedestrian movement.</li> </ul>	Y
	2. Vehicle entrances, should be designed to minimise impact on footpaths and pedestrians and the width of driveways must be kept to a minimum. Access points must be perpendicular to the footpath and must match levels.	<ul style="list-style-type: none"> <li>Access is shared with the service area of Epica so as to reduce vehicular entries.</li> </ul>	Y
	3. Detailed design of the Cambridge Lane/McIntosh Street intersection is to be submitted for approval to ensure safe access and vehicle movement.	<ul style="list-style-type: none"> <li>N/A</li> </ul>	N/A
	4. Entrances and exits should be a minimum of 3.3m wide where entrances are adjacent to each other there should be a separation of 600mm. 1.2m splay corners are to be provided at the property boundary. Where shared loading/service and car park access is proposed the driveway width will be based on large rigid truck manoeuvring requirements.	<ul style="list-style-type: none"> <li>The proposed entrance is more than 3.3m wide.</li> </ul>	Y
	5. Vehicle entrances, exits and driveways should be carefully designed and detailed to present an attractive appearance to the street. Footpath crossings should maintain continuous pedestrian footpath paving with a textured edge paving to define the driveway border.	<ul style="list-style-type: none"> <li>The entrance has already been constructed and the proposed vehicular ramp has been integrated into the landscape design.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
<b>Car Parking/Loading</b>	<p>1. The total number of carparking spaces to be provided on site should not exceed the following maximum standards:</p> <p>Residential:</p> <p>0.5 space per studio</p> <p>1 space per 1 or 2 bed unit</p> <p>1.25 spaces per 3 or more bedroom unit</p> <p>1 space per 4 units for visitor parking</p> <p>1 space per dwelling designed for use by disabled persons as an Adaptable Unit (AS2890.1)</p> <p>Commercial:</p> <p>1 space per 75m<sup>2</sup> gross floor area on-site</p> <p>1 space per 100 commercial car spaces on-site are to be disabled spaces</p> <p>Retail:</p> <p>1 space per shop/tenancy</p> <p>All other uses are to provide parking as required by Part C.4.</p> <p>The number of carparking spaces allocated to the 3 bedroom units may exceed the number generated by the residential rate in the above table provided the additional number of residential spaces does not exceed the difference between the specified commercial office rate of 1 space per 75sqm and a commercial office rate of 1 space per 65sqm.</p> <p>Australian Standard, Parking Facilities part 3: Bicycle parking facilities, AS 2890.3-1993.</p> <p>Retail/Restaurant 1 per 450m<sup>2</sup> 1 per 150m<sup>2</sup></p>	<ul style="list-style-type: none"> <li>▪ An assessment of the number of parking spaces provided is included at <b>Appendix V</b>. The maximum number of permitted spaces is not exceeded.</li> <li>▪ The proposed number of spaces reflects the close proximity of the site to a major public transport node and encourages the use of public transport to the site.</li> </ul>	<p>Y</p>

Section	Requirement	Proposal	Compliance
	<p>The bicycle lockers and bicycle rails can be provided at the following rates:</p> <p>Bicycle Lockers Bicycle Rails  Residential 1 per 10 units 1 per 12 units  Commercial 1 per 600m<sup>2</sup> 1 per 2,500m<sup>2</sup></p>	<ul style="list-style-type: none"> <li>▪ Bicycle parking for tenants is provided in the basement.</li> <li>▪ Bicycle parking for visitors is provided in the public domain.</li> </ul>	Y
	2. All car parking areas are to be designed in accordance with the provisions of Part C.4.	<ul style="list-style-type: none"> <li>▪ The design will be in accordance with the relevant Australian Standards.</li> </ul>	Y
	3. All loading and servicing areas are to be designed in accordance with the provisions of Part C.4.	<ul style="list-style-type: none"> <li>▪ The design will be in accordance with the relevant Australian Standards.</li> </ul>	Y
	4. Visible above ground car parking will not be permitted.	<ul style="list-style-type: none"> <li>▪ All parking is within the basement.</li> </ul>	Y
	5. All car parking for commercial and residential development is to be concealed below ground in structures.	<ul style="list-style-type: none"> <li>▪ All parking is concealed below ground.</li> </ul>	Y
	6. All garbage/service areas are to comply with Part C.8. Separate garbage rooms are to be provided for residential	<ul style="list-style-type: none"> <li>▪ Separate garbage areas are proposed; refer to the waste management plan at <b>Appendix K</b>.</li> </ul>	Y
	7. The minimum clearance in a loading dock is to be 4 metres.	<ul style="list-style-type: none"> <li>▪ The entrance to the car park is constrained to 3.5m due to the existing height of the entrance to the Epica loading dock. Refer to the traffic report at <b>Appendix V</b>.</li> </ul>	N
	8. Loading/unloading facilities for removalist vans are to be provided with direct access to lifts.	<ul style="list-style-type: none"> <li>▪ Two loading spaces are provided which can be made available for residential removalist vans.</li> </ul>	Y
	<p>9. Bicycle storage facilities and associated shower facilities are to be provided for residents and commercial/retail occupants in accordance with:</p> <p>Austroads, Part 14, "Guide to Traffic Engineering Practice Bicycles" 1993</p>	<ul style="list-style-type: none"> <li>▪ Bicycle parking is provided in the basement for residents and employees of the building.</li> <li>▪ Shower facilities for retail / commercial employees are provided in the basement.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
<b>Traffic Generation</b>	1. All major development applications are to be accompanied by a traffic study which assesses the impact of the development on the surrounding road system and itemises road and intersection improvements which may be required as part of the development to ensure any adverse impacts are minimised. Any road or intersection improvements required are to be carried out by the developer at no cost to Council.	<ul style="list-style-type: none"> <li>A traffic assessment is provided at <b>Appendix V</b>. No intersection improvements are required.</li> </ul>	Y
	2. The study under a) above is to take into account the cumulative impact of the development on the surrounding road network with other approved or existing developments.	<ul style="list-style-type: none"> <li>The proposal takes into account the cumulative impact.</li> </ul>	Y
	3. Replacement of kerb/guttering and footpaths around the site and upgrading of the access roads will be required at the developer's cost.	<ul style="list-style-type: none"> <li>The kerbing will be upgraded as required, it is not expected that any of the access roads will require upgrading.</li> </ul>	Y
<b>Environmental Considerations</b>			
<b>Solar Access</b>	1. Development is not to cause additional overshadowing of existing nearby public open space areas or residential areas during the mid winter period where the shadows would reduce sunlight access to below 2 hours per day between 9 am and 3 pm.	<ul style="list-style-type: none"> <li>The shadow diagrams at <b>Appendix DD</b> demonstrate the proposed development does not cause any additional overshadowing to Chatswood Mall as compared to the approved commercial building on the site in mid winter.</li> <li>The proposed development does not overshadow existing residential buildings between the hours of 9am and 3pm on June 21.</li> </ul>	Y
	2. There are to be no shadows cast by development on the site on Chatswood Mall at any time of the year.	<ul style="list-style-type: none"> <li>The proposal does not generate additional shadows on Chatswood on June 21 between 11.20am and 2.30pm when compared to the approved Commercial building. Refer to shadow diagrams at <b>Appendix DD</b>.</li> </ul>	Y
	3. Publicly accessible open space areas provided as part of development are to have shadowing of them minimised by careful building design and orientation.	<ul style="list-style-type: none"> <li>The proposed open space is to the north of the site and as such will not be affected by the proposed development.</li> </ul>	Y
	4. All new dwellings are to receive adequate daylight and sunlight access to private open space and habitable rooms.	<ul style="list-style-type: none"> <li>The solar access analysis at <b>Appendix CC</b> demonstrates that the proposed development will meet the 70% / 2 hour requirement as prescribed by the RFDC.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
	5. All major development applications are to be accompanied by shadow diagrams to illustrate compliance with these controls.	<ul style="list-style-type: none"> <li>Shadow diagrams are provided at <b>Appendix DD</b>.</li> </ul>	Y
<b>Wind</b>	<p>1. Buildings are to create wind conditions which satisfy the "Acceptable Criteria for Environmental Wind Conditions" as set out in the following table:</p> <p>Classification Human Activities annual maximum gust  u = peak gust wind speed</p> <p>D – Dangerous Completely unacceptable: <math>u &gt; 23\text{m/s}</math> people likely to get blown over.</p> <p>W – Windy Unacceptable as main public <math>23\text{m/s} &gt; u &gt; 16\text{m/s}</math> access ways.</p> <p>M – Moderate Acceptable for walking, main <math>16\text{m/s} &gt; u &gt; 13\text{m/s}</math> public access ways.</p> <p>G – Gentle Generally acceptable for <math>13\text{m/s} &gt; u &gt; 10\text{m/s}</math> walking and stationary, short exposure activities such as window shopping, standing or sitting in plazas.</p> <p>C – Calm Generally acceptable for <math>10\text{m/s} &gt; u</math> stationary, long exposure activities such as in outdoor restaurants and theatres.</p> <p>Note: The above criteria are based on research work undertaken by W H Melbourne ("Criteria for Environmental Wind Conditions", Journal of Wind Engineering and Industrial Aerodynamics, vol. 3, pp 241-249, 1978).</p>	<ul style="list-style-type: none"> <li>A wind assessment is provided at <b>Appendix EE</b>. Windtech consider that the proposed development will provide an appropriate pedestrian environment.</li> </ul>	Y
	2. All development applications for buildings over 12 metres in height (measured from ground level) are to be accompanied by a wind tunnel assessment of wind impacts with regard to the wind condition criteria above.	<ul style="list-style-type: none"> <li>The results of the wind tunnel assessment undertaken for the approved commercial building has informed the wind report prepared for this proposal. A commitment has been made which requires that detailed wind tunnel testing will be undertaken prior to the issue of a construction certificate for works above ground.</li> </ul>	Y
	3. Wind control measures if required are to be integrated into the building and/or landscape design.	<ul style="list-style-type: none"> <li>Wind mitigation measures are integrated into the building and landscape design.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
Reflectivity	1. The reflectivity of external building materials in particular glazing, should not exceed 20%.	<ul style="list-style-type: none"> <li>A commitment has been made which will ensure that all external materials have a reflectivity coefficient of 20% or less.</li> </ul>	Y
	2. All applications for buildings which incorporate large areas of glazing (either clear or highly reflective) in external surfaces must be accompanied by a reflectivity report. The reflectivity report shall identify and analyse the effect of solar reflection on the glare conditions of the surrounding environment including drivers at any point on affected busy roads, pedestrians using crossings and the public domain. The report shall also assess the solar reflection on the heating loading of other buildings and areas and propose measures to reduce potentially undesirable or hazardous solar reflection, where required.	<ul style="list-style-type: none"> <li>A reflectivity report is included at <b>Appendix FF</b> which demonstrates that the proposed development is unlikely to generate any adverse glare that would affect the safety of drivers or pedestrians or affect the amenity of nearby residential properties.</li> </ul>	Y
Noise	1. All air conditioning plants, vents, exhausts and other plant equipment which are likely to cause or generate noise or vibration are to be suitably acoustically treated in order to prevent noise or vibration nuisance to occupants or nearby properties;	<ul style="list-style-type: none"> <li>Noise goals have been determined by the acoustic consultant for plant equipment which will ensure that nearby residents are not affected by adverse noise (see <b>Appendix W</b>).</li> </ul>	Y
	2. The LAeq (15 minute) noise level in residential units is to be less than 35dBA within bedrooms and 45dBA within living areas with all windows closed; and 50dBA with windows and doors open (at least 5% floor area) or such policy as may from time to time be adopted by Council.	<ul style="list-style-type: none"> <li>Glazing treatments have been recommended by the acoustic consultant (see <b>Appendix W</b>).</li> </ul>	Y
	3. A Noise and Vibration Assessment report is to accompany major development applications adjacent to, near or above the railway line. Such report is to refer to the following documents: i) the EPA's Environmental Noise Control Manual ii) BS 6472-1992 Guide to Evaluation of Human Exposure to Vibrations in Buildings iii) The SRA document "Rail Related Noise and Vibration – Issues to Consider in Local Government Planning – Development Applications and Building Applications".	<ul style="list-style-type: none"> <li>A noise and vibration report is included at <b>Appendix W</b>.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
<b>Environmental Sustainability</b>	1. A detailed stormwater management plan is to be submitted to address runoff, on-site detention and drainage, especially in relation to lowering of Help Street and location of easements.	<ul style="list-style-type: none"> <li>A Stormwater Management Plan is included at <b>Appendix JJ</b>.</li> </ul>	Y
	2. Applications for new development greater than \$1 million in value are to be accompanied by an Environmental Performance Statement, detailing the extent to which the buildings meet the environmental sustainability requirements set out above.	<ul style="list-style-type: none"> <li>The application is supported by a Section J assessment (<b>Appendix II</b>) and a BASIX assessment (<b>Appendix S</b>).</li> </ul>	Y
	3. This statement is to have particular regard to building orientation, insulation, thermal mass and heat retention, heating and cooling systems, use of landscaping and micro-climate design, use of recyclable, renewable and low contained energy building materials, ventilation, lighting systems, hot water systems, reuse of water, selection of energy efficient fittings, use of solar lighting or heating systems such as a gas boosted solar water heating system.	<ul style="list-style-type: none"> <li>Noted, both reports have regard to these aspects.</li> </ul>	Y
<b>Waste Minimisation</b>	1. Applications for development are to provide a detailed site construction management plan setting out proposed actions during construction for: <ul style="list-style-type: none"> <li>i) Minimising construction waste;</li> <li>ii) Disposal of waste maximising recycling or reuse;</li> <li>iii) Erosion and sediment control;</li> <li>iv) Delivery and storage of materials.</li> </ul>	<ul style="list-style-type: none"> <li>A construction management plan detailing these matters is included at <b>Appendix HH</b>.</li> </ul>	Y
	2. Applications for development are to provide details for operation of buildings and the site for: <ul style="list-style-type: none"> <li>i) Waste recycling;</li> <li>ii) On-site waste separation and storage;</li> <li>iii) Waste minimization.</li> </ul>	<ul style="list-style-type: none"> <li>A Waste Management Plan is included at <b>Appendix K</b>.</li> </ul>	Y
<b>Open Space/Landscaping</b>			
<b>Open Space</b>	1. Publicly accessible open space areas are to be provided as indicated in Figure I.6.9 including the boulevard along Railway Street and the major open space area between Building F and G.	<ul style="list-style-type: none"> <li>Publicly accessible open space areas are provided in accordance with Figure I.6.9. Refer to the public domain plan at <b>Appendix G</b>.</li> </ul>	Y

Section	Requirement	Proposal	Compliance
	2. A fountain or similar water feature is to be included in the major open space area.	<ul style="list-style-type: none"> <li>A water feature is not proposed nor considered suitable in the context of the site.</li> </ul>	N
	3. The public areas are to be designed, landscaped and maintained by the development and made available for public use on completion of adjacent major buildings.	<ul style="list-style-type: none"> <li>The public open space will provided as part of the development and will be made available for public use on completion.</li> </ul>	Y
	4. Outdoor seating and street furniture is to be located in these areas to encourage public use of the space.	<ul style="list-style-type: none"> <li>Outdoor seating is proposed.</li> </ul>	Y
	5. Advertising is not permitted in the public space other than in conjunction with umbrellas or seating for outdoor cafe or restaurant seating.	<ul style="list-style-type: none"> <li>No advertising is proposed.</li> </ul>	Y
	6. The design and proposed use of open space areas are to be included in development applications for major buildings on the same site.	<ul style="list-style-type: none"> <li>Open space is proposed as part of the development.</li> </ul>	Y
	7. For residential development useable private open space should be provided at the rate of 20m <sup>2</sup> per dwelling. This can include balconies and terraces and roof top or podium spaces.	<ul style="list-style-type: none"> <li>Each unit is provided with its own private open space in the form of a balcony with a minimum dimension of 2m. An area of communal open space (622m<sup>2</sup>) is proposed on top of the RES.</li> </ul>	Y
	8. Podium and roof areas are to be landscaped and used for open space/ recreation where possible.	<ul style="list-style-type: none"> <li>The rooftop of the RES is proposed to be landscaped and used as public / private open space.</li> </ul>	Y
	9. Public art is to be incorporated in areas of the public domain within the development. This can be in the form of special paving, fencing, treatment of wall surfaces, sculptures, murals etc.	<ul style="list-style-type: none"> <li>The proposed landscape design will incorporate rail track interpretive elements and when viewed from above will provide a form of public art due to its high quality mosaic appearance.</li> </ul>	Y
Landscaping	a) All landscaping is to be carried out to comply with Council requirements in terms of paving materials, drainage, soil depth, reticulation and selection of plant species.	<ul style="list-style-type: none"> <li>Noted, the detailed materials will be agreed with council during the detailed design phase.</li> </ul>	Y
	b) A landscape concept plan for any open space area on the site is to be submitted to Council with any development application.	<ul style="list-style-type: none"> <li>Refer to the public domain plans at <b>Appendix G</b>.</li> </ul>	Y
	c) Selection of trees is to give preference to locally indigenous species.	<ul style="list-style-type: none"> <li>Locally indigenous trees are proposed.</li> </ul>	Y