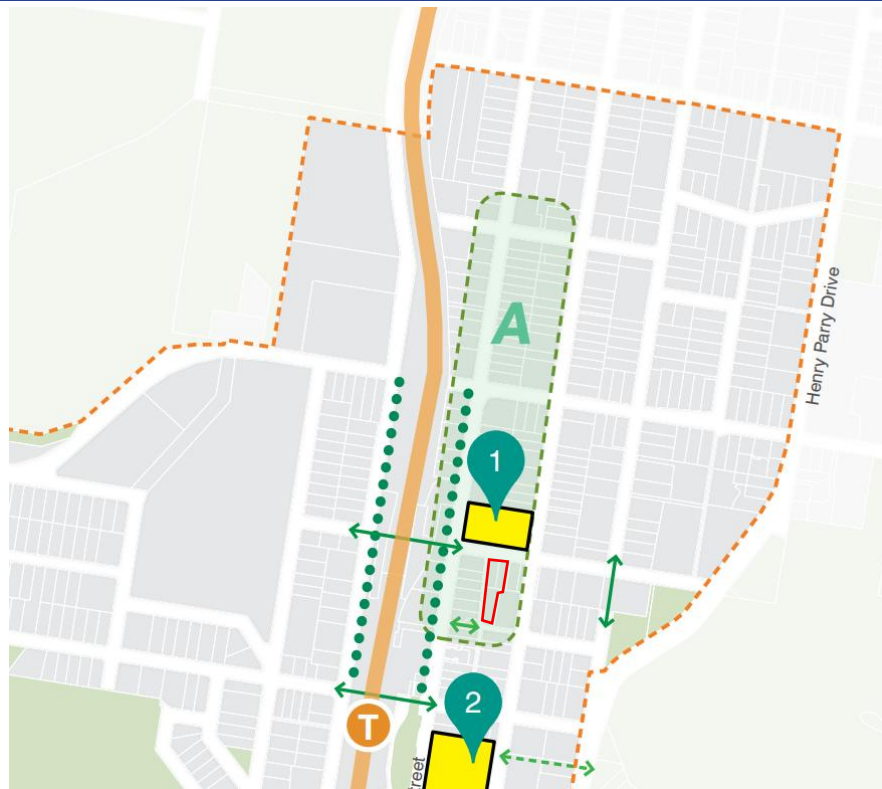


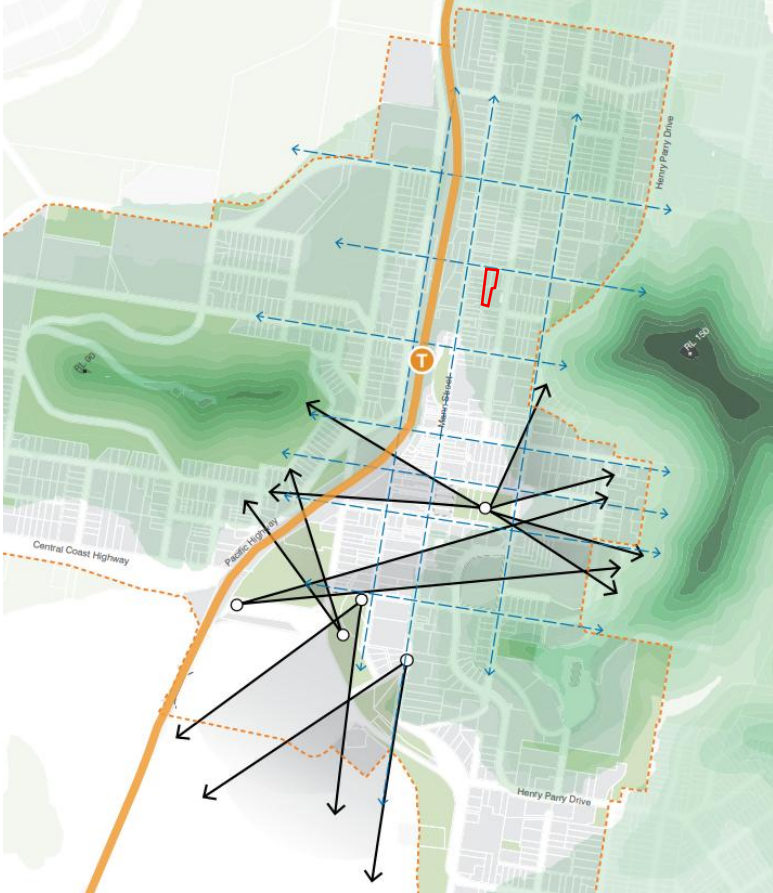
Appendix OO – Statutory Compliance Table

Table 1 Gosford City Centre Development Control Plan 2018

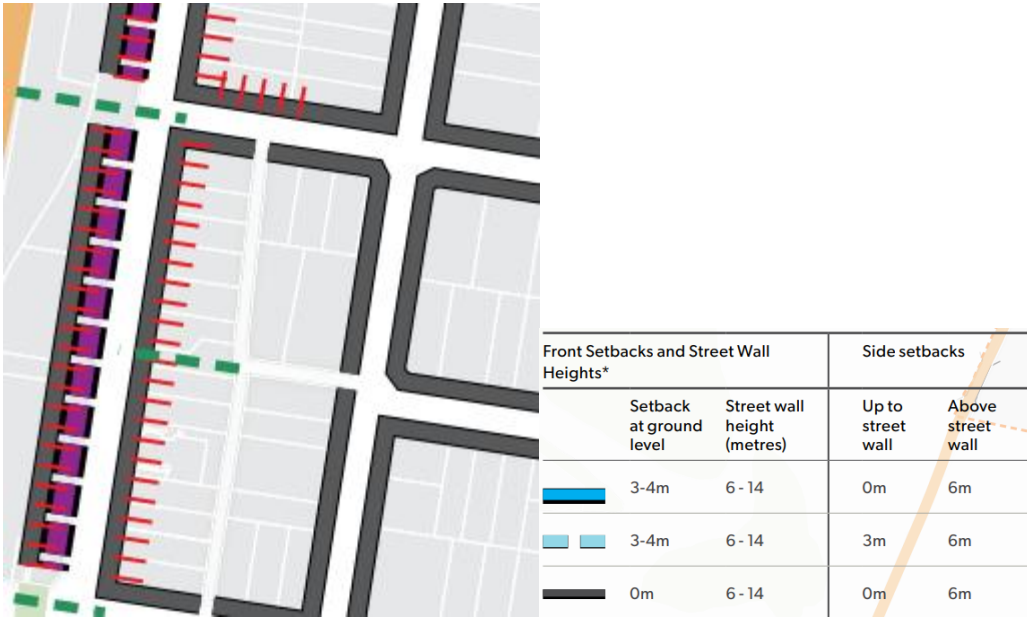
Section	Provision	Comment	Compliance
Chapter 3 - Places and Character			
3.2 City North	1. Promote health and education uses to support the creation of an innovation precinct. 2 Connect the hospital to the city with improved active transport connections. 3 Improve permeability and provide new pedestrian links across the rail corridor. 4 Increase public open space, to provide green relief, connect with the surrounding bushland, and provide a sense of identity for the north. 5 Provide a range of housing types to support a diverse and varied population, including key workers, students, young professionals and aged care.	The proposed SSDA contributes to the precinct's objectives by providing a mix of residential and ground-floor retail uses that support a vibrant, active streetscape. The development includes both market and affordable housing, with affordable dwellings managed by a community housing provider for at least 15 years, promoting a diverse population including students, key workers, and young professionals. Public plaza, landscaping, and upgrades along Keevers Lane will enhance connectivity, improve permeability across the site, and create valuable public open space that connects with surrounding bushland.	Yes
Chapter 4 - Public Spaces			
4.2 Public open space	3. Within Area A (as identified in Figure 1), a new open space greater than 2000sqm that allows for informal active recreation is desired. 4. This new public open space should: a. connect with existing and proposed links in the pedestrian network. b. consist of primarily soft landscaping and provide deep soil zones. c. be publicly accessible and provide passive recreation for pedestrians.	Although the site does not propose a new open space, it provides for a key plaza fronting Keevers Lane with paved outdoor space for seating and passive gathering and series of retail offerings fronting the activated plaza.	Subject to consideration



Section	Provision	Comment	Compliance
	 Figure 1 On-site Public Domain Improvements Source: Gosford City Centre Development Control Plan 2018		
4.3 Solar access to key public spaces	1. For Key Open Space 1 (Kibble Park), buildings must be designed to ensure at least 60% of the park receives 4 hours of direct sunlight between 9am and 3pm on the winter solstice (21 June). Without limiting the above, it is preferred that Kibble Park receives 70% of direct sunlight for 4 hours during that time if it can be achieved through good design. Note – This performance standard is contiguous hours, and is cumulative between developments. 3. For Key Open Space 2 (Leagues Club Field), buildings must be designed to ensure at least 70% of the field receives 4 hours of direct sunlight between 9am and 3pm on the winter solstice (21 June). Note – This performance standard is contiguous hours, and is cumulative between developments.	N/A the site is not within proximity to either identified Key Open Space to result in any adverse impact relating to solar access	N/A
4.4 Views and vistas	1. The floorplates of buildings above street frontage heights should be designed in accordance with the slender tower provisions in Chapter 5 of this DCP. 2. Key views (identified in Figure 2) are those existing views of the ridgelines of Presidents Hill, Rumbalara Reserve and views of Brisbane Water from important locations, including the centre of Kibble Park, Leagues Club Field and Brian McGowan Bridge.	Overall, the proposed massing aligns closely with the approved development envelope, resulting in similar public and private view impacts. View analysis as shown in Appendix B , demonstrates that the scheme retains or improves view outcomes for adjoining buildings compared with the approved scheme, and key public views,	Yes

Section	Provision	Comment	Compliance
		including those from Kibble Park and the Industree Group Stadium, remain unaffected. Additionally, the development is consistent with SEPP Regional Precinct controls, and any minor view impacts are justified by the scheme's compliance with height and FSR requirements and the broader planning benefits. For further detail, refer to Appendix B.	

Section	Provision	Comment	Compliance
	 Figure 2 <i>Topography, Key Views and Vistas</i> Source: Gosford City Centre Development Control Plan 2018 4. Street vistas (identified in Figure 2) are those existing long distance street vistas that allow vision of the surrounding bushland and/or water views. To protect street vistas, development adjoining street vistas should comply with street wall and tower setback controls (identified in Chapter 5 Built form) to maximise preservation of long distance street vistas. Compliance with this control must be demonstrated in any development application for sites adjoining identified street vistas through view analysis. Specifically, the analysis should demonstrate that the proposed built form has been designed to minimise its impact on these views.		
Chapter 5 - Built Form			
5.2.1 Street setbacks and rear setbacks	1. Buildings should be designed to comply with streetscape controls as shown in Figure 3. These setbacks should be deep soil and contain no parking structures.	The GCC DCP allows for a nil setback to Beane Street and a street wall height of 6-14 m. The proposal complies with these provisions at ground level and Level 1, while applying an upper-level setback of 5-6.7 m along Beane Street. This setback reduces the perception of bulk and enhances the pedestrian scale at street level. As well, increased setbacks along Keevers Lane for both Buildings A and B further integrate the development into the	Yes

Section	Provision	Comment	Compliance
	 Figure 3 Setbacks Diagram Source: Gosford City Centre Development Control Plan 2018 2. In addition to the above, street building alignment and street setbacks are to comply with Figure 8. Parking structures may encroach into these setbacks by up to 1m (except for 0m ground setbacks). 4. Balconies may project up to 600mm into front building setbacks, provided the cumulative width of all balconies at that level is no more than 50% of the horizontal width of the building facade measured at that level. This control does not apply to buildings with 0m setbacks. 5. Building separation and visual privacy requirements of the Housing SEPP and the Apartment Design Guide will also apply as well as to the controls described above.	streetscape, ensuring it sits comfortably within the public domain and respects adjacent properties. Refer to the Architectural Drawings provided at Appendix B.	
5.2.2 Street wall heights	1. The street frontage height of buildings must comply with the minimum and maximum heights above mean ground level on the street front as shown in Figure 3.	As noted above, the proposal complies with these provisions at ground level and Level	Yes

Section	Provision	Comment	Compliance
and upper podium	2. All built form above the street wall height should be set back a minimum of 3m from the building line of the street wall frontage. This may include: a. an 'upper podium' of up to 2 storeys/7m (in height) and side setbacks should be provided consistent with the Apartment Design Guide; and b. a tower element above this, which is to be consistent with the controls in Section 5.2.5 of this document.	1, while applying an upper-level setback of 5-6.7 m along Beane Street.	
5.2.4 Building setbacks and separation	1. Minimum side setbacks up to street wall height are defined in Figure 3. 2. In addition to the above, setbacks (including front, rear and side setbacks) for residential uses, serviced apartments and hotels should be compliant with the Apartment Design Guide that accompanies the Housing SEPP regarding visual privacy. 3. Above the street wall height, all building facades should be well articulated to be attractive in all views. Blank walls with minimal articulation facing any boundary will not be permitted. 5. All building frontages for a tower with a length over 30m should be: a. expressed as two vertical forms b. include a clear 'break' of minimum 1m width and 1m depth c. include a stepped height difference of minimum two storeys.	The proposed development is consistent with the minimum setbacks and street wall heights as provided above. Further, the proposed development is designed as two distinct volumes, comprising the 26-storey tower (Building A) and a 5-storey building (Building B) connected via a one-storey podium and publicly accessible plaza. This massing strategy provides a clear visual transition from the taller developments along Mann Street to the lower-scale local streets within the Gosford City Centre. Building A's height and positioning enable a functional and attractive public plaza, enhancing ground-level streetscape activation, while Building B is scaled to respond to the finer-grain context. This approach concentrates density where it can be accommodated, reduces visual bulk on secondary frontages, strengthens the plaza interface, and ensures a smooth transition between the city centre and adjacent local streets. Overall, the design delivers an appropriate urban design outcome that is compatible	Yes

Section	Provision	Comment	Compliance
		with surrounding development and predominantly consistent with ADG and DCP requirements for articulation, setbacks, and tower composition.	
5.2.6 Fine grain frontages	1. The maximum continuous street frontage length of an individual podium (below street wall height) is 40m. Where a podium form exceeds this length it will be visually broken into two or more podium forms. This is described in Figure 4. Each of these forms will: a. not exceed 40m in length with a preferred length of less than 30m. b. be separated from other podium forms by full height breaks of a minimum of 3m (note: separation requirements within the Apartment Design Guide will apply in addition to this where relevant). These breaks should extend to the top of the street wall however may not extend to ground level to ensure continuity of active frontages. c. be designed to relate to the pattern of vertical circulation cores where possible. d. have its own architectural character which establishes 'fine grain' (through massing, articulation, composition of building elements, material use and details for different building elements, etc.) so that the street block presents as a group of buildings rather than a single building.	A ground-level podium has been provided between Building A (26-storey tower) and Building B (5-storey building), ensuring a clear visual and functional break in accordance with DCP and ADG podium design principles. The podium is below street wall height and serves to divide the development into distinct forms, preventing a continuous monolithic frontage. Further, the podium's design also responds to the established rhythm of surrounding building frontages, respecting the lot patterns and scale of adjacent development. At the ground level, the podium maintains continuity of active frontages, ensuring pedestrian engagement and public realm activation, while the full-height break above the street wall height visually separates the tower and secondary building, reducing bulk and enhancing streetscape amenity. Overall, the podium contributes to a well-proportioned, legible, and visually articulated development that integrates successfully with the surrounding Gosford City Centre context.	Yes



Figure 4 Typical Elevation Showing Fine Grain Principles for a Larger Site
Source: NTS

Section	Provision	Comment	Compliance
	2. Each podium form (below street wall height) is to be articulated into smaller elements at a scale or grain. Each of these forms should respond to: a. the established height datum of adjacent buildings, particularly where the street wall height proposed significantly exceeds this. b. the established rhythm of building frontages within the area (the lot pattern) of between 5 and 20 metres. c. the use of the building and the various components of the building. d. the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity. e. the details and building elements including building entries, ground floor, lower floors, top floor and roof.		
5.2.11 Internal amenity	1. Building depth, deep soil requirements, communal open space and planting on structures should follow the guidance provided in the Apartment Design Guide that accompanies the Housing SEPP. 3. Development applications are to demonstrate compliance with Apartment Design Guide sun access for residential uses. 4. Fixed shading devices are not to substantially restrict access to natural daylight and outlook.	The proposed development fully complies with the Apartment Design Guide requirements regarding building depth, deep soil areas, communal open space, and planting on structures. Sun access for surrounding residential units is maintained, and fixed shading devices have been designed to avoid any significant restriction to natural daylight or outlook.	Yes
5.2.12 Building services and the streetscape	2. Building entries, building services including fire services and parking and servicing locations should all be treated with high quality materials. Materials used to treat the external facade should 'turn in' and continue at least 3m into vehicular entry locations.	The building entries, services (including fire services), and parking/servicing areas have been treated with high-quality materials, with external facade materials continuing at least 3 m into vehicular entry locations.	Yes
5.2.13 Landscape design	1. For all development applications, a landscape plan shall be submitted by a suitably qualified landscape architect that includes: a. the planting schedule with numbers and species of plants including botanical and common names, b. the number and name including botanical and common names of mature trees on site,	A comprehensive Landscape Plan has been prepared by Creative Planning Solutions (Appendix I). The plan includes a full planting schedule with botanical and common names, identifies existing mature trees, details	Yes

Section	Provision	Comment	Compliance					
	c. the type, levels and details of paving, fencing, retaining walls and other details of external areas of the site, and d. an outline of how landscaped areas are to be maintained for the life of the development. 2. All development proposals are to be designed to minimise the impact on significant trees on site, street trees and trees on adjoining land including remnant vegetation. 3. Landscaped areas are to be irrigated with recycled water.	paving, fencing, retaining walls, and outlines maintenance for the life of the development. The design minimises impacts on significant trees, street trees, and remnant vegetation on adjoining land, and landscaped areas are irrigated with recycled water.						
5.2.14 Site cover and deep soil zones	1. The maximum site cover for development is specified in the following table:	Complies.	Yes					
	<table><tr><th>Zone</th><th>Commercial and Mixed Use</th><th>Residential</th></tr><tr><td>Mixed Use and Enterprise</td><td>75%</td><td>60%</td></tr></table>	Zone	Commercial and Mixed Use	Residential	Mixed Use and Enterprise	75%	60%	
Zone	Commercial and Mixed Use	Residential						
Mixed Use and Enterprise	75%	60%						
	2. All developments with a residential component in all zones except the Commercial Core must include a deep soil zone. 3. The deep soil zone shall comprise no less than 15% of the total site area (or proportionate to the percentage of residential uses in a mixed-use development). It is to be provided preferably in one continuous block but otherwise with no dimension (width or length) less than 6 metres. 5. Where deep soil zones are provided, they must accommodate existing mature trees as well as allowing for the planting of trees/shrubs that will grow to be mature plants 6. No structures, works or excavations that may restrict vegetation growth are permitted in this zone (including but not limited to car parking, hard paving, patios, decks and drying areas).	The proposed development achieves 7% of the site as deep soil (145.8m²) in accordance with the Apartment Design Guide.	Yes					
5.2.16 Safety and Security	1. Address ‘Safer-by-Design’ principles to the design of public and private domain, and in all developments (including the NSW Police ‘Safer by Design’ crime prevention through environmental design (CPTED) principles) 2. Ensure that the building design allows for passive surveillance of public and communal spaces, access ways, entries and driveways. 3. Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and car parks. 4. Maximise the number of residential ‘front door’ entries at ground level. 5. Provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering.	A CPTED Report has been prepared and is provided at Appendix MM and addresses the Safer-by-Design’ principles. The report confirms the proposal achieves appropriate safety outcomes through its recommendations in relation to the treatment of entries, lobbies, accessways, and materiality.						

Section	Provision	Comment	Compliance
	6. Clearly define the development boundary to strengthen the transition between public, semiprivate and private space. This can be actual or symbolic and can include landscaping, fences, change in paving material, etc. 7. Provide adequate lighting of all pedestrian access ways, parking areas and building entries. 8. Provide clear lines of sight and well-lit routes throughout the development. 9. Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway. 10. For large scale retail and commercial development with a construction value of \$7 million or over, provide a 'safety by design' assessment in accordance with the CPTED principles from a qualified consultant.		
5.2.17 Building Exteriors	2. Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged. 3. Articulate façades so that they address the street and add visual interest. 4. External walls should be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass. 5. Finishes with high maintenance costs, those susceptible to degradation or corrosion from a coastal or industrial environment or finishes that result in unacceptable amenity impacts, such as reflective glass, are to be avoided. 6. To assist articulation and visual interest, expanses of any single material is to be avoided. 7. Limit sections of opaque or blank walls greater than 4m in length along the ground floor to a maximum of 30% of the building frontage. 8. Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass. 9. Highly reflective finishes and curtain wall glazing are not permitted above ground floor level 10. A materials sample board and schedule is required to be submitted with applications for development over \$1 million or for that part of any development built to the street edge. 11. Minor projections up to 450mm from building walls in accordance with those permitted by the Building Code of Australia may extend into the public space providing it does not fall within the definition of gross floor area and there is a public benefit, such as: a. expressed cornice lines that assist in enhancing the streetscape, b. projections such as entry canopies that add visual interest and amenity, and c. provided that the projections do not detract from significant views and vistas.	The proposed development incorporates balconies for both Buildings A and B, enhancing amenity and street activation. The façades along Beane Street and Keevers Lane are articulated through a ground-level podium and a two-building form, providing visual interest and engaging the street. External walls are proposed to be constructed from high-quality, durable materials with self-cleaning attributes, as detailed in the materials schedule (Appendix B). Further, expanses of single materials are minimised, blank walls along the ground floor are limited, and glazing for retail uses is maximised along Keevers Lane. As well, roof plant rooms and lift overruns have been considered as part of the design process and do not impede public access or significant views, ensuring both functionality and streetscape enhancement.	Yes

Section	Provision	Comment	Compliance
	12. The design of roof plant rooms and lift overruns are to be integrated into the overall architecture of the building.		
Chapter 7: Access and Parking			
7.2 Pedestrian Access and Mobility	1. Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity. 2. 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). 3. Barrier free access is to be provided to not less than 20% of dwellings in each development and associated common areas. 4. All development must provide at least one main pedestrian entrance with convenient barrier free access to at least the ground floor level. 5. All development must provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access. 6. 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 development has been designed to facilitate efficient and easy access throughout the site. Specifically, residents and patrons of the retail premises can access the site from Keevers Lane, with two key access points provided to the residential lobbies of Building A and Building B. Additionally the plaza is easily accessible from Keevers Lane, with a shared zone proposed to ensure safety for pedestrians.	Yes
7.3 Vehicular Driveways and Manoeuvring areas	1. Driveways should be: a. provided from lanes and secondary streets rather than the primary street, wherever practical, b. located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees, c. located a minimum of 6 metres from the perpendicular of any intersection of any two roads, and d. if adjacent to a residential development, setback a minimum of 1.5m from the relevant side property boundary. 2. Vehicle access is to be integrated into the building design so as to be visually recessive. 3. All vehicles must be able to enter and leave the site in a forward direction. 4. Design of driveway crossings must be in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval.	Vehicular access to the site has been designed to comply with all relevant Australian Standards and Council requirements for driveway widths, grades, ramps, and car space dimensions. Further details are provided in the Traffic Assessment Report at Appendix P.	Yes

Section	Provision	Comment	Compliance										
	5. Driveway widths must comply with the relevant Australian Standards. Car space dimensions must comply with the relevant Australian Standards. Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard, (AS 2890.1). 6. Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade of 1 in 8. Ramp widths must be in accordance with AS 2890. 7. Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms. 8. For residential development in the General Residential zone, use semi-pervious materials for all uncovered parts of driveways and parking areas to assist with storm water infiltration. 9. Building entries, building services including fire services and parking and servicing locations should all be treated with high quality materials. Materials used to treat the external facade should ‘turn in’ and continue at least 3m into vehicular entry locations.												
7.4 On-Site Parking	1. On-site vehicle and bicycle parking is to be provided in accordance with Table 2. Table 2 On-site vehicle Parking Requirements <table><tr><th>Land -Use</th><th>Parking Requirement</th></tr><tr><td>Shop Top Housing</td><td>Car parking: 1 space / dwelling</td></tr><tr><td>Commercial Premises (including offices)</td><td>Car Parking: Commercial Core and Mixed Use zones - 1 space/75m2 of the gross floor area</td></tr><tr><td></td><td>Motorcycle parking: 1 space/25 car spaces or part thereof</td></tr><tr><td></td><td>Bicycle parking: • 1 space/200m2 gross floor area per employee • 1 space/750m2 gross floor area for visitors </td></tr></table>	Land -Use	Parking Requirement	Shop Top Housing	Car parking: 1 space / dwelling	Commercial Premises (including offices)	Car Parking: Commercial Core and Mixed Use zones - 1 space/75m2 of the gross floor area		Motorcycle parking: 1 space/25 car spaces or part thereof		Bicycle parking: • 1 space/200m2 gross floor area per employee • 1 space/750m2 gross floor area for visitors	Vehicular access to the proposed basement car park is provided from Beane Street, with the driveway layout enhancing the activation of Keevers Lane and maintaining a cohesive streetscape. Truck and service vehicle access is also from Beane Street, with a ground-floor loading bay incorporating a turntable to ensure all vehicles can enter and exit in a forward direction. Swept path analysis prepared by Genesis Traffic (Appendix P) confirms that all vehicles, including loading and waste trucks, can manoeuvre safely within the site. The development provides 140 car parking spaces, including 16 accessible spaces, distributed across Basement 1 and 2, mezzanine, lower ground, ground, Level 1,	Yes
Land -Use	Parking Requirement												
Shop Top Housing	Car parking: 1 space / dwelling												
Commercial Premises (including offices)	Car Parking: Commercial Core and Mixed Use zones - 1 space/75m2 of the gross floor area												
	Motorcycle parking: 1 space/25 car spaces or part thereof												
	Bicycle parking: • 1 space/200m2 gross floor area per employee • 1 space/750m2 gross floor area for visitors												

Section	Provision	Comment	Compliance
	Shops Car parking: In the City Core and Mixed Use zones - 1 space/40m2 of the gross floor area Motorcycle parking: 1 space/25 car spaces or part thereof Bicycle parking: • 1 space/200m2 gross floor area per employee • 1 space/750m2 gross floor area for visitors	and Level 2. Residential parking includes 131 spaces plus 49 visitor spaces, commercial/retail parking includes 9 spaces, and 3 EV charging bays are provided. Secure bicycle parking (42 spaces) and 133 resident storage cages are also included, with bicycle facilities conveniently located and weather protected. Further details are provided in the Traffic Assessment Report at Appendix P.	
	2. Car parking and associated internal manoeuvring areas provided over and beyond that required by this chapter is to be calculated towards gross floor area. 3. Car parking above ground level is to have a minimum floor to ceiling height of 3.1m so it can be adapted to another use in the future. 4. On-site parking must meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended). 5. To accommodate people with disabilities, provide a minimum of 4% of the required parking spaces, or minimum of 2 spaces per development, (whichever is the greater) as an appropriately designated and signed disabled parking space. 6. A Transport Management Plan is required to accompany development applications to justify any proposed variation to parking rates. 7. Uncovered on-site parking areas, including the top of front building setbacks, are prohibited. 8. Bicycle parking is to be in secure and accessible locations, with weather protection. 9. The impact of any on-grade car parking must be minimised by: a. locating parking on the side or rear of the lot away from the street frontage, b. provision of fencing or landscape to screen the view of cars from adjacent streets and buildings, c. allowing for safe and direct access to building entry points, or		

Section	Provision	Comment	Compliance
	d. incorporating car parking into landscape design of the site (such as plantings between parking bays to improve views, selection of paving material and screening from communal and open space areas). 10. Reference should be made to relevant guidance in Austroads Guides, Australian Standards, NSW Government Planning Guidelines for Walking and Cycling and NSW Roads and Maritime Services technical directions. Bicycle lockers and shower facilities 1. For commercial and retail development providing employment for 20 persons or more, provide adequate change and shower facilities for cyclists. Facilities should be conveniently located close to bike storage areas		
7.5 Site Facilities and Services	Mailboxes 1. Provide mail boxes for residential building and/or commercial tenancies in one accessible location adjacent to the main entrance to the development. 2. They should be integrated into a wall where possible and be constructed of materials consistent with the appearance of the building. 3. Mail boxes shall be secure and large enough to accommodate articles such as newspapers. Communication structures, air conditioners and service vents 1. Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures: a. away from the street frontage, b. integrated into the roof-scape design and in a position where such facilities will not become a skyline feature at the top of any building, and c. adequately setback from the perimeter wall or roof edge of buildings. 2. A master antenna must be provided for residential apartment buildings. This antenna shall be sited to minimise its visibility from surrounding public areas. Waste (garbage) storage and collection - General (all development) 1. All development is to accommodate waste handling and storage on-site.	Upon completion of the development, mailboxes and will be provided. Importantly, ancillary structures have been situated away from public visibility and is integrated within the building envelope. As well, all loading and unloading will take place within the loading dock on the ground floor of the development and will accommodate vehicles up to 10.5m, including the Council waste truck. With a 4m height clearance, the loading back will facilitate a truck to enter and exit the site in a forward direction. Waste collection is proposed to occur within the loading dock via Council collection for the residential land uses and private contractor collection for the retail land uses. Further details are provided in the Traffic Assessment Report at Appendix P.	Yes

Section	Provision	Comment	Compliance										
	2. Access for waste collection and storage is preferred from rear lanes, side streets or rights of ways. 3. Waste storage areas are to be designed to: a. ensure adequate driveway access and manoeuvrability for any required service vehicles, b. be located so as not to create any adverse noise impacts on the existing developments or sensitive noise receptors such as habitable rooms of residential developments, and c. be screened from the public way and adjacent development that may overlook the area. 4. The storage facility must be well lit, easily accessible and on level grade for movement of bins, free of obstructions that may restrict movement and servicing of bins or containers and designed to minimise noise impacts.												
	<i>Location requirements for waste storage areas and access</i> 1. Where waste volumes require a common collection, storage and handling area, this is to be located: a. for residential flat buildings, enclosed within a basement or enclosed carpark, b. for multi-unit housing, at ground behind the main building setback and façade, or within a basement or enclosed carpark, and c. for commercial, retail and other development, on-site in basements or at ground level within discrete service areas not visible from main street frontages. 2. Where above ground garbage collection is prohibitive or impractical due to limited street frontage, or would create an unsafe environment, an on-site basement storage area must be provided. 3. Where a waste vehicle is required to enter the site, access and circulation areas shall be designed to accommodate a vehicle with the following specification:												
	<table><tr><td>Vehicle length</td><td>10.5m</td></tr><tr><td>Vehicle height</td><td>4.0m</td></tr><tr><td>Ramp width</td><td>4.0m</td></tr><tr><td>Turning circle</td><td>AUSROADS template for HRV, R=12.5m, speed 5kph</td></tr><tr><td>Minimum truck loading</td><td>23 tonne</td></tr></table>	Vehicle length	10.5m	Vehicle height	4.0m	Ramp width	4.0m	Turning circle	AUSROADS template for HRV, R=12.5m, speed 5kph	Minimum truck loading	23 tonne		
Vehicle length	10.5m												
Vehicle height	4.0m												
Ramp width	4.0m												
Turning circle	AUSROADS template for HRV, R=12.5m, speed 5kph												
Minimum truck loading	23 tonne												

Section	Provision	Comment	Compliance
	Service docks and loading / unloading areas 1. Provide adequate space within any new development for the loading and unloading of service/delivery vehicles. 2. Preferably locate service access off rear lanes, side streets or rights of way. 3. Screen all service doors and loading docks from street frontages and from active overlooking from existing developments. 4. Design circulation and access in accordance with AS 2890.1.		
Chapter 8 - Environmental Management			
8.2 Energy Efficiency and Conservation	Residential 1. New dwellings, including multi-unit development within a mixed-use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004. Non-Residential For all non-residential development: 2. Improve the control of mechanical space heating and cooling by designing heating/ cooling systems to target only those spaces which require heating or cooling, not the whole building. 3. Improve the efficiency of hot water systems by: a. insulating hot water systems, and b. installing water saving devices, such as flow regulators, 3 stars rated shower heads, dual flush toilets and tap aerators. 4. Reduce reliance on artificial lighting and designing lighting systems to target only those spaces which require lighting at any particular 'off-peak' time, not the whole building.	A BASIX Certificate has been provided at Appendix N.	Yes
8.3 Water Conservation	1. New dwellings, or developments which contain a residential component within a mixed-use building or serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004. 2. All new development shall demonstrate implementation of best practice water saving infrastructure including provision of rainwater / storm water retention tanks.	A BASIX Certificate has been provided at Appendix N.	Yes

Section	Provision	Comment	Compliance
8.4 Reflectivity	All new development shall incorporate the following measures: 1. New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers. 2. Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%. 3. 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 or motorists may be required.	All proposed building facades are fully compliant with glare and reflectivity requirements, ensuring no adverse impacts on pedestrians or drivers.	
8.5 Wind Mitigation	1. Site design for tall buildings (towers) should: a. set tower buildings back from lower structures built at the street frontage to protect pedestrians from strong wind downdrafts at the base of the tower, b. ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre, c. consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level, and d. ensure usability of open terraces and balconies. 2. To ensure public safety and pedestrian comfort, a Wind Effects Report is required to accompany development proposals with buildings greater than 14m in height. 3. For buildings over 48m in height, results of a wind tunnel test are to be included in the report	The tower design has been carefully considered to protect pedestrians, ensure breezeways through the city centre, and maintain usability of open terraces and balconies. Building A is set back from the street frontage and lower structures, and spacing between towers has been optimised to reduce wind impacts at ground level. An Aeronautical Assessment Report has been prepared (Appendix LL) in accordance with relevant guidelines, addressing public safety and pedestrian comfort for buildings over 14 m, with wind tunnel testing undertaken for the 26-storey tower. The development is located outside prescribed airport airspace, and no Commonwealth approvals are required. Building A, at 110 m AHD, sits below the Obstacle Limitation Surfaces and Visual Approach Area for helicopter operations to the Gosford Hospital HLS. Temporary construction cranes have been assessed and remain below the Visual Approach	Yes

Section	Provision	Comment	Compliance												
		Area. With adherence to the maximum building height and crane operation limits, the development will not affect aviation safety, efficiency, or flight procedures, and is considered acceptable from an aeronautical perspective.													
8.6 Waste and Recycling	Non-residential 1. Development applications for all non-residential development must be accompanied by a waste management plan that addresses: a. best practice recycling and reuse of construction and demolition materials, b. use of sustainable building materials that can be reused or recycled at the end of their life, c. handling methods and location of waste storage areas that have no negative impact on the streetscape, building presentation or amenity of occupants and pedestrians, and d. procedures for the on-going sustainable management of green waste; garbage and recyclables including, glass, metals and paper; including access estimated volumes; required bin capacity and on-site storage requirements. Residential development 2. All development is to provide for storage of waste bins on-site in an area of sufficient size to accommodate waste generated by the development in accordance with the following tables <table><tr><th>Type of Waste</th><th>Quantity per dwelling</th><th>Collection frequency</th></tr><tr><td>General Waste</td><td>140 litres /week/unit</td><td>weekly</td></tr><tr><td>Recycling</td><td>120 litres/week/unit</td><td>fortnightly</td></tr><tr><td>Garden organics</td><td>A nominal number of 240 litre Green Waste MGB's for shared use of the residents may be provided subject to suitable storage provisions and available street</td><td>fortnightly</td></tr></table>	Type of Waste	Quantity per dwelling	Collection frequency	General Waste	140 litres /week/unit	weekly	Recycling	120 litres/week/unit	fortnightly	Garden organics	A nominal number of 240 litre Green Waste MGB's for shared use of the residents may be provided subject to suitable storage provisions and available street	fortnightly	The proposed waste management is generally consistent with the relevant requirements of Section 8,6 of the GCC DCP 2018. Refer to Appendix OO for further detail.	Yes
Type of Waste	Quantity per dwelling	Collection frequency													
General Waste	140 litres /week/unit	weekly													
Recycling	120 litres/week/unit	fortnightly													
Garden organics	A nominal number of 240 litre Green Waste MGB's for shared use of the residents may be provided subject to suitable storage provisions and available street	fortnightly													

Section	Provision	Comment	Compliance
	frontage to the development for kerbside collection by the current Domestic Waste Collection Contractor		
The storage area must accommodate the number of individual mobile bins required or accommodate sufficient larger bulk bins with the following minimum dimensions:			
Bin Type	Length (metres)	Width (metres)	
Mobile bin (140 or 240 litres)	0.65 x No. of bins	1.5m for single row and 2.5m for 2 rows between engaged piers or other obstructions within the enclosure	
Bulk bins (e.g. 1,100 litres)	1.45 x No of bins	1.45 x No of bins + 1 m corridor space	
3. The storage area must be located in a position which is:			
a. visibly unobtrusive from the street and compatible with the design of the main building,			
b. easily accessible to dwelling occupants,			
c. accessible to waste collection vehicles and operators (or adequately managed by the body corporate to permit relocation of bins to an approved collection point),			
d. has water and drainage facilities for cleaning and maintenance; and e. does not immediately adjoin private open space, windows or clothes drying areas.			
4. Provision is to be made to allow collection of the waste either directly from the waste storage area, or by transfer to a waste collection point. The collection point will be:			
a. where street frontage and WorkCover requirements permit, by placement of mobile bins in line at the kerbside, or			
b. on-site, with access in accordance with the requirements of Council's Waste Control Guidelines.			

Section	Provision	Comment	Compliance
8.7 Noise and Vibration	1. Development should be designed to minimise the potential for offensive noise. 2. Where a proposed development includes an activity which may generate unreasonable noise or which may be affected by an existing noise source, an acoustic study is to be undertaken to establish noise levels and provide a mitigation strategy, demonstrating the measures to be taken to effectively mitigate noise. 4. Noise buffering should not be provided by high fences, garages or blank walls to public streets. Where screening by these or similar methods is the only practical solution, the screen should be no greater than 50% of the street frontage. Such screening should have visual interest and retain some surveillance from the building behind the screen's entries, windows or balconies, when practical. 7. Commercial, light industrial and retail developments; or mixed use developments, should have suitably located and designed goods delivery and garbage collection areas, vehicle entry and exits, and other noise sources, so that amenity of residents both within the development and in nearby buildings is reasonably protected.	A Noise and Vibration Impact Assessment has been prepared by Koikas Acoustics Pty Ltd and is provided at Appendix HH. Operational and mechanical noise has been assessed and mitigated to minimise impacts on residents and nearby properties. Key plant, including AC units, car park fans, and garbage exhaust fans, have been modelled, with night-quiet modes in order to reduce noise during sensitive hours. As well, external noise is managed through an appropriately designed building envelope and glazing systems, while internal acoustic treatments to walls, floors, and service risers ensure privacy and comfort for all dwellings. Additional measures, including rooftop duct lining and strategic placement of mechanical equipment, further minimise noise exposure.	Yes
Chapter 9 - Residential Development Controls			
9.1 Housing Choice and Mix	2. To achieve a mix of living styles, sizes and layouts within each residential development, comply with the following mix and size: a. provide a mix of bed-sitter/studio, one bedroom, two bedroom and three bedroom apartments, b. bed-sitter apartments and one bedroom apartments must not be greater than 25% and not less than 10% of the total mix of apartments within each development, c. two bedroom apartments are not to be more than 75% of the total mix of apartments within each development, and d. for smaller developments (less than six dwellings) achieve a mix appropriate to the locality.	The development provides a diverse mix of dwellings, comprising 110 market units (35 one-bedroom, 61 two-bedroom, 14 three-bedroom) and 21 affordable units (6 one-bedroom, 14 two-bedroom, 1 three-bedroom). Adaptable dwellings have been strategically located near lift access, and associated car parking and garages are designed in accordance with the relevant	Yes

Section	Provision	Comment	Compliance										
	5. Where possible, adaptable dwellings shall be located on the ground floor, for ease of access. Dwellings located above the ground level of a building may only be provided as adaptable dwellings where lift access is available within the building. The lift access must provide access from the basement to allow access for people with disabilities 6. The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the Australian Adaptable Housing Standard (AS 4299-1995). 7. Car parking and garages allocated to adaptable dwellings must comply with the requirements of the relevant Australian Standard for disabled parking spaces.	Australian Standards for disabled parking, ensuring accessibility and compliance for all residents.											
9.2 Storage	1. In addition to storage in kitchens, bathrooms and Bedrooms wardrobes. Storage is to be provided in accordance with the following: <table><tr><th>Dwelling Type</th><th>Storage size volume</th></tr><tr><td>Studio apartments</td><td>4m³</td></tr><tr><td>1 bedroom apartments</td><td>6m³</td></tr><tr><td>2 bedroom apartments</td><td>8m³</td></tr><tr><td>3+ bedroom apartments</td><td>10m³</td></tr></table> 2. At least 50% of the required storage is to be located within the apartment.	Dwelling Type	Storage size volume	Studio apartments	4m ³	1 bedroom apartments	6m ³	2 bedroom apartments	8m ³	3+ bedroom apartments	10m ³	All apartments meet the ADG minimum requirements, with 50% of storage located within the apartment and 50% located in the basements.	Yes
Dwelling Type	Storage size volume												
Studio apartments	4m ³												
1 bedroom apartments	6m ³												
2 bedroom apartments	8m ³												
3+ bedroom apartments	10m ³												