	(d) the relationship of the development with other existing or proposed development on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form, (e) bulk, massing and modulation of buildings, (f) street frontage heights, (g) environmental impacts such as sustainable design, overshadowing, wind and reflectivity, (h) achieving the principles of ecologically sustainable development, (i) pedestrian, cycle, vehicular and service access, circulation and requirements, (j) the impact on, and proposed improvements to, the public domain, (k) the impact on special character areas, (l) achieving appropriate interfaces at ground level between the building and the public domain, (m) excellence and integration of landscape design. (6) Development consent must not be granted to development to which this clause applies unless— (a) for a building with a height of more than 12m and less than 35m above ground level (existing)— (i) a design excellence panel has reviewed the development, and (ii) the consent authority has taken into account the design excellence panel's review, or (b) for a building with a height of 35m or more above ground level (existing)—the design of the development is the winner of the architectural design competition held in relation to the development. (7) Subclause (6) does not apply to development involving external alterations to an existing building if the consent authority is satisfied that compliance with the subclause is unreasonable or unnecessary in the circumstances. (8) Subclause (6)(b) does not apply if— (a) the consent authority is satisfied that compliance with the paragraph is unreasonable or unnecessary in the circumstances, and (b) a design excellence panel reviews the development, and (c) the consent authority takes into account the findings of the design excellence panel. (9) In this clause— ***architectural design competition*** means a competitive process conducted in accordance with the Design Excellence Guidelines. ***Design Excellence Guidelines*** means the guidelines entitled *Guidelines for Design Excellence Review and Competitions*, published by the Council on 9 December 2019. ***design excellence panel*** means a panel, consisting of 2 or more persons, established by the consent authority for the purposes of this clause.	
6.25 Shop top housing in Zone MU1	Development consent for the purposes of shop top housing on land in Zone MU1 Mixed Use must not be granted unless the consent authority is satisfied at least 17% of the gross floor area of the building will be used for non-residential purposes.	Complies. 1501.7m^2 GFA see Report at p.47
Schedule 1 Clause 27 Use of certain land in Chatswood CBD	Development for the purposes of residential flat buildings is permitted with development consent if— (a) the ground floor is used for non-residential purposes only, and (b) at least 17% of the gross floor area of the building will be used for non-residential purposes.	Complies see Details Above

TABLE 3. SUMMARY OF THE WILLOUGHBY DCP 2023 CONTROLS WHICH APPLY TO THE SITE		
CONTROL	**PROVISION**	**COMPLIANCE**
PART B: RESIDENTIAL DEVELOPMENT		
Note: If there is any inconsistency between this part and Part L, the controls under Part L prevail.		
4. Major Developments		

4.3 Specific controls for manor houses, attached dwellings, multi dwelling housing and residential flat buildings		
4.3.3 Adaptable housing, access, and mobility	Adaptable housing is governed by Australian Standard AS 4299–1995 Adaptable Housing. Adaptable housing must be provided to accommodate people with mobility impairment, including access and facilities for people in a wheelchair. A minimum number of adaptable dwellings must be provided for all manor houses, attached dwellings, multi dwelling housing, residential flat buildings, and the residential components of shop top housing and mixed use developments. The number of dwellings must be rounded up if there is 0.5 or more of a dwelling. The minimum numbers are: - 50% for mixed use and shop top housing developments if lift access is provided Under AS 4299, a dwelling is classified as Class A, B or C, depending on the number of features specified. AS 4299 designates features as 'essential', 'first priority desirable' or 'desirable'. Class A includes all essential and desirable features. Class B has all essential and at least 50% of desirable features, including those designated as 'first priority'. Class C has all essential features incorporated in the design. Willoughby City Council requires adaptable dwellings to be designed and constructed to a Class C standard; however, Class A and B are encouraged. The architectural plans must identify which apartments/dwellings are designed as adaptable. The communal areas of a proposed development must provide a 'continuous accessible path of travel' to assist people with disability to access facilities independently, equitably and with dignity. The development should include ramps and toilets for people who use a wheelchair; appropriate lighting and colour contrast for people with a visual impairment; tactile surface indicators for people who are blind; and any other appropriate measures to assist people with a disability. Details are required to be submitted with the development application to demonstrate the proposal will comply with the Disability (Access to Premises – Building) Standards 2010 under the Disability Discrimination Act 1992.	Complies, more than 50% of the Units provided are Adaptable (Class C)
4.3.8 Waste Management	Willoughby City Council has adopted the Waste Management Technical Guide and Development Controls by North Sydney Regional Organisation of Councils for multi dwelling housing, residential flat buildings and mixed-use developments. The development controls provide specific requirements for internal waste storage facilities, individual bin storage areas, communal bin storage areas, bin carting routes, and access for collection vehicles. All major residential developments must comply with the technical guide and the specific controls for multi dwelling housing, residential flat buildings, and mixed-use buildings. A copy of Waste Management Technical Guide and Development Controls is at https://www.willoughby.nsw.gov.au/Council/Policies-and-publications/Publications/Waste-Management-Guide-and-Development-Controls-for-Apartments.	Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.
4.4 Further controls for residential flat buildings, and the residential components of shop top housing and mixed-use developments		
4.4.1 Site coverage	The site coverage for residential flat buildings should not exceed: a) 30% of the site area for three storey building b) 28% of the site area for four storey building c) 26% of the site area for five storey building d) 24% of the site area for six storey building e) 22% of the site area for seven storey building **f) 20% of the site area for a building with eight or more storeys**	
4.4.2 Building height	Refer to maximum building height standard under the LEP.	116.84m
4.4.3 Floor space ratio	Refer to maximum FSR standard under the LEP.	6.5:1

4.4.5 Open space	Section 3D (Communal and public open space), 3E (Deep soil zones) and 4O (Landscape design) of the Apartment Design Guide provide guidelines for the provision of open space that can support healthy plant and tree growth and that is environmentally sustainable. These sections also have guidelines to ensure adequate communal and private open space is provided. To achieve these outcomes, the controls below apply to residential accommodation of three or more storeys and four or more dwellings: a) Soft landscaped area/deep soil zones and tree planting The site should: 1. comprise at least 35% of soft landscaped areas and deep soil zones at ground level (excluding planter boxes) 2. provide deep soil zones primarily in the front setback areas and around the perimeter of the site 3. include species with a wide tree canopy which can cover hard stand areas to reduce the impacts of heat island effects 4. include new trees within deep soil zones that are semi mature when planted to be compatible with any existing predominant street trees Notes: • Except for deep soil zones, all other landscaped areas, which are considered to be soft landscaping, must have a minimum soil depth of 600mm. • All communal landscaped areas must provide an irrigation system using non-potable water. • Advanced trees are generally a species that has been grown in a plant nursery for 2 to 5 years. • Semi mature trees are generally a species that is transplanted with an overall height greater than 4m. • It may not always be possible to satisfy all the controls where there is limited space for deep soil zones. Examples include shop top housing and mixed use developments in non-residential areas. b) Private open space The minimum area and depth of balconies and ground level private open spaces apply as detailed in Section 4E of the Apartment Design Guide. c) For developments with 15 or more apartments, communal open space should: 1. provide 25m2 of communal open space per each dwelling where balconies are the only form of open space 2. have a minimum dimension of 5m and minimum area of 50m2 3. include a children's play area that has a minimum area of 30m2, a minimum dimension of 5m and be no steeper than 1 in 20	Can Comply: 1) Soft landscape (149m^2) + deep soil (150m^2) = 40.4% of 741m^{2,} the total landscaped area (excluding planter boxes. 2) 48.5% (60m^2) of the required 123.69m^2 Deep soil is allocated on the front setback. The remaining is allocated along the rear boundary. 3)Can comply 4) A new sculptural Blu Gum tree (or other indigenous species) will be planted in the deep soil area located in the front. b) All the private open spaces have minimum dimension as indicated on *Section 4E of the Apartment Design Guide* c) 493.6m^2 complies with ADG requirements of a minimum of 25% of the Site have a minimum dimension of 9.2m at (Level 6) with a children's play area bigger than 30m^2.
PART D: COMMERCIAL DEVELOPMENT		
Note: If there is any inconsistency between this part and Part L, the controls under Part L prevail.		
6 Shop top housing and mixed-use developments		
6.1 Setbacks		
6.2 Landscaping	a. a 3m wide deep soil zone must be provided along the rear boundary adjoining residential zoned land b. the deep soil zones must be landscaped with trees that when mature, reach a minimum height of 15m and a minimum 3m wide tree canopy c. a planter box with a minimum internal width of 1m must be provided along the edge of a balcony or terrace on the first floor level that faces low or medium density zoned land d. a planter box with a minimum internal width of 400mm must be provided along the edge of a balcony or terrace on all other floors facing low or medium density zoned land (other than the street frontage) e. all planter boxes must not exceed 1m in height, have a minimum soil depth of 600mm, and be landscaped with dense screen planting f. a minimum of 20% of any podium and a minimum 20% of any rooftop open space must be landscaped	Comply a); b) A 3m deep soil area on the rear boundary that can be planted with trees. c) plus a further 3m wide landscaped buffer area on the raised platform along the rear boundary. d) From level 2 to level 6 where the Affordable housing are located, all the balconies will have planters with a minimum internal width of 400 mm. e) complies.

	g. details of the type and height of shrubs and trees within the deep soil zones, planter boxes, podium and/or rooftop open space must be shown on the landscaped plans	f) complies. g) A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.
6.3 Car parking and access	a. access to the residential car parking area must be separated from the commercial car parking and loading areas b. shared car spaces may be provided for residential visitors and customers if unimpeded access is available at all times c. vehicle movements for loading and unloading must be separated from all car parking areas	N/A
6.4 Building mass and bulk	a. buildings over 11m should have a defined podium level	Complies. Our proposal has a clear distinction between Podium and Tower in terms of massing.
6.5 Signage	a. signs are restricted to shop fronts, awnings and under awning signs b. any signs must consider the visual impact on residential occupants, particularly in terms of illumination and light spill	Can Comply A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.
Part F – Transport and Parking Management		
3 – Parking Provisions		
3.1 Car parking	Table 1 at the end of this part details car parking requirements. Note: The parking rates under the current DCP are to be used for the purpose of this competition. Refer to Table 1 below for current DCP parking rates.	93 car spaces see p 46 and p.47
3.2 Motorcycle parking	Adequate provision must be made for motorcycle parking for all new developments and, where practicable, for alterations, additions and change of uses. All motorcycle parking requirements are minimum rates. As a minimum, one space for residents and one visitor space is required for residential development comprising 10 or more dwellings, and one space for employees and one visitor space is required for commercial, retail, industrial and other non-residential buildings exceeding 500m2. • Business zones: 1 space per 20 car parking spaces; 1 visitor space per 10 motorcycle spaces • Residential zones and the residential components of shop top and mixed-use developments: 1 space per 20 car parking spaces; 1 visitor space per 10 motorcycle spaces Notes: • If the total number of spaces is not a whole number, the number of spaces required must be rounded down. • Motorcycle spaces must have a minimum dimension of 1.2m x 3m. Table 2 at the end of this part details the requirements for motorcycle spaces.	8 Motorcycle parking
3.3 Bicycle parking and end-of-trip facilities	All new developments and wherever practicable, bicycle parking and end-of-trip facilities should be provided for alterations and additions and change of uses. The bicycle parking and end-of-trip facilities are minimum requirements. As a minimum, all developments should provide 2 bicycle parking spaces to ensure at least a small amount of parking is provided at all destinations. Table 3 at the end of this part details the requirements for bicycle parking. Table 4 details end of trip facilities. • All bicycle parking and end-of-trip facilities for land uses not included in these tables will be assessed on the merits of the application. • If no car parking or reduced car parking is provided in the Chatswood CBD, St Leonards precinct or the Artarmon railway precinct, bicycle parking and end-of-trip facilities must be provided and calculated on the maximum number of car parking spaces that would otherwise be required. • Where more than one shower or change room is required for end-of-trip facilities, separate male and female facilities must be provided.	16 Bicycle Parking spaces (including 8 visitors) for the Residential component and 1 for the commercial part. EOT facilities are separated in male (3 showers), female (3 showers) and accessible one (one shower)
3.4 The layout, design, and security of bicycle parking facilities	The layout, design and security of bicycle parking facilities must comply with the minimum requirements under Australian Standard 2890.3 (2015). The Standard classifies bicycle parking facilities by the level of security provided. These are: a) Class A: a space within an individual bicycle locker that provides a high security locking system b) Class B: a space within a secure room or structure that is accessed with devices such as keys, codes or swipe cards for communal areas (chain mesh fencing is not suitable for Class B facilities) c) Class C: a space that allows a bicycle frame and wheels to be locked to a ‘bicycle parking device’ using the cyclists own ‘locking device’. Notes:	All the Bicycle parking spaces are located within a secure room (class B). EOT facilities are equipped with individual locker rooms.

	• Class A and B bicycle parking facilities are intended for use by residents/employees of the development and must be in a secured area that is not accessible to the general public. • Class C bicycle parking facilities are intended for use by visitors to the building and must be located in visible publicly accessible locations. • AS2890.3 (2015) defines a 'bicycle parking device' as 'a construction made of high security material designed to provide stability to bicycles placed in or against the device'. • Bicycle racks and rails are examples of a bicycle parking device. • End-of-trip facilities include personal lockers for clothes, showers and change rooms. • Where the total number of bicycle spaces and end-of-trip facilities is not a whole number, the number of spaces and facilities required must be rounded up.	
4 Car parking and driveway design		
4.1 Car parking	These controls apply to all car parking and access arrangements: a) the layout of car parking spaces must comply with AS/NZS 2890.1 and AS/NZS 2890.6 b) column locations must comply with AS/NZS 2890.1 (columns shall not be located within circulation aisles) c) the headroom for an accessible (disabled) car space must comply with the requirements of AS 2890. d) car parking space accessed from a rear lane must provide a minimum setback of 1m with a 1m splay to the rear boundary e) except for assigned residential parking spaces, the length of any blind aisle shall not exceed the width of six 90° parking spaces plus 1m f) one way aisles/access handles may only be used for areas where there is no general public access, there are less than 6 parking spaces and where appropriate measures are provided to allow vehicles to pass within the site g) ventilation must be provided under the relevant standards for basement car parking areas h) for developments with vehicular access from a main road frontage (Pacific Highway, Eastern Valley Way, Strathallan Avenue, Willoughby Road, Penshurst Street and Boundary Street) vehicles must be able to turn around within the site to ensure they can enter and leave the site in a forward direction.	a) Complies. b) Complies. c) 2500mm as in *AS 2890.6* d) N/A e) N/A f) N/A g) Can Comply. Our proposal includes an Air Supply and Exhaust Fan room at B01, a Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls. h) Complies.
4.2 Vehicle crossing/driveways	A new vehicle crossing is required if the proposal involves a change to the vehicle access arrangements or the number or location of car parking spaces and the existing vehicle crossing has any of these features: a) is in a dilapidated condition with multiple cracks b) is a trip hazard to pedestrians along the footpath alignment c) there is evidence of significant damage from scraping on the road/laneway d) is incomplete or has been constructed with non-approved materials e) the crossing is unsafe due to its alignment with the proposed driveway or car parking space(s) f) is in an unsafe location and there is a better alternative location for a new driveway g) is proposed to be replaced as part of the development application This requirement for a new crossing does not apply to proposed structures such as pergolas or open carports over an existing hard stand area. Before construction, the applicant must obtain a separate vehicle crossing permit (construction of crossover on council property) from Willoughby City Council. A new driveway crossing must comply with these controls: h. the location, siting and grades of driveways, and driveway width must be in line with Australian Standard AS/NZS 2890.1 h) crossings must be separated from each other at the kerb and must be a minimum of 600mm from the side boundary for residential properties and 1.2m for other developments i) the distance between adjacent crossings must be less than 1.5m or greater than 6m to deter vehicles from attempting to park between driveways j) driveways must not be located closer than: • 2m from a street tree or 1.5m from any other tree or as otherwise directed by Willoughby City Council • 1m from a power pole • 1m from a council stormwater pit k) if there is parking onsite for more than 6 vehicles, the driveway width must be sufficient to allow two vehicles to pass within the site l) sight distance requirements at the property boundary must be provided in line with AS/NZS 2890.1 m) for single dwellings, only one crossing is permitted per property to improve streetscape, maximise on-street parking and reduce the number of conflict points between vehicles and pedestrians n) dual occupancy developments may be permitted to have two vehicle crossings, providing the overall width of the two crossings does not exceed 30% of the property frontage	Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.

	o) to maximise pedestrian safety, vehicles are to be at 900 to the boundary when leaving the site (where parking spaces are not in-line with the vehicle crossing, swept path diagrams are to show this requirement) Note: • Willoughby City Council does not generally support the removal of street trees to construct a new crossing. Approval to remove a tree will only be granted in exceptional circumstances. • Refer to the Design Competition Brief for preferred access locations.	
4.4 Mechanical car parking systems and turntables	Willoughby City Council does not generally support mechanical car parking systems or turntables, and under no circumstances will they be allowed for accessible or visitor car parking. An applicant must show there is no other reasonable car parking arrangement available. They must ensure that safety, emergency and noise issues relating to the ongoing operation of a mechanical car parking system and/or turntable have been addressed to Willoughby City Council's satisfaction. Mechanical systems and turntables must satisfy all of these requirements: a. the site is constrained by existing conditions b. they are only used to access spaces assigned to a particular dwelling/unit/tenant/business c. there is adequate standing space within the site for vehicles waiting to use the system	N/A
4.5 Electric vehicles	More households are transitioning to owning electric vehicles. This means all new dwellings and significant alterations and additions to dwellings and dual occupancies must install a 3-phase electricity supply to make provision for a dedicated electric vehicle (EV) charger. Adequate electricity supply must be made for EV charging to be available within individual car spaces and garages of all other new developments. This includes residential flat buildings, shop top housing and mixed use developments. See section 5.6 in this part for guidelines on EV charging.	Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.
5 Major development		
5.2 Off-street loading/unloading facilities	All new major commercial, retail and industrial developments, and developments that involve substantial redevelopment with a floor area in excess of 500m2 for commercial/retail developments and 1,000m2 for industrial developments, must make adequate provision for off-street loading and unloading facilities. A loading/unloading bay/dock for these types of developments must comply with these controls: a. loading bay dimensions must conform with AS 2890.2 b. onsite turning areas must be provided to ensure service and delivery vehicles can enter and leave the site in a forward direction (the swept path design templates shown in AS 2890.2 must be used to determine the layout of service areas) c. the minimum headroom must be in line with AS 2890.2 d. adequate provision must be made for garbage compactor units e. internal waste collection areas must have a headroom clearance of at least 6.6m f. splays must be provided to the loading bay areas and at the driveway to ensure adequate sight distances for pedestrians For other existing or smaller commercial, retail and industrial developments, including change of use, the size and number of loading bays/docks will depend on the type, size and scale of the proposed development. This includes the frequency of deliveries, size and bulk of goods, size of trucks, availability of on-street loading zones; and intended use of the commercial, retail or industrial premises. As a minimum, provision should be made for a small rigid vehicle to access the site. Note: • The statement of environmental effects (SEE) or the parking and traffic impact assessment report must include details of the anticipated volume and frequency of deliveries, and the size of vehicles necessary to service the proposed development.	Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls. Refer to loading strategy at p. 45
5.3 Visitor car parking	The visitor car parking rates in Chatswood CBD, St Leonards precinct and the Artarmon railway precinct are maximum rates. Visitor car parking spaces outside these areas, including major public transport routes, are target rates. All visitor car parking spaces must be grouped together, sign posted and provided in a convenient and readily accessible location.	Complies. 15 car spaces all grouped together at Basement Level 02
5.4 Accessible car parking for people with disability	All new developments and significant alterations and additions to major developments must, as a minimum, provide accessible car parking spaces for people with disability in line with Section D3.5 of the Building Code of Australia under the National Construction Code. For Class 2 buildings that contain two or more sole occupancy units, the required number of accessible spaces is calculated on the number of adaptable units required for that development. See Part B, Section 4.2.8 of Willoughby DCP to determine the number of adaptable units required for medium and high-density housing. The National Construction Code identifies the class of building for different types of development. A guide to the building classifications is in Attachment 4. Table 5 at the end of this part details the required number of accessible car parking spaces.	11 (+1 Visitor) Residential 1 (+1) non Residential

	Accessible spaces must be clearly marked and provided in a communal car parking area. These spaces are not to be allocated to any individual unit or tenant. There must be a continuous accessible path of travel from all accessible parking spaces to the entrance of the premises. In basement car parking areas, lifts must provide access to all levels. Notes: • If no parking is proposed, the minimum number of accessible spaces should be provided in line with Table 1. • Accessible car parking spaces must comply with the design requirements of AS/NZS 2890.6. • Where the total number of accessible spaces is not a whole number, the number of spaces required is to be rounded up. • The required number of accessible car spaces for unspecified developments will be assessed on the individual merits of the proposal, with regard to the nature and scale of the proposed development. • Where practicable, accessible car parking spaces should be provided for all developments, including a change of use.	
5.5 Stack car parking	Stack or tandem car parking is where one or more vehicles need to be moved to allow another vehicle to enter or exit a car space. This type of car parking is only permitted if the affected vehicles are allocated to the same owner or tenant of residential, commercial, retail or industrial premises. It is also only permitted if there are no safety issues and not more than 25% of vehicles are in a stacked parking arrangement. Notes: • Stack or tandem car parking will generally only be considered for employee vehicles associated with low turnover commercial, retail and industrial uses having less than a total of 12 car parking spaces. • Stack or tandem car parking is not permitted for accessible or visitor car parking. • Adequate area to manoeuvre vehicles in a stacked parking arrangement must be available on site for all major residential, commercial, retail and industrial developments.	N/A
5.6 Electric vehicle charging	Demand for public electric vehicle (EV) charging stations is set to increase. Willoughby City Council is committed to extending this infrastructure as suitable locations are identified. It is also necessary to make provision for electric vehicle charging on private properties. This means all new major developments or significant alterations and additions to major developments will be required to deliver the capacity for all parking spaces to have EV charging. These controls consider two EV charging levels: a. Level 1: a regular single-phase power point b. Level 2: a single or 3-phase power point with a power range of 7kW, as defined by NSW Electric and Hybrid Vehicle Plan (Future Transport 2056) from Transport for NSW, which provides faster, more stable charging The controls will require all types of residential and non-residential development to be designed and constructed with appropriate electrical infrastructure to allow for future EV charging points. Electric circuitry to accommodate Level 2 electric vehicle charging points must be integrated into all off-street parking in new residential and non-residential development to ensure 100% of car spaces can install EV charging points in the future. This must include: c. adequate electrical capacity and infrastructure for the EV charging point system d. either underground cables or cable trays sufficient to accommodate electric circuitry to each car space Minimum electric circuitry for a Level 2 electric vehicle charging point is required to be: e. for privately available spaces: Level 2 slow – single phase with 7kW power f. for publicly available spaces: Level 2 fast – 3-phase with 11kW–22kW power The installation of a Level 2 EV charging point is encouraged for all new dwelling houses and dual occupancies. All new residential and non-residential development (other than dwelling houses or dual occupancies) must provide 1 parking space or 10% of all parking spaces – whichever is greater – to have a Level 2 EV charging point installed.	8 EV Charging station (10% of all parking spaces)
5.7 Car share spaces	There is a growing trend for individuals and businesses to use private car share vehicles as an economical alternative to car ownership. Car share schemes are generally more viable in locations where private car ownership is discouraged, such as Chatswood CBD, St Leonards precinct and the Artarmon railway precinct. Therefore, there may be opportunities to provide dedicated onsite parking spaces for car share spaces for large developments. At this stage Willoughby City Council does not require a dedicated car share space to be provided for a new development. However, if a dedicated car share space is nominated on the site as part of a proposed development, we may allow a further reduction in the number of car parking spaces required for that development. The reduction in the actual number of car spaces will be assessed on the individual merits of the application. Note: • Details will need to be included in a travel demand management plan. This should include information such as strata levies for dedicated spaces for the exclusive use of building occupiers or easements to allow access to car share spaces by the general public.	2 car share space equal 20 car spaces

5.9 Further controls for medium and high-density residential accommodation	These further controls apply to attached dwellings, multi dwelling housing, residential flat buildings, seniors housing, boarding houses and hostels exceeding 300m2 and 12 persons, shop top housing, and mixed-use developments comprising residential units: a) visitor parking must be suitably grouped, clearly marked and conveniently located b) visitor parking is to be designed to comply with Class 2 Medium Term parking in line with AS/NZS2890.1 c) any security for residents' vehicles must be installed to ensure that it does not impede access to visitor spaces d) visitor car parking may be located forward of the building line providing it does not detrimentally impact the streetscape e) all above ground car parking areas must be well landscaped and include the use of absorptive surfaces such as pavers or 'grasscrete' to soften the appearance of these areas f) resident visitor car parking spaces must be available at all times for shop top housing and mixed use developments g) the provision of car wash bays is not encouraged; if a car wash bay is proposed, the space must be connected to the sewer and serviced by recycled or tank stored water, and the development application must include the hydraulic details h) provision must be made for removalist vans to park, load and unload onsite for all developments of more than 12 units or where no kerbside parking is available in front of the site on a classified road i) pedestrian access to dwellings should be separate from vehicular access to the site j) for residential accommodation of between 6 and 18 units, bulk waste storage bins must be provided on the site and adequate provision must be made for garbage vehicles to enter and leave the site in a forward direction k) for residential accommodation of 4 or more storeys or 18 or more units with basement car parking, bulk waste storage bins must be provided in the basement with adequate height and provision for garbage vehicles to enter and leave the site in a forward direction.	Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.

Table 1 Car parking rates

Land use category	Development type	Chatswood CBD and St Leonards precinct (maximum rates)	Artarmon railway precinct (maximum rates)	All other areas, including major public transport route (target rates)
Residential	e. multi dwelling housing, residential flat buildings and attached dwellings with more than 2 storeys and 4 or more dwellings	0.5 space per studio and 1, 2, 3 or more bedroom units; 1 visitor space per 7 dwellings	0.5 space per studio and 1 and 2 bedroom units; 1 space per 3+ units; 1 visitor space per 7 dwellings	0.5 space per studio and 1 bedroom unit; 1 space per 2 and 3 or more bedroom units; 1 visitor space per 7 dwellings
Residential	f. dwellings in shop top housing and mixed-use developments (further car parking for the commercial component is to be provided in line with the requirements for commercial and retail premises)	0.5 space per studio and 1, 2, 3 or more bedroom units; 1 visitor space per 7 dwellings	0.5 space per studio and 1 and 2 bedroom units; 1 space per 3+ units; 1 visitor space per 7 dwellings	0.5 space per studio and 1 bedroom unit; 1 space per 2 and 3 or more bedroom units; 1 visitor space per 7 dwellings
Office/business/retail	i. office and business premises	1 space/400m^2	1 space/75m^2	1 space/60m^2
Office/business/retail	j. retail premises (including supermarkets)	1 space/70m^2	1 space/50m^2	1 space/33m^2

Office/business/retail	k. specialised retail premises (these controls apply to garden centre, plant nursery, hardware and building supplies, landscaping material supplies, timber yards and the like)	1 space/150m² of showroom and outdoor areas accessible to the public	1 space/125m² of showroom and outdoor areas accessible to the public	1 space/100m² of showroom and outdoor areas accessible to the public
Food and beverage	s. food and drinks premises (includes restaurant, café and take away food and drinks premises)	1 space/50m²	1 space/50m²	1 space/33m²
Food and beverage	t. pubs	1 space/50m²	1 space/50m²	1 space/33m²

Notes:

• If a specific land use is not included in this table, the car parking requirements will be assessed on the merits of the application. A parking and traffic impact assessment report may be needed with the application to determine the number of car spaces required.

• All requirements shown in m2 are 'gross floor areas' in line with the definition under the dictionary in Willoughby LEP.

Table 2 Motorcycle parking rates

Zone type and usage	Chatswood CBD, St Leonards precinct and Artarmon railway precinct	All other areas, including major public transport routes
Business zones	1 space per 20 car parking spaces; 1 visitor space per 10 motorcycle spaces	1 space per 30 car parking spaces;1 visitor space per 15 motorcycle spaces
Industrial zones	1 space per 20 car parking spaces; 1 visitor space per 10 motorcycle spaces	1 space per 30 car parking spaces;1 visitor space per 15 motorcycle spaces
Residential zones and the residential components of shop top and mixed-use developments	1 space per 20 car parking spaces; 1 visitor space per 10 motorcycle spaces	1 space per 20 car parking spaces;1 visitor space per 10 motorcycle spaces

Notes:

• Motorcycle parking rates for land uses not included in this table will be assessed on the merits of the application

• As a minimum, one space for residents and one visitor space is required for residential development comprising 10 or more dwellings

• As a minimum, one space for employees and one visitor space is required for commercial, retail, industrial and other non-residential buildings exceeding 500m2

• Visitor spaces are included in the total number of spaces required

Table 3 Requirements for bicycle parking and end-of-trip facilities

Zone type and usage	Chatswood CBD, St Leonards precinct and the Artarmon railway precinct	All other areas, including major public transport routes
Business	1 Class A or B bicycle space per 10 car parking spaces Minimum 1 Class C bicycle space or 1 space per 10 Class A or B bicycle spaces, whichever is the greater	1 Class A or B bicycle space per 20 car parking spaces Minimum 1 Class C bicycle space or 1 space per 20 Class A or B bicycle spaces, whichever is the greater
Industrial	Minimum 1 Class A or B bicycle space or 1 space per 10 car parking spaces, whichever is the greater Minimum 1 Class C bicycle space or 1 space per 10 Class A or B bicycle spaces, whichever is the greater	Minimum 1 Class A or B bicycle space or 1 space per 20 car parking spaces, whichever is the greater Minimum 1 Class C bicycle space or 1 space per 20 Class A or B bicycle spaces, whichever is the greater
Residential and residential components of shop top and mixed-use developments	1 Class A or B parking spaces per 10 units 1 Class C (rails/racks) per 10 apartments for visitors	1 Class A or B parking spaces per 20 units 1 Class C (rails/racks) per 20 apartments for visitors

Table 4: End-of-trip facilities for non-residential developments

Showers	Change rooms	Lockers
One shower per 5 bicycle parking spaces (Class A or B)	One change room per shower	Two personal lockers per bicycle space

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Notes for tables 3 and 4:

• All bicycle parking and end-of-trip facilities for land uses not included in these tables will be assessed on the merits of the application.

• If no car parking or reduced car parking is provided in the Chatswood CBD, St Leonards precinct or the Artarmon railway precinct, bicycle parking and end-of-trip facilities must be provided and calculated on the maximum number of car parking spaces that would otherwise be required.

• Where more than one shower or change room is required for end-of-trip facilities, separate male and female facilities must be provided.

Table 5 Accessible car parking requirements

Class of building	Number of accessible spaces
Class 1a	Nil
Class 1b	1 space for each accessible or adaptable unit
Class 2	Whichever is the greater: a. Minimum 1 resident and 1 visitor space for developments comprising 10 or more units b. 1 space/4 accessible or adaptable units + 1 visitor space for developments comprising 50 or more car parking spaces
Class 3	Whichever is the greater: a. Minimum 1 resident and 1 visitor space for developments exceeding 300m^2 and 12 persons b. 1 space for each accessible or adaptable unit (10% of spaces must be provided as a visitor space) c. 3% of the total car parking spaces (10% of spaces must be provided as a visitor space)
Class 4	1 accessible space
Class 5, 6, and 8	In parking areas with 5 or more spaces, whichever is the greater: a. 1 employee and 1 visitor space b. 3% of the total car parking spaces (10% of spaces must be provided as a visitor space)
Class 7 and 9b	In parking areas with 5 or more spaces, whichever is the greater: a. 1 space b. 3% of the total car parking spaces
Class 9a	Whichever is the greater: a. 1 employee and 1 visitor space b. 4% of the total car parking spaces (10% of spaces must be provided as a visitor space)

Notes:

• Accessible parking is included in the total number of car parking spaces required. However, if no parking is required, the minimum number of employee/resident and visitor spaces must be provided.

• Additional accessible car parking spaces may be required in line with Section D3.5 of the Building Code of Australia under the National Construction Code.

• If the requirements under Section D3.5 change, the accessible car parking controls under this part of Willoughby DCP change accordingly.

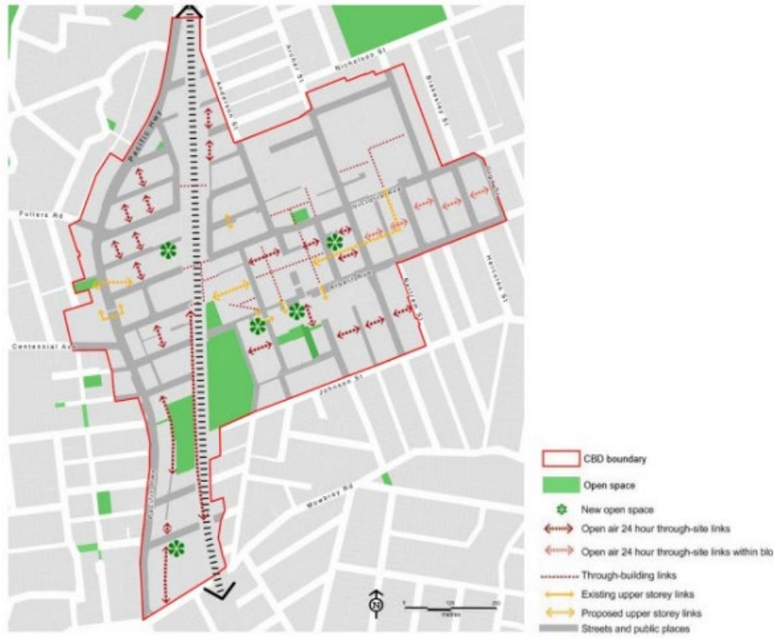
• Applicants may apply a ‘performance solution’ under the Building Code of Australia to satisfy the provision of accessible car parking in lieu of the ‘deemed-to-satisfy solution’ requirements.

PART J – BUILDING SUSTAINABILITY		
3 – Major Developments		
3.2 General requirements	As a minimum, all major developments must consider the best practice design principles and initiatives outlined in Attachment 2. Depending on the scale of development, the following requirements apply: … c) for developments with an estimated cost over $30 million, projects should seek to achieve a minimum 4-star rating and aspire to achieve a 5-star rating using the most recent and relevant Green Star rating tool (or equivalent) Note: • See section 3.3.5 for more information on Green Star requirements.	Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.

3.3 Sustainability performance statement	A sustainability performance statement must be prepared by a suitably qualified person and include details of the proposed method intended to be used to achieve an energy efficient and sustainable development. The statement must justify not including any of the design principles and initiatives in Attachment 2. Willoughby City Council requires a compliance statement before a construction certificate is issued. The compliance statement must be prepared by a suitably qualified person. It must verify the construction certificate plans include the provisions agreed to in the sustainability performance statement. Note: • Instead of a sustainability performance statement, applicants may choose to provide a Green Star rating report or similar rating tool.	Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.
3.4 National Construction Code	Section J of the National Construction Code requires the design of certain non-residential buildings to satisfy minimum standards to improve energy efficiency. These provisions relate to Class 3 and Class 5 to 9 buildings. Compliance must be shown at the construction certificate stage. However, the design of an environmentally sustainable building needs to be resolved at the development application stage. A compliance statement, prepared by a suitably qualified person, must be included with the development application for all Class 3 and Class 5 to 9 buildings. This is to confirm that the energy targets can be achieved in line with the 'deemed to satisfy' or 'performance solution' provisions under Section J of the code. Notes: • The Green Star rating tool or NABERS Commitment Agreement can be used to satisfy the 'performance solution' provisions under Section J of the code. • Where BASIX is not applied to alterations and additions to Class 1 and 2 and Class 4 parts of buildings, the Section J provisions apply to ensure energy efficiency measures are incorporated.	Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.
3.5 Green Star	Green Star is a rating system for buildings and fitouts. The design and construction are assessed against nine categories, including energy, water, waste, and indoor environmental quality. A 4-star rating represents 'best practice', a 5-star rating is 'Australian excellence' and a 6-star rating is 'world leadership'. For developments between $5 million and $30 million, Willoughby City Council encourages the use of Green Star or similar rating tool. If one of these tools is used for these types of development, a copy of the report must be included with the development application. We expect developments to achieve a minimum 4-star Green Star rating or a 'best practice' standard using a similar rating tool. For developments that exceed an estimated cost of $30 million, applicants must show the design of the proposed development can achieve a minimum 4-star Green Star rating or a 'best practice' standard using a similar rating tool. We expect developments to achieve a minimum 5-star ('Australian excellence') rating under a Green Star or similar rating tool. Note: • Willoughby City Council requires a compliance statement to verify the Green Star rating can be achieved before a construction certificate is issued. The compliance statement must be prepared by a suitably qualified person.	Aspirational Target 5 Star Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.
3.6 National Australian Built Environment Rating Scheme (NABERS)	The commercial building disclosure program is a regulatory program that requires energy efficiency information to be provided in most cases when commercial office space of 1,000m2 or more is offered for sale or lease. The program requires an up-to-date building energy efficiency certificate. This must be done by an accredited assessor in line with the National Australian Built Environment Rating System (NABERS). The NABERS Energy for offices rating is a national rating system that measures building performance on a scale of zero to six stars. A zero-star rating means the building is performing well below average and has plenty of scope for improvement. A five-star rating is 'excellent'. A six-star rating is for market leading performance, with half the greenhouse gas emissions or water use of a five-star building. For more information on the Australian Government program see cbd.gov.au NABERS can also be used to rate developments such as apartments, hotels, data centres and office buildings, and to rate water, waste and indoor environment quality. After construction and occupation, these types of development must show compliance with this plan by signing a NABERS Energy Commitment Agreement. This is an agreement to achieve a minimum five-star rating for the base building, whole building or tenancies as appropriate: a) new residential developments comprising 10 or more apartments b) new commercial office buildings with a net lettable floor area of 1,000m2 or more c) alterations and additions or refurbishment of existing commercial office buildings with a net lettable area of 1,000m2 and estimated cost of work over $750,000 The NABERS Commitment Agreement must be submitted to the Department of Planning, Industry and Environment and a copy provided to Willoughby City Council before a construction certificate is issued. The performance rating must be done once the building is fully operational and there is 12 months of energy data collection. A copy of the assessment report should be provided to Willoughby City Council for our records. A NABERS Energy Commitment Agreement is not required if:	Can Comply. A Future Development Application will confirm that the proposal will comply with the technical guide and the specific controls.

	Map 3 Sun access protection map from Chatswood CBD Planning and Urban Design Strategy 2036  	
	c. Minimum site area The controls for minimum site areas for the E2 Commercial Core and MU1 Mixed Use zones are in Willoughby LEP. This plan encourages site amalgamation to meet the minimum site requirements and ensure sites are not left isolated. The objective of the minimum site area is to enable a development to achieve best outcomes by: • providing the required setbacks to achieve slender towers and building separation • whether onsite or on neighbouring sites • providing ground level public realm or areas accessible by the public on private land • limiting and rationalising the number of vehicle entry/exit points • providing parking and loading facilities in the basement with adequate area for • onsite manoeuvrability to enter and leave the site in a forward direction • maximising commercial floor space and street activation at ground level • maximising landscaping and deep soil planting	1767 m^2
	d. Slender towers To achieve slender towers and adequate building separation, the maximum gross floor area at each level of a development should be no more than: • 2000m2 for office developments • 700m2 for residential towers above the podium level in the mixed use zone Note: • The maximum gross floor areas is to be read in conjunction with other controls for Chatswood CBD (such as maximum floor space, height and minimum setbacks), as well as the site size and shape. • These maximum floor plates, together with maximum floor space and height, and minimum setbacks, require an unusually large site to be achieved. Lesser floor plates than the maximum would be expected on standard size lots. • If there is more than one tower on the same site, towers are not to be linked above the podium. Towers are to operate independently regarding lifts and services. • The width is to be minimised on all sides to achieve a slender tower. • Design elements are to be included that minimise the width, in particular on any wider tower side.	Complies. Bigger residential floorplate level 02 to level 04 is 598m^2

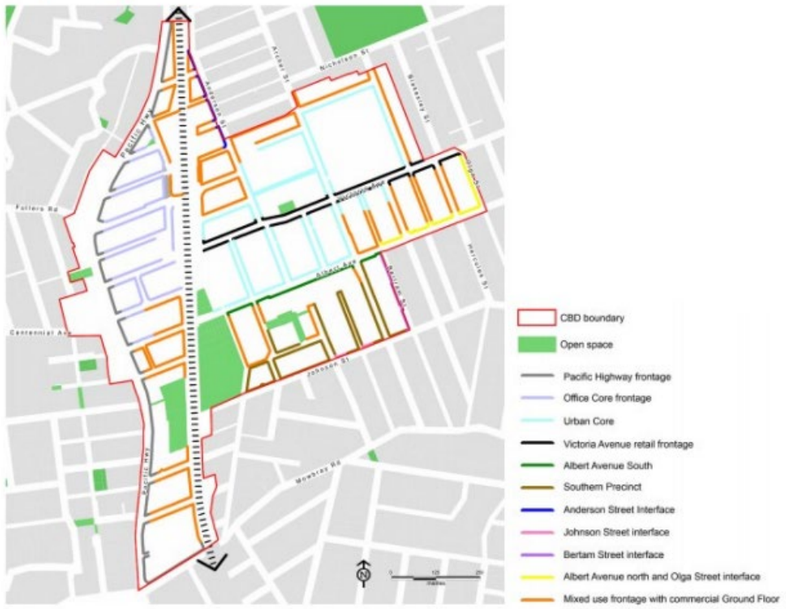
	f. Vehicular access Only one entry area into and exiting a site is permitted. This is to minimise streetscape impacts and ensure vehicle entry points are rationalised.	Comply
	g. Loading/unloading facilities All loading docks, including provision for garbage trucks and residential removal trucks are to be within basement areas with adequate onsite manoeuvrability. This is to ensure vehicles can enter and leave the site in a forward direction. Note: • Willoughby City Council does not generally support mechanical systems, such as turntables to facilitate vehicles entering and leaving the site in a forward direction.	Our proposal has 2 strategies. 1)the compliant one at B01 level for an MRV oversized (10.5 m) and 4.5m headroom. 2)at Ground Level
	h. Site isolation • If site isolation is unavoidable or inadequate areas are available in the basement level, buildings are to provide for joined basements areas with 'break through' walls to provide vehicle access to adjoining sites. • Also where site isolation is unavoidable, zero setback podiums are to provide 'break through' walls to encourage future efficient sharing of infrastructure.	N/A
	i. Substations Substations are to be within buildings, not within a street, open space or setback. They must not face key active street frontages.	Substation is located on the northern edge of the site at B01 Level
4.3.2 Greening Chatswood CBD	A range of approaches apply on a site-specific basis to provide permeability, publicly accessible open space and a 'green' ground plane. These are designed to develop a comprehensive network for the centre of landscape and open space to create a green, well-connected CBD. However, these controls apply to all high rise buildings: a. all roofs up to 30m from the ground are to be green roofs (in particular podium roofs); these are to provide a green contribution visible to the street and a balance of passive and active green spaces that maximise solar access b. a minimum of 20% of the site is to be soft landscaping, which may be on the ground, podium, and roof top levels of buildings; soft landscaping must be a minimum depth of 600mm c. 'green' walls are encouraged	a) Comply. Podium roof where the Communal open spaces are located is at RL 111.9, 24.4 m above the street level (RL 87.44). b) Comply.47% include 150m2 at ground level, 441m2 at the podium roof, 175m2 on the roof.
4.3.3 Links and public realm	a. All proposals must consider the potential for through links to public places. Pedestrian and cycling links are sought to improve existing access within and through the CBD (see Map 4). New linkages are sought where these are considered to be of public benefit. All such links must be: • a minimum of 4m wide • provided with public rights of access and designed with adequate width, sympathetic • landscaping and passive surveillance b. Public realm or areas accessible by the public on private land is required to be included in all B3 and B4 redeveloped sites. These must be: • designed to respond to context and nearby public domain • visible from the street and easily accessible • accompanied by public rights of way or similar to achieve a permanent public benefit	a) Can Comply. In our proposal we are consolidating the connection along the northern edge of the future development and consolidating it with a 3m wide commercial lane that leads to the back of our site. b) a detailed public domain strategy is in the report at pages 15 to 21

	Map 4 Open space map from Chatswood CBD Planning and Urban Design Strategy 2036 	
4.3.4 Setbacks and street frontage heights	a. The minimum setbacks and maximum street frontage heights below apply to certain areas within Chatswood CBD. These areas are shown in Map 5. 5. Southern precinct: • Maximum 6m setback at ground level from front boundary • no setback from podium to tower While clause 4.3.4 in Part L of WDCP currently states 'maximum 6m' for the Southern Precinct (Archer Street), Council have confirmed that this is an error in the DCP and should be 'minimum 6m'. This matter is not currently the subject of any exhibited DCP amendment, but we anticipate that it will be amended in the near future. Notes: • With setbacks of 3m or more, including the Pacific Highway, deep soil planting for street trees is to be provided. • Setbacks greater than the minimum are encouraged, particularly at the interface with low density residential conservation areas. • Street wall heights lower than the maximum are encouraged at the interface with low density residential conservation area. • Where adjacent links or pathways involving public rights of way (not streets unless appropriate), stepped podiums are sought. • Where a site adjoins a laneway and no footpath exists, a minimum ground level setback is to be provided to facilitate construction of a footpath. b. All towers above podiums in the E2 Commercial Core and MU1 Mixed Use zone are to be setback from all boundaries with a minimum 1:20 ratio of the setback to building height. This means if a building is: • a total height of 30m, a minimum setback from the side boundary of 1.5m is required for the entire tower on any side • a total height of 60m, a minimum setback from the side boundary of 3m is required for the entire tower on any side • a total height of 90m, a minimum setback from the side boundary of 4.5m is required for the entire tower on any side • a total height of 120m, a minimum setback from the side boundary of 6m is required for the entire tower on any side • a total height of 150m, a minimum setback from the side boundary of 7.5m is required for the entire tower on any side Notes: • The required setback of a tower will vary depending on height. It is not to be based on setback averages, or a stepped approach, but the full setback. • Setbacks greater than the minimum are encouraged, particularly in locations at the interface with low density residential conservation area. • Minimum setbacks and going beyond with additional setbacks where appropriate is considered important to achieve the desired outcome of slender towers.	a) Complies. 6m b) Complies. 3m and 6m from level 2 to 5 and 12 from the levels above. c) Complies d) N/A

c. Separation of buildings must be provided in line with the Apartment Design Guide (NSW Department of Planning and Environment, July 2015) for residential apartments within a mixed use development.

d. Commercial uses must have a minimum 6m setback from all boundaries above the street level wall height.

Map 5 Setbacks and street frontage heights map from Chatswood CBD Planning and Urban Design Strategy 2036



HOUSING SEPP INFILL AFFORDABLE HOUSING PROVISIONS

As indicated in Section 3.3 of the Design Competition Brief, the provisions in Chapter 2, Part 2, Division 1 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) apply to in-fill affordable housing developments seeking uplifts.

State Significant Development Applications are not subject to DCP controls, however, it is likely that where the Housing SEPP falls silent, DPHI assessment officers may look to the Willoughby DCP controls as a guide. You are therefore encouraged to consider opportunities to comply with aspects of the DCP. Notwithstanding this, the DCP does not legally form part of the planning considerations for an SSDA, and the provisions of the Housing SEPP will override certain controls.

CHAPTER 2, PART 1, DIVISION 1 STATE ENVIRONMENTAL PLANNING POLICY (HOUSING) 2021 (HOUSING SEPP)

TABLE 1. DIVISION 1 IN-FILL AFFORDABLE HOUSING PROVISONS (HOUSING SEPP)		
STANDARD	PROVISON	COMPLIANCE
15C Development to which this division applies	*(1) This division applies to development that includes residential development if—* *(a) the development is permitted with consent under Chapter 3, Part 4 or another environmental planning instrument, and*	
	*(b) the affordable housing component is **at least 10%,** and*	Comply
	(c) all or part of the development is carried out— *(i) for development on land in the Six Cities Region, other than in the City of Shoalhaven local government area—in an accessible area, or* *(ii) for development on other land—within 800m walking distance of land in a relevant zone or an equivalent land use zone.*	
	(2) Affordable housing provided as part of development because of a requirement under another environmental planning instrument or a planning agreement within the meaning of the Act, Division 7.1 is not counted towards the affordable housing component under this division.	
	(3) In this section— ***relevant zone** means the following—* *(a) Zone E1 Local Centre,* ***(b) Zone MU1 Mixed Use,*** *(c) Zone B1 Neighbourhood Centre,* *(d) Zone B2 Local Centre,* *(e) Zone B4 Mixed Use.*	yes
16 Affordable housing requirements for additional floor space ratio	*(1) The maximum floor space ratio for development that includes residential development to which this division applies is the maximum permissible floor space ratio for the land plus an additional floor space ratio of up to 30%, based on the minimum affordable housing component calculated in accordance with subsection (2).* ***(2) The minimum affordable housing component, which must be at least 10%, is** calculated as follows—* $\text{affordable housing component} = \frac{\text{additional floor space ratio (as a percentage)}}{2}$ *(3) If the development includes residential flat buildings or shop top housing, the maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the land plus an additional building height that is the same percentage as the additional floor space ratio permitted under subsection (1).* ***Example—*** *Development that is eligible for 20% additional floor space ratio because the development includes a 10% affordable housing component, as calculated under subsection (2), is also eligible for 20% additional building height if the development involves residential flat buildings or shop top housing.* *(4) This section does not apply to development on land for which there is no maximum permissible floor space ratio.*	Comply
18 Affordable housing requirements for additional building height	*(1) This section applies to development that includes residential development to which this division applies if the development—* *(a) includes residential flat buildings or shop top housing, and* *(b) does not use the additional floor space ratio permitted under section 16.* *(2) The maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the land plus an additional building height of up to 30%, based on a minimum affordable housing component calculated in accordance with subsection (3).* *(3) The minimum affordable housing component, which must be at least 10%, is calculated as follows—* $\text{affordable housing component} = \frac{\text{additional building height (as a percentage)}}{2}$	Comply (30%)
19 non-discretionary development standards – the Act, s 4.15	*(1) The object of this section is to identify development standards for particular matters relating to residential development under this division that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.* ***Note—*** *See the Act, section 4.15(3), which does not prevent development consent being granted if a non-discretionary development standard is not complied with.*	

TABLE 1. DIVISION 1 IN-FILL AFFORDABLE HOUSING PROVISONS (HOUSING SEPP)		
	(2) The following are non-discretionary development standards in relation to the residential development to which this division applies— *(a) a **minimum site area** of 450m^2,*	yes
	*(b) a **minimum landscaped area** that is the lesser of—* *(i) 35m^2 per dwelling, or* *(ii) 30% of the site area,*	Comply
	*(e) the following number of parking spaces for dwellings **used for affordable housing**—* *(i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces,* *(ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,* *(iii) for each dwelling containing at least 3 bedrooms— at least 1 parking space,*	Noted
	*(f) the following number of parking spaces for dwellings **not used for affordable housing**—* *(i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces,* *(ii) for each dwelling containing 2 bedrooms—at least 1 parking space,* *(iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,*	Noted
	*(g) the **minimum internal area**, if any, specified in the Apartment Design Guide for the type of residential development,*	
	(h) for development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces)—the minimum floor area specified in the Low Rise Housing Diversity Design Guide,	Does not apply
	(i) if paragraphs (g) and (h) do not apply, the following minimum floor areas— *(i) for each dwelling containing 1 bedroom—65m^2,* *(ii) for each dwelling containing 2 bedrooms—90m^2,* *(iii) for each dwelling containing at least 3 bedrooms—115m^2 plus 12m^2 for each bedroom in addition to 3 bedrooms.*	Noted
	(3) Subsection (2)(c) and (d) do not apply to development to which Chapter 4 (Design of residential apartment development) applies.	Noted.
20 Design requirements	*(1) Development consent must not be granted to development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces) under this division unless the consent authority has considered the Low Rise Housing Diversity Design Guide, to the extent to which the guide is not inconsistent with this policy.* *(2) Subsection (1) does not apply to development to which Chapter 4 applies.* *(3) Development consent must not be granted to development under this division unless the consent authority has considered whether the design of the residential development is compatible with—* *(a) the desirable elements of the character of the local area, or* *(b) for precincts undergoing transition—the desired future character of the precinct.*	Comply
21 Must be used for affordable housing for at least 15 years	*(1) Development consent must not be granted to development under this division unless the consent authority is satisfied that for a period of at least 15 years commencing on the day an occupation certificate is issued for the development—* *(a) the development will include the affordable housing component required for the development under section 16, 17 or 18, and* *(b) the affordable housing component will be managed by a registered community housing provider.* *(2) This section does not apply to development carried out by or on behalf of the Aboriginal Housing Office or the Land and Housing Corporation.*	Comply

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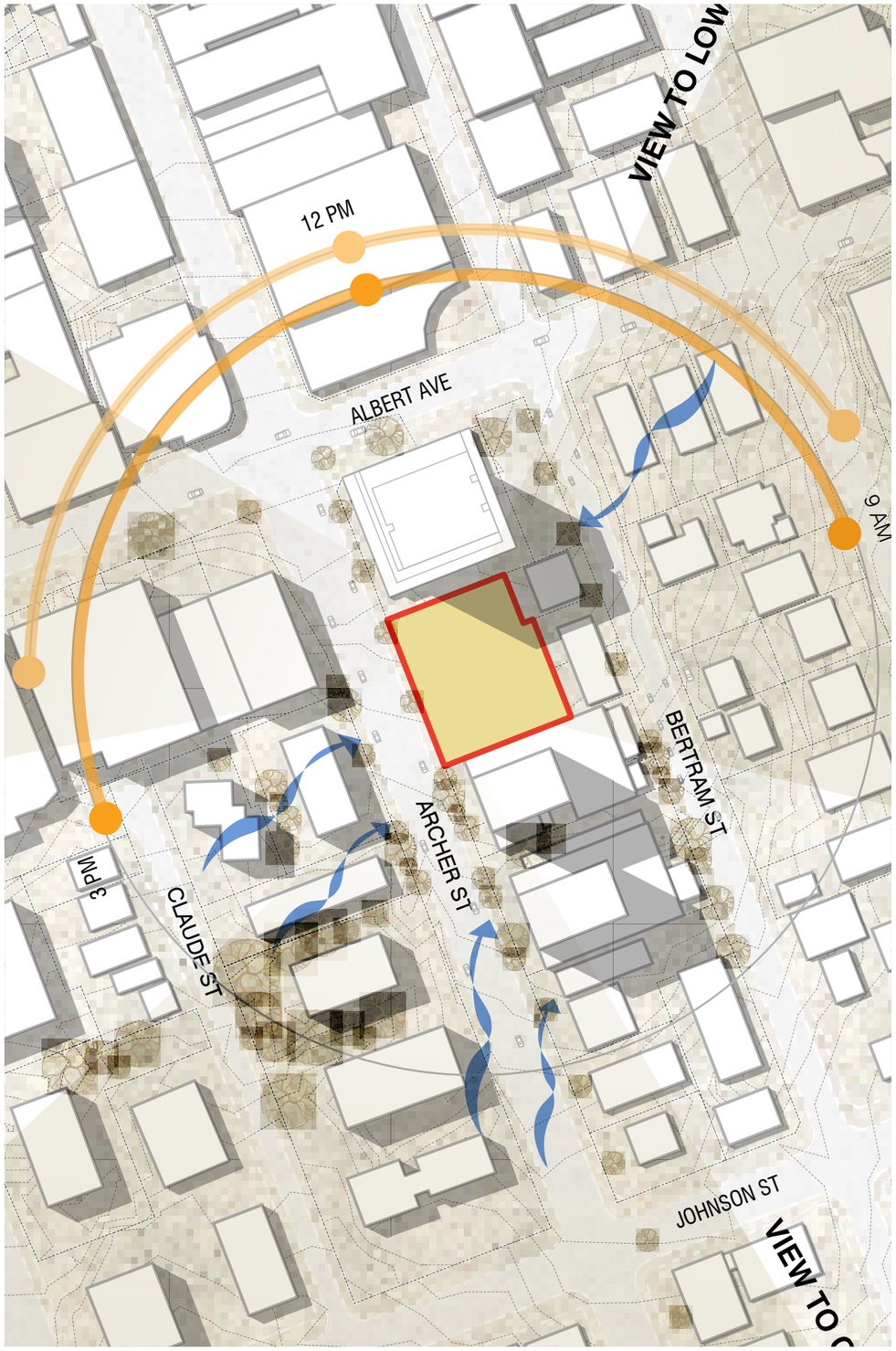


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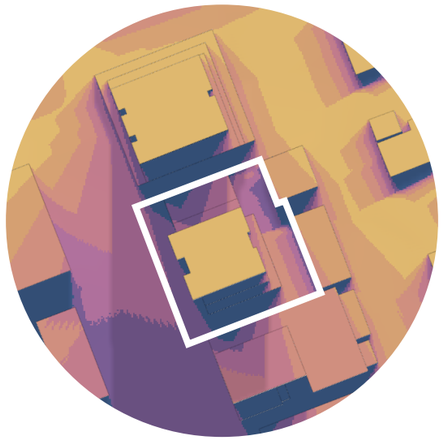
CONTEXT

Topography | Solar | Wind

SITE ANALYSIS



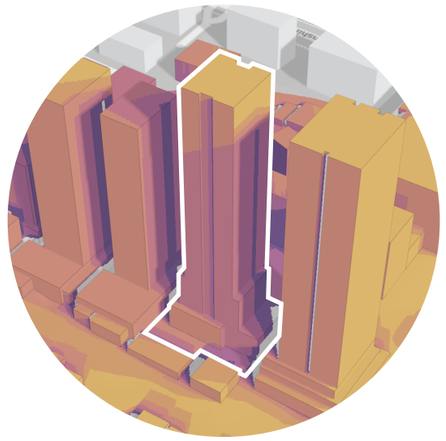
SOLAR ACCESS ON THE GROUND



SOLAR ACCESS SOUTH - WEST FACADE



SOLAR ACCESS NORTH - EAST FACADE



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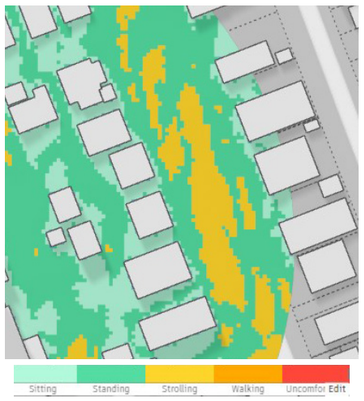


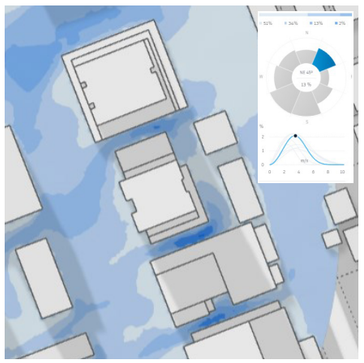
PLANNED TO TAKE ADVANTAGE OF EASTERN ASPECT.

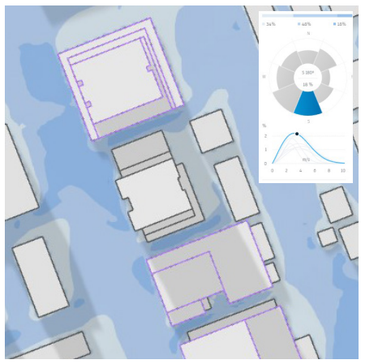
The best locations for the communal open spaces will be on the east and north sides. The 6-meter setback area along Archer Street will receive up to 2 hours of sunlight during the winter solstice.

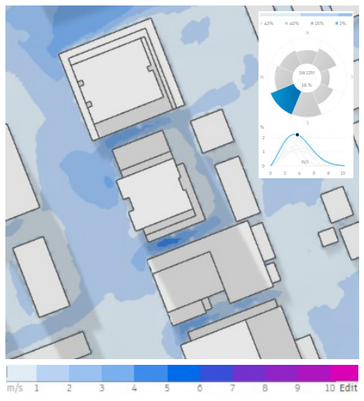
The west elevation will receive less than 2 hrs of sun. The south side will receive less than 1 hr.

Solar access analysis indicates that the best elevation will be the eastern. The northern elevation, though affected by future development, will still receive up to three hours of sunlight on the two corners.









COMFORTABLE WIND CONDITION.

WIND COMFORT:
Autodesk Forma's wind comfort evaluation helps to assess how wind conditions will affect pedestrian comfort and safety around a building site.

PREVALENT WIND DIRECTIONS:
The wind evaluation helps ensure that outdoor spaces remain pleasant and safe for pedestrians, avoiding issues like wind tunneling or excessive wind speeds that can make areas uncomfortable or even hazardous

DESIGN APPROACH

Overall Podium Design

Grand Entrance (Double Height)

The entrance to the residential tower features a double-height lobby that immediately feels welcoming and elegant. As you walk in, you'll notice the high-quality materials used throughout, like polished marble floors and rich wood paneling. A large chandelier hangs from the ceiling, adding a warm and inviting light to the space.
The lobby connects visually to an open area at the back of the building, dedicated to residents. This space includes comfortable seating and lush greenery, with a striking sculpture by a local artist as its focal point. This sculpture celebrates the cultural heritage of the Gamaragal land where the building is located.
Connecting the lobby to this open space is a flexible area that can be used for performances, events, or social gatherings. This space is designed to be adaptable, with movable partitions and adjustable lighting to suit different needs.



Luxury Sense of Arrival with Locally Sourced Materials

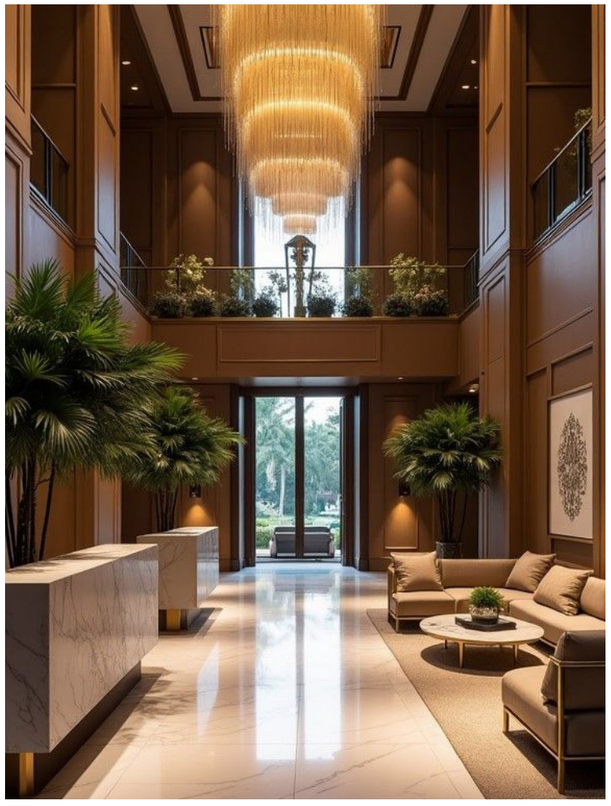
High-end, locally sourced materials and incorporating elements that reflect the cultural heritage of the Gamaragal people.

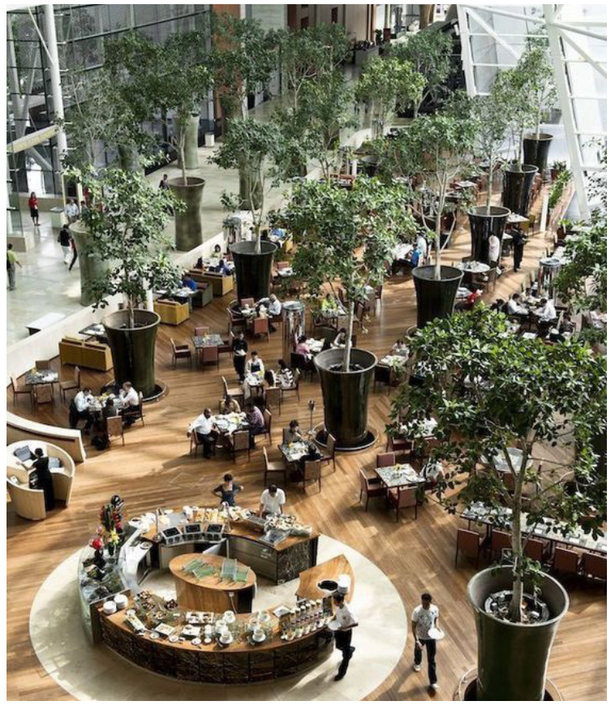
Finishes:
Locally Sourced Sandstone for floors and walls. This material is not only high-quality but also locally abundant and historically significant.
Australian Hardwood such as Spotted Gum or Blackbutt for paneling and furniture. These woods are known for their durability and beautiful grain patterns.
Brass, bronze, and stainless steel accents can add a touch of glamour and modernity. These can be used in door handles, railings, and decorative trims.

Lighting:
Custom Lighting Fixtures designed by local artisans, potentially incorporating Indigenous motifs or materials.
Maximize the use of natural light through large windows which can be framed with locally sourced timber.

Furnishings:
Choose furniture upholstered with fabrics made by local textile artists, possibly featuring designs inspired by Indigenous art.
Use rugs made from natural fibers by local weavers, incorporating traditional patterns and techniques.

Indigenous Artworks: Collaborate with local Indigenous artists to create murals, sculptures, and other artworks.





Improving the Residents' Experience

To truly enhance the residents' experience, it's essential to focus on several key areas that contribute to a vibrant, comfortable, and sustainable living environment.

Functional and Flexible Spaces:
Creating spaces that serve multiple purposes is crucial. Including amenities such as lounges, and community rooms can significantly enhance the living experience. Integrating retail spaces, cafes, or convenience stores within the building ensures that residents have easy access to daily necessities. Additionally, designing spaces that can adapt to different uses over time, such as co-working areas or event spaces, adds a layer of flexibility that meets the evolving needs of the community.

Aesthetic and Comfortable Environment:
The aesthetic appeal and comfort of the environment play a significant role in residents' satisfaction. Incorporating green spaces, gardens, and rooftop terraces not only beautifies the area but also provides residents with pleasant outdoor spaces to relax and socialize. Maximizing natural light and ensuring good ventilation improves indoor air quality and overall comfort. Using high-quality, durable materials that are also aesthetically pleasing ensures that the building remains attractive and functional for years to come.

Safety and Accessibility:
are paramount in creating a welcoming environment. Implementing robust security measures, such as surveillance cameras and secure entry points, helps residents feel safe. Ensuring that all areas are accessible to people with disabilities, including ramps, elevators, and wide corridors, promotes inclusivity and convenience for all residents.

F&B and Retail
Combine F&B spaces with retail areas to create a lively and engaging environment. For instance, placing cafes and restaurants near retail stores can encourage longer visits and increase foot traffic.

Enhance spaces with art installations, landscaping, and interactive elements to make them more inviting.

Include local and independent businesses to add character and uniqueness to the development.



Incorporate Indigenous Culture and Heritage
Use native ingredients and traditional Aboriginal cooking methods in menus to support local producers and educate about Indigenous culture.
Host events celebrating Indigenous culture, such as traditional cooking demonstrations, storytelling sessions, and art exhibitions.
Integrate Indigenous art and design into F&B spaces by collaborating with local Indigenous artists for murals, sculptures, and other artworks.

Support Local Producers and Sustainable Practices
Prioritize sourcing food and beverages from local farmers and producers to support the local economy and reduce environmental impact.
Implement sustainable practices like waste reduction, composting, and energy-efficient operations, and highlight these efforts to customers.

Community Engagement and Education
Offer workshops and cooking classes on local ingredients, sustainable cooking practices, and Indigenous culinary traditions.
Partner with local community organizations and Indigenous groups to create programs that benefit the community and promote cultural exchange.

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THE TOWER

Facade Expression and Materiality

Precast Concrete Panels:
Texture and Finish: The facade incorporates precast concrete panels with varying textures, including ribbed and sanded finishes. These panels are finished to resemble sandstone, providing a natural and elegant appearance.
Functionality: The use of different textures adds depth and interest to the facade, while the sandstone finish integrates seamlessly with the surrounding environment.

Aluminum Anodized Powder-Coated Profile Extrusions:
Color and Finish: Aluminum profiles are anodized and powder-coated in a champagne color. This finish not only enhances the durability of the aluminum but also adds a sophisticated and luxurious touch to the building.
Design Element: These profiles are strategically placed to emphasize the verticality of the building, creating a sense of height and grandeur.

Glass and Metal Elements:
High-Performance Glass: The facade features high-performance double glazing, which improves energy efficiency and provides excellent thermal and acoustic insulation.
Metal Elements: Anodized aluminum or stainless steel elements are incorporated into the design, contributing to a sleek and modern look. These materials are chosen for their durability and low maintenance requirements.



CUSTOM PROFILE ALUMINUM EXTRUSION
Finish: Anodized and powder coated

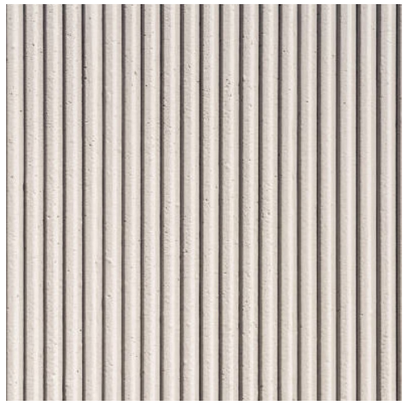




FACADE CLADDING STUDY EARLIER STAGES
During the conceptual stage, we explored alternative materials, especially for the podium levels. For instance, we tested vertical louvered screens made from warm materials as a replacement for the precast concrete panels. This investigation aimed to enhance the aesthetic appeal and functionality of the building's lower levels.



SANDBLASTED PRECAST CONCRETE PANEL
Finish: Sandstone



RIBBED PRECAST CONCRETE PANEL
Finish: Sandstone



ANODIZED ALUMINUM FRAME
Powdercoated dark gray



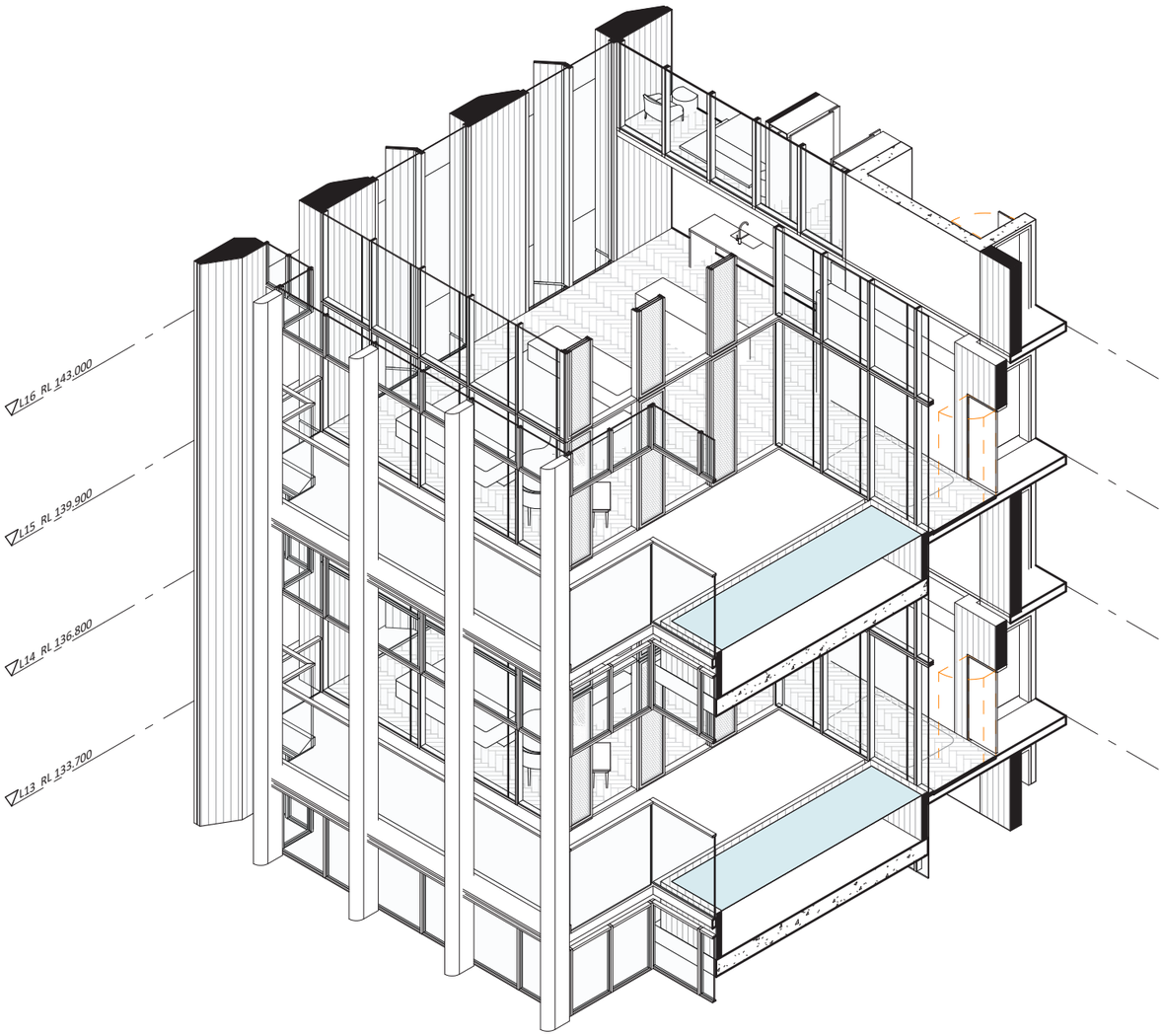
DOUBLE GLAZING WINDOWS

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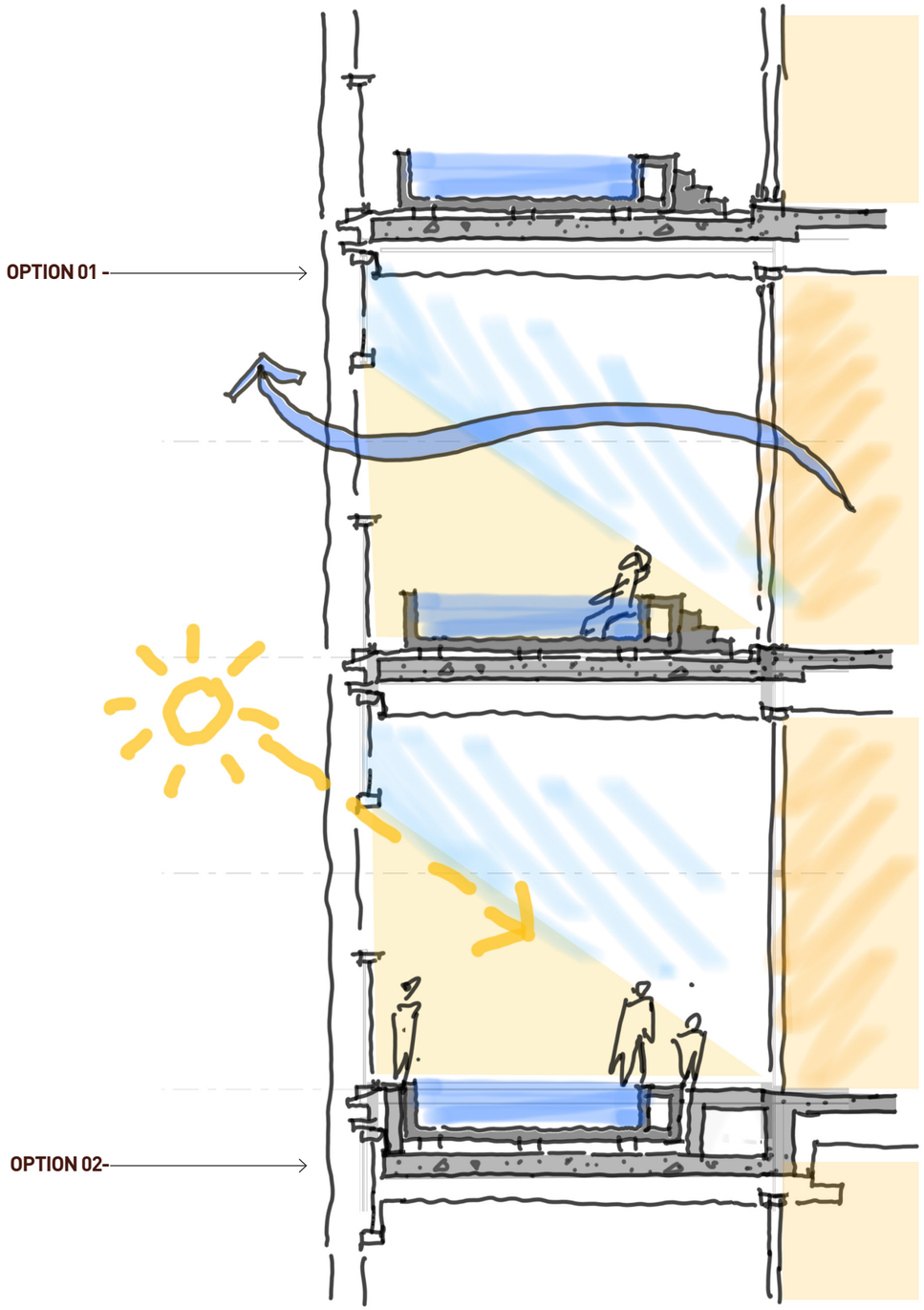
Private Open Spaces

PLUNGE POOL STRATEGY

A plunge pool with a depth of 1 meter is considered a standard depth for this type of pool, meaning it's a common and suitable depth for most people to fully immerse themselves while still being able to touch the bottom; most plunge pools range from 1 to 1.5 meters deep depending on the design and intended use.



3D SECTION ACROSS THE POOL OF THE SKY HOMES

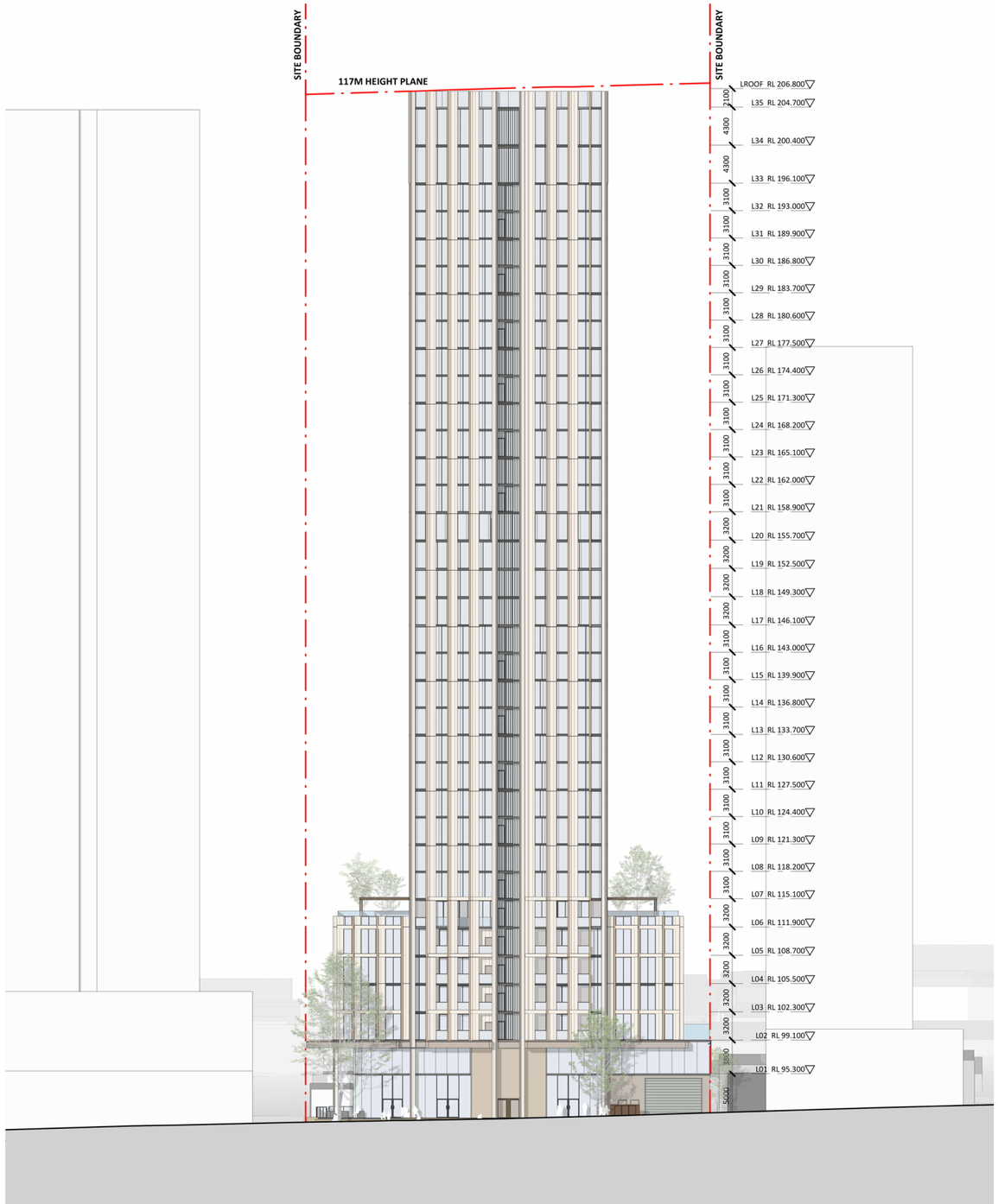


2D SECTION ACROSS THE POOL OF THE SKY HOMES

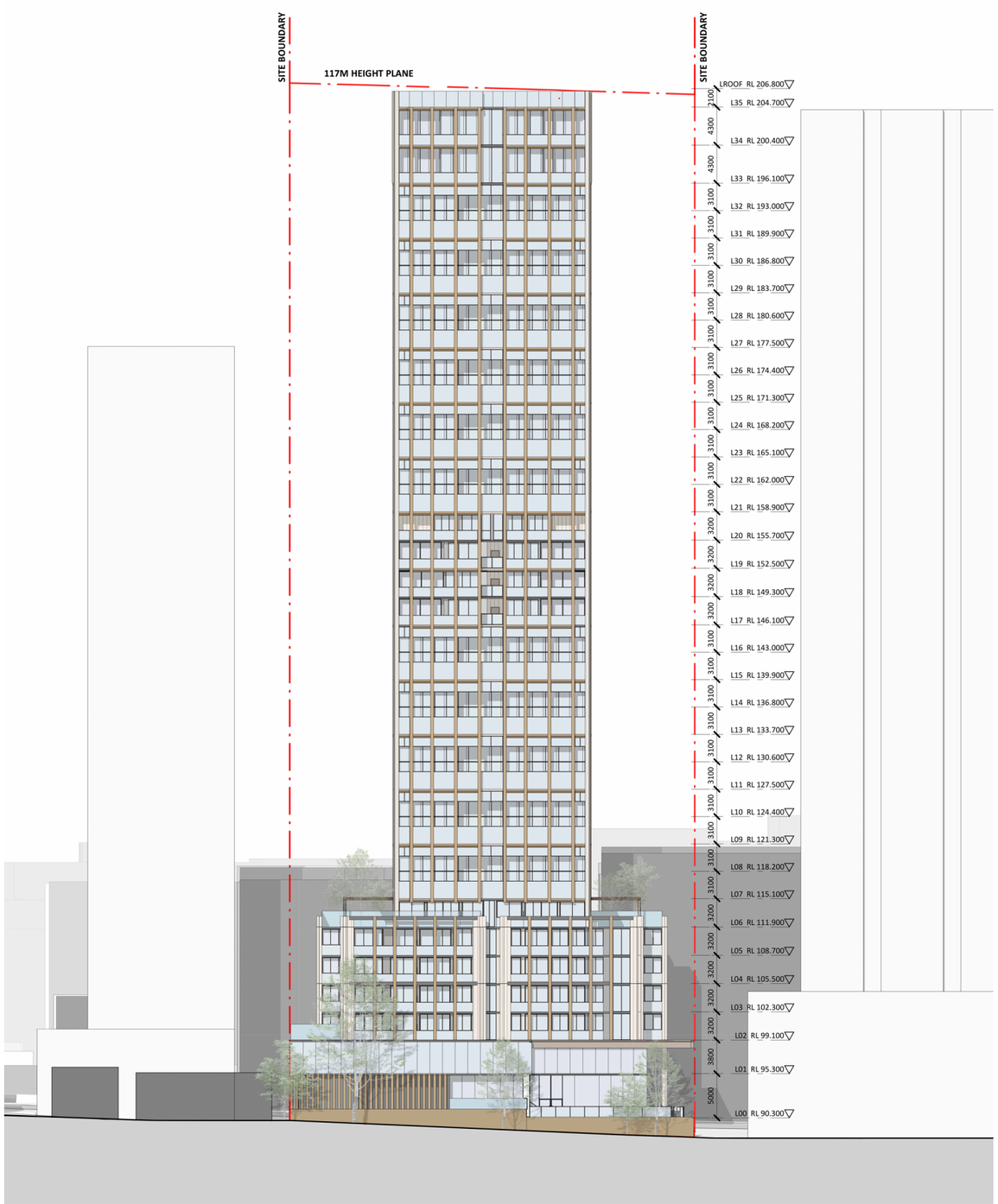
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THE TOWER

Elevations



WEST ELEVATION (1:600)



EAST ELEVATION (1:600)

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