

Table of Compliance – Part 117.9 of Willoughby Development Controls Plan 2006

Part	Controls	Proposed Development	Compliance
I.17.9.1 Land Uses	Commercial office, residential, home offices and shops serving other uses on the site are to be provided.	The proposed development provides a mix of uses including residential, retail and commercial uses	Yes
	A public car park is to be provided to accommodate 200 cars over and above the car parking needs of the proposed development.	The proposed development provides 250 public parking spaces in the basement car park, 40 of which will be allocated to the residential/retail component of the development.	Yes
	<ul style="list-style-type: none"> <li>Mixed use buildings with residential above commercial including home offices will be located addressing the Albert Avenue frontage.</li> <li>Commercial offices and service retail is to address the Thomas Street frontage.</li> </ul>	The commercial tower on the site has been designed to address Albert Avenue, Albert lane and Fleet Lane at the rear with retail/café premises addressing Albert Avenue at the ground floor. However, the ground floor and level 2 of the podium to the residential tower will extend across the site and address both the Thomas Street and Albert Avenue frontage. Retail/café premises will be provided at these levels which with the retail/café space to Thomas Street having a direct interface with the street frontage. Thus the intent of the control is achieved.	Partial compliance.
	A pedestrian landscaped area of 1000 sqm will be provided along the axis of Katherine Street that enjoys northern sunlight access.	A pedestrian landscaped area of over 1,800sqm (the through-site link/public plaza) is proposed on a north-south axis linking to Katherine St is proposed.	Yes
I.17.9.2 Building Form and Massing	A setback of a minimum 3 metres is to be provided to the Albert Avenue frontage.	The proposed development has a setback of 4.5m	Yes
	Buildings addressing Thomas Street at ground level are to address the street frontage.	The proposed residential tower includes a café at the ground floor which addresses the Thomas Street frontage.	Yes
	The building envelope, notwithstanding the permissible height shall be adjusted to not reduce solar access to living areas and balconies of apartments on the southern side of Albert Avenue to less than 2 hours between 9am and 3pm in midwinter.	See discussion at Section 6.4 of EAR.	Partial compliance
	Architectural style and finish is to be of high quality that provides an integrated and complementary outcome to the different parts of the site while recognising the differing roles and land uses.	The proposed development is of a high quality and architectural style that responds to and recognises the different land uses of the area.	Yes
	The open space/plaza area required by Part I.17.9.1 may be integrated with pedestrian links.	See discussion in relation to 'Pedestrians and Cyclists' at Section 6.6 of EAR.	Yes

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I.17.9.3 Pedestrians and Bicycles	Pedestrian desire lines cross the site north-south and diagonally. These desire lines are to be accommodated within the development of the land.	The proposed development maintains pedestrian desire lines across the site, north south through the through-site link and will ensure that pedestrian access is still available along Fleet Lane to the west.	Yes
	Pedestrian linkages will create a “mews” feel in combination with landscaping and ground level uses.	See discussion at Section 6.9 of EAR.	Yes
I.17.9.4 Car Parking, Loading and Traffic	Access to the site for the public car park will be left and left out only from Albert Avenue.	Access to the public car park is left only and left out only from Albert Avenue.	Yes
	All other access to the site shall be from Fleet Lane.	All access to the site is from Albert Ave.	Non compliance. The site constraints limit access from any other frontage, particularly as Council has required a right-of-way to be provided from Fleet Lane to Thomas Street. Access to the site will continue to be provided from Albert Avenue in accordance with existing access arrangements.
	Car parking provided on the site for development will be up to the maximum allowed by Part I.17.4.5 to promote use of alternative more sustainable transport forms.	The number of car parking spaces provided in the proposed development does not exceed the maximum allowed by Part I.17.4.5	Yes
	Loading access will be provided from Fleet Lane via Thomas Street and Thomas Lane.	The proposed development provides one driveway entrance off Albert Ave for loading access.	Non compliance. Access of the minor roads is not an alternative in this development due to site constraints.
	No right turn will be permitted into Thomas Lane from Albert Avenue.	The proposed development does not require a right turn from Albert Ave into Thomas lane.	Yes