

## APPENDIX 13 : NORTH SYDNEY DCP COMPLIANCE

CLAUSE	COMMENT	COMPLY
<b>5. SITE ANALYSIS</b>		
<b>Clause 5.1: Site Analysis</b>		
a. A site analysis is submitted with any development application.	A site analysis has been submitted with this development application, which details the characteristics of the site and its surrounds as required under this section of the DCP – refer to Architectural plans at <b>Appendix 4</b> .	Yes
<b>6. MIXED USE DEVELOPMENT</b>		
<b>Clause 6.1: Function</b>		
<p>a. A diversity of activities, facilities, opportunities and services; including business, community services, employment, entertainment, government agencies, health and welfare, recreation and retail.</p> <p>ii. Provide a mix of dwelling types and sizes as follows:</p> <ul style="list-style-type: none"> <li>• studio apartments maximum 15%</li> <li>• 1 bedroom apartments maximum 30%</li> <li>• 2 bedroom apartments minimum 40%</li> <li>• 3 bedroom+ apartments minimum 15%</li> </ul>	<p>A mixture of activities is provided within the proposed development including residential apartments, a hotel, cafe gymnasium and swimming pool. Overall the dwelling type mix has excluded the hotel portion of the development as the rooms are not considered dwellings.</p> <p>Studio apartments comprise 21 % 1 bedroom apartments comprise 40% 2 bedroom apartments comprise 30% 3 bedroom apartments comprise 9%</p> <p>The proposal achieves the intent of a mix of housing types allowing a choice consistent with more single/lone person households and single professional people within the area.</p>	<p>Yes</p> <p>Complies with intent</p>
b. A mixed residential population in terms of age, gender, household type and size, education, income and employment, including households with children, households on low to moderate incomes, households with aged or disabled persons.	<p>The proposed residential development provides a mix of residential units with a variety of market values which will inherently attract a diverse resident population.</p> <p>8 units are proposed to be dedicated to Council for affordable units refer to VPA at <b>Appendix 17</b></p>	Yes
c. Maximum use of public transport to access the centre. Mode split of 60% public transport to 30% private transport.	Refer to Mode split with Traffic report at <b>Appendix 6</b>	Yes
<b>Clause 6.2: Environmental Criteria</b>		
<b>Clean Air</b>		
<p>a. Clean air</p> <p>i. Select operating plant, materials and finishes that are non-toxic and reduce toxic emissions.*</p> <p>ii. Discourage use of the private motor car and encourage walking and cycling.*</p> <p>iii. Car parking complies with the requirements of car parking section of</p>	<p>Refer to ESD report at <b>Appendix 7</b></p> <p>It is noted that the site is within walking distance of St Leonards train station (100m) and Pacific Highway which is well served in terms of bus routes.</p> <p>Car Parking within the DCP is a maximum which deters reliance on private vehicle use – the proposal provides a total of 168 spaces compared to the maximum required of 172 car parking spaces</p>	Yes

this DCP.		
<p><b>Noise</b></p> <p>b. Noise production does not exceed the following repeatable maximum L Aeq (1 hour) level, on weekdays:</p> <p>Day 7am-6pm: 55dB(A) Evening 6pm- 10pm: 45dB(A) Night 10pm-7am: 40dB(A)</p> <p><i>and on weekends:</i> Day 8am-7pm: 50dB(A) Evening 7pm-10pm: 45dB(A) Night 10pm-8am: 40dB(A)</p> <p>or in any case not more than 5 dB(A) above the background level during the day and evening and not exceeding the background level at night when measured at the boundary of the property.</p>	<p>Table 5 of the noise report at <b>Appendix 12</b> presents the total internal noise levels that are set for each of the key spaces.</p> <p>Typically the noise levels are consistent with the recommendations of AS2107:2000, the City of Sydney Council North Sydney and Hornsby Shire DCPs, the AAAC Acoustical Star Ratings for Apartments and Townhouses (3 to 4 star) and the Green Building Council of Australia.</p>	Yes
<p><b>Acoustic Privacy</b></p> <p>c. Acoustic privacy for occupants of the proposed development and for neighbours. Noise within dwellings with windows closed does not exceed:</p> <ul style="list-style-type: none"> <li>• Living areas 40dBA</li> <li>• Sleeping areas 35dBA</li> </ul> <p>and all walls and floors separating units have a weighted sound reduction index (RW) of not less than 55 and an impact isolation less than LDB55 above habitable areas.*</p>	<p>Refer to noise report at <b>Appendix 12</b></p> <p>Complying with the noise limits / criteria identified will ensure compliance with the noise limits at all other residential receivers, plus all commercial receivers.</p>	Yes
<p><b>Visual Privacy</b></p> <p>d. Visual privacy within dwellings and private open spaces from public spaces or to and from neighbouring dwellings.</p>	<p>The proposed setbacks ensure visual privacy between buildings whilst the cantilevered sunshades and internal shading devices optimise both internal and external privacy.</p> <p>In addition the general recessing of the balcony spaces within the façade restricts site lines and further mitigates adverse effects of visual privacy.</p> <p>In conclusion, the development has been designed using</p>	Yes

	careful orientation, siting, setbacks and landscaping treatment to ensure minimal loss of privacy between the proposed building themselves and indeed the adjacent residential buildings.	
<b>Wind Speed</b> e. Maximum wind speed of 13m/s at footpaths and accessible outdoor spaces so that people do not experience uncomfortable wind speeds when walking down the street or when sitting in public spaces.	Refer to Wind Impact Report at <b>Appendix 16</b> which had regard for  The existing urban environment significant impact on the microclimatic conditions such as increased winds.  Recommendations to manage and mitigate wind impact is provided within the wind impact report.	Yes
<b>Reflected light</b> f. Pedestrians and motorists are not affected by reflected light, reflectivity from buildings is minimized.	It is anticipated that the exterior materials of the building will be of a reflectivity index that will ensure that pedestrians and motorists are not adversely affected.  Can be addressed by way of condition of consent	Yes
<b>Artificial light</b> g. Artificial light does not impact on the amenity of residents and pedestrians.	No Artificial light other than nighttime illumination of public spaces to ensure safety is proposed  Can be addressed by way of condition of consent.	Yes
<b>Outdoor lighting</b> h. Renewable energy sources are used for outdoor lighting. A safe urban environment is achieved without adverse affects on surrounding development or the public domain.	Where feasible, outdoor lighting will be powered through renewable energy sources.	Yes
<b>Awnings</b> i. Weather protection for people in streets and other public spaces.	No awnings to the street frontage are proposed however, weather protection is afforded to some areas of public use within the site through the design of the building. The majority of the frontage to Atchison Street enjoys all weather protection of the public spaces provided at ground level (under podium).	N/A
<b>Solar access</b> j. Solar access is maintained to open spaces and publicly accessible outdoor places. Spaces between taller buildings avoid a solid mass of development and allow for penetration of daylight and/or sunlight through to pedestrian level and to northern and eastern facades of buildings.	Solar access is maintained to existing commercial and residential properties, public reserves and streets (refer to the Shadow Analysis at <b>Appendix 4</b> of the EA).	Yes
<b>Views</b> k. People have access to distant views.	The development will offer a great range of views, to those future inhabitants on upper levels, significant views	Yes

Where appropriate, the opening up, or effective closure, of views to improve the legibility of the area.	of the area will be provided, while those on lower levels will have street outlooks. The proposed development is of such a design that it makes a positive contribution to the legibility of St Leonards.	
<b>Clause 6.3: Quality Built Form</b>		
<b>Context</b> a. Site layout and building design responds to the existing characteristics, opportunities and constraints of the site and its context (adjoining land and the locality).	A detailed site analysis and urban context analysis were undertaken by the Architects and within the EA. The proposal responds to the site context and opportunities presented by the site, being located 100m from St Leonards Station within the "Specialised Centre" earmarked by State policy for increased densities.	Yes
<b>Public spaces and facilities</b> b. The building contributes to external and internal public spaces and facilities nearby and inclusion of these areas as part of the public domain. The building interacts with and contributes positively to its surroundings at street level; it contributes to diversity, vitality, social engagement and 'a sense of place'.	A public art sculpture and covered seating is proposed at the Atchison Street frontage of the proposal. The provision of design features and the proposed site landscaping ensures amenity for occupants and other users of the site.  The proposal has been designed to improve the Atchison Street and Atchison Lane frontages and associated streetscapes and to provide usable, aesthetically pleasing and inviting public space.	Yes
<b>Skyline</b> c. A distinctive and well designed skyline through the introduction of visually interesting elements in the articulation and detailing of the upper levels and roofs of buildings.	The proposed development provides a distinctive landmark on the skyline. This is achieved through the splitting of the building mass into two separate vertical elements, further contributed through the utilisation of vertical lines and change of materials on the eastern and western elevations. Horizontal elements are utilised on all elevations through horizontal sun shades and balconies.	Yes
<b>Junction and termination of streets</b> d. Building form and design reinforces the junction and termination of streets (not including laneways).	The proposed development is located within an existing block, as such the opportunities for contributing to termination of streets are limited given the existing street pattern.	N/A
<b>Through-site pedestrian links</b> e. The building provides access to the site and surrounding area especially for pedestrians, subject to security and safety considerations.	The proposed development, allows for a through site link from Atchison Street to Atchison Lane. The through site link will be accessible 24 hours a day and will be activated through the residential and hotel lobbies on the eastern and western elevations of the building respectively as well as a new cafe/ restaurant with outdoor seating within the north eastern corner of the site	Yes
<b>Streetscape</b> f. Lively and active street and laneway frontages that create a feeling of safety both by day and night.	The proposed integration of the public domain works; landscaping public seating and the like will activate the street and the laneway frontage accessible for 24hour	Yes
<b>Setbacks</b>	The proposed setbacks are detailed in the Architectural	Yes

h. Setbacks reduce impact of scale as well as assist with ventilation, solar access, privacy, view sharing and a reduction of adverse wind effects.	<p>plans at <b>Appendix 4</b> and in summary are as follows;</p> <ul style="list-style-type: none"> <li>• 1.5 metres from Atchison Lane to the podium;</li> <li>• 3.0 metres from Atchison Street to the podium;</li> <li>• Zero side setbacks at the podium level;</li> <li>• 3.0 metres from Atchison Lane to the above-podium levels;</li> <li>• 4.5 metres from Atchison Street to the above-podium levels;</li> <li>• 3.0 metres at the podium level to the side boundaries;</li> <li>• 5.0 metres at ground level from Atchison Street;</li> <li>• 4.0 metres at ground level from Atchison Lane;</li> <li>• 10.0 metres from the eastern site boundary; and</li> <li>• Minimum of 6.25 metres from the western site boundary.</li> </ul> <p>Therefore, the proposed setbacks comply.</p> <p>It is also noted that the proposal has been assessed against SEPP 65 setback requirements and complies with these requirements.</p> <p>Through the proposed setbacks, ventilation, solar access and view sharing are provided by the proposed development</p>	
<p><b>Entrances and exits</b></p> <p>i. Entrances and exits cater for the disabled and are clearly visible from the street and convey a sense of address.</p>	Entrances and exits are located to the side of the building however they are contained within a lobby that presents to the street frontage.	Yes
<p><b>Slip resistant floor surfaces</b></p> <p>j. Common floor surfaces and finishes are not slippery and do not pose a slip hazard.</p>	Slip resistant floor surfaces to public spaces can be included as a condition of consent	Yes
<p><b>Street frontage podium</b></p> <p>k. A consistent street frontage podium that contributes to the human scale of buildings.</p>	The proposed podium at the Atchison Street frontage is approximately 7 metres in height and is raised to maintain street character accommodating a human scale and to add visual interest.	Yes
<p><b>Laneway frontage podium</b></p> <p>l. Laneways form an integral component of the pedestrian network in mixed use areas and are safe and comfortable for pedestrians.</p>	<p>The application does not allow for a podium at the Atchison Lane frontage.</p> <p>In this respect the Lane way is not characterised by existing podiums but rather consistent building alignments to the boundary. The proposal allows for a generous setback to the laneway whilst activating the space through a new through site link</p>	Comply with intent
<b>Building design</b>	The proposed building addresses the street and	Yes

<p>m. Building design that reinforces the urban character and clearly defines streets, street corners and public spaces.</p> <p>i. Finished floor to ceiling heights are a minimum of 3.6 m for the ground floor, 3.3 m for the first floor (commercial or residential), and 2.7 m for upper floors (commercial or residential). *</p>	<p>reinforces the urban nature of the St Leonards precinct.</p> <p>There is a clear definition between the public and private realm. The ground floor containing the residential and hotel lobbies have a minimum floor to ceiling height of 4m</p>	
<p><b>Nighttime appearance</b></p> <p>n. The building adds to the visual interest of the street and cityscape by night.</p>	<p>The proposed building will add visual interest to the cityscape by night.</p>	<p>Yes</p>
<b>Clause 6.4: Quality Urban Environment</b>		
<p><b>High quality residential accommodation</b></p> <p>a. The provision of a high standard of residential amenity in buildings.</p> <p>i. Provide units generally with the following minimum space:</p> <ul style="list-style-type: none"> <li>• Studio 40m<sup>2</sup></li> <li>• 1 bedroom 55m<sup>2</sup></li> <li>• 2 bedroom 80m<sup>2</sup></li> <li>• 3+ bedroom 100m<sup>2</sup></li> </ul>	<p>The proposed residential units have an average size of:</p> <ul style="list-style-type: none"> <li>• Studio – 47m<sup>2</sup></li> <li>• 1 Bed - 67m<sup>2</sup></li> <li>• 2 Bed - 93m<sup>2</sup></li> <li>• 3 Bed - 155m<sup>2</sup></li> </ul>	<p>Yes</p>
<p><b>Lightwells and Ventilation</b></p> <p>Provide lightwells for supplementary solar access and ventilation.</p>	<p>Light wells are not proposed as part of the development.</p> <p>The design of the apartment building is such that the penetration of light and provision of natural ventilation is in accordance with SEPP 65 (see <b>Appendix 4 &amp; 5</b>).</p>	<p>N/A</p>
<p><b>Balconies</b></p> <p>Balconies are functional and provide private open space for apartments.</p>	<p>Balconies/winter gardens are provided to all residential apartments and the majority of Hotel apartments.</p> <p>The balconies range in size from a minimum of 4m<sup>2</sup> for a studio apartment up to 18.8m<sup>2</sup> for a 3 bedroom apartment on the upper levels of the building.</p>	<p>Yes</p>
<p><b>Accessibility</b></p> <p>b. A path of travel is continuous, relatively straight and does not incorporate any obstacle preventing safe access by people with disabilities, having regard for AS 1428.1, 1428.2, 1428.3 and 1428.4.</p>	<p>The building has been designed to incorporate access for people with disabilities with a continuous path of travel to the lift lobbies which provides access to all levels within the building.</p>	<p>Yes</p>
<p><b>Safety and security</b></p> <p>c. A high level of personal safety and security in the development</p>	<p>Security systems will be utilised to ensure that appropriate people have the relevant access to various parts of the building. In general, access is controlled through the two lobbies on the ground level.</p> <p>Access to the car parking within the basement is also via restricted access and security points.</p>	<p>Yes</p>

<p><b>Car parking</b></p> <p>d. Adequate on-site car parking provision for residents</p>	<p>Car parking for 168 cars in total is provided within the basement levels of the development. A significant portion of the car parking is allocated to the residential component of the development</p>	<p>Yes</p>
<p><b>Bicycle storage</b></p> <p>e. The use of bicycles as an environmentally beneficial form of transport and an alternative to the use of private motor vehicles</p>	<p>The proposed development incorporates 17 motorcycle parking spaces. Storage Cages can be utilised for Bicycle Parking. Formal Bicycle parking is proposed along the Atchison Street frontage</p>	<p>Yes</p>
<p><b>Vehicular access</b></p> <p>f. Pedestrian safety is enhanced and disruption to the streetscape from vehicle crossovers is minimised.</p>	<p>There is one vehicle access point for the whole development, located on Atchison Lane. Main pedestrian access is from Atchison Street for both serviced apartments and residential uses allowing for the separation of vehicular and pedestrian access to improve pedestrian safety.</p>	<p>Yes</p>
<p><b>Garbage Storage</b></p> <p>g. Efficient design of garbage storage areas in residential areas.</p>	<p>Residential Garbage storage is located within the basement level. The area has been designed to accommodate storage of garbage and ease of collection. Refer to Operational waste management plan at <b>Appendix 22</b></p>	<p>Yes</p>
<p><b>Commercial garbage storage</b></p> <p>h. Efficient design of garbage storage areas in retail and commercial areas</p>	<p>Commercial and residential garbage storage is incorporated within the basement levels from the development. It is designed to allow ease of access for contractors for removal.</p>	<p>Yes</p>
<p><b>Site facilities</b></p> <p>i. Site facilities are unobtrusive, integrated into developments, provide for residents needs and reduce impacts on the environment</p> <p>iv. Provide storage facilities at the rate of 10 m<sup>3</sup> per studio or one bedroom unit, plus 5m<sup>3</sup> for each additional bedroom, linked to each dwelling through provisions of the relevant Strata Plan (at least 50% within the unit).</p>	<p>Site facilities are located in areas where they are integrated as part of the development, primarily in the basement levels.</p> <p>Internal storage and storage cages within the basement level is provided complying with the minimum requirements under SEPP 65.</p>	<p>Yes</p>
<p><b>Temporary structures, public safety and amenity</b></p> <p>j. Location of temporary structures promotes public safety and amenity.</p> <p>ii. Setback of 5 metres from front and/or side boundaries to facilitate pedestrian movement.</p>	<p>Refer to Construction Management Plan at <b>Appendix 9</b> for temporary hording structures during construction.</p>	<p>Yes</p>



<b>Clause 6.5: Efficient Use and Management of Resources</b>		
<b>Energy Efficiency</b> a. Ensure developments are designed to minimize energy consumption from non-renewable sources and reduce greenhouse emissions.	<p>A key priority for the building is to implement sound energy saving initiatives (Refer to <b>Appendix 7</b>). It aims to achieve a 5 star rating.</p> <p>A BASIX certificate is also attached</p> <p>In terms of water efficiency the proposed development is estimated to give water savings of 42%- that is 2% more than the minimum required. In terms of energy efficiency the proposed development is estimated to give energy savings of 25%, that is 5 % more than the minimum BASIX requirements.</p>	Yes
<b>Passive solar design</b> b. Site layout and building orientation (passive solar design) allow for maximum solar access to dwellings, especially to living areas, and are adapted to local climatic conditions and prevailing site characteristics.	<p>Solar access is maximised by the number of corner apartments. Compliance with SEPP 65 see <b>Appendix 4 &amp; 5</b></p>	Yes
<b>Thermal mass and insulation</b> c. Thermal mass and insulation to achieve more even, year-round average temperatures, making the dwelling more comfortable to live in and resulting in less demand for artificial heating or cooling measures.	<p>The project has attained a PASS score for the thermal comfort category refer to <b>Appendix 7</b></p>	Yes
<b>Waste management</b> d. Encourage waste minimization through source separation, reuse and recycling	<p>The Waste Management Plan included at <b>Appendix 9</b> objectives are:-</p> <ul style="list-style-type: none"> <li>• Address the waste management requirements for the project;</li> <li>• Provide guidance of the project in waste minimisation form demolition and construction activities; increase economic feasibility of the project through effective waste separation, recycling and re-use measures.</li> </ul>	Yes
<b>Stormwater and water management</b> e. Reduce urban run-off and water wastage	<p>New pipework connections will be provided to the Council Stormwater Drainage System within Atchison Lane, to which surface water drainage from the site shall be directed to, along with overflow from the rainwater harvesting tank, which collects rainwater from the new roofed structures.</p>	Yes
Clause 6.6: Public Domain		
<b>Street furniture, landscaping works, utilities</b>	A public art sculpture and covered seating is proposed at	Yes

<b>and equipment</b> a. Street furniture, landscaping works, utilities and equipment that contribute to the community's enjoyment of the public domain, but do not impede pedestrian movement and safety nor visual quality.	<p>the Atchison Street frontage. The provision of these design features and the proposed site landscaping ensures amenity for occupants and other users of the site.</p> <p>The proposal has been designed to improve the Atchison Street and Atchison Lane frontages and associated streetscapes and to provide usable, aesthetically pleasing and inviting public spaces.</p>																																		
<b>Public entertainment and expression</b> b. Venues for public entertainment and expression of community identity.	Steps within public domain were designed to act as seats for potential future public entrainment venue.	Yes																																	
<b>Public art</b> c. Public art that contributes to the cultural life and enjoyment of the centre, and allows for community self expression.	A Public Art Sculpture is proposed along the Atchison Street frontage. The design of the sculpture has not been finalised at this time.	Yes																																	
<b>Paving</b> d. Pedestrian surfaces that are safe for all users, clearly identified and constructed from materials that provide consistency and continuity of streetscape.	Pedestrian surfaces have not been determined at this stage, however it is intended to use materials that provide consistency and continuity of the streetscape. Can be addressed by condition of consent.	Yes																																	
<b>Native vegetation and water</b> e. Increased native vegetation and water in the public domain.	Where possible, native vegetation has been used throughout the public domain planting – refer to landscape plans at <b>Appendix 4</b> .	Yes																																	
<b>9. CAR PARKING</b>																																			
<b>Clause 9.2 Non-Residential Zones</b>																																			
a. Reduce on-site car parking due to the proximity of public transport. Contain traffic congestion and facilitate use of public and alternative transport modes including walking and cycling.	<p>Refer to Traffic report at <b>Appendix 6</b></p> <p>The table below demonstrates the required and proposed carparking spaces</p> <table><tr><th>Use</th><th>Rate</th><th>Size</th><th>Max. Spaces Required</th><th>Spaces Proposed</th></tr><tr><td rowspan="2">Residential</td><td>1 bed units @ 0.5 Spaces</td><td>139</td><td>70</td><td rowspan="2">159</td></tr><tr><td>2 and 3 bed @ 1 space / unit</td><td>89</td><td>89</td></tr><tr><td>Hotel</td><td>1 space per 5 units/rooms</td><td>38</td><td>8</td><td>8</td></tr><tr><td>refreshment room/café</td><td>1 space / 50 m²</td><td>250m²</td><td>5</td><td>1</td></tr><tr><td><b>Total</b></td><td><b>172</b></td><td></td><td><b>172</b></td><td><b>168</b></td></tr><tr><td><b>Motorcycles</b></td><td>1 space per 10 cars or part thereof</td><td><b>159</b></td><td><b>16</b></td><td><b>17</b></td></tr></table>	Use	Rate	Size	Max. Spaces Required	Spaces Proposed	Residential	1 bed units @ 0.5 Spaces	139	70	159	2 and 3 bed @ 1 space / unit	89	89	Hotel	1 space per 5 units/rooms	38	8	8	refreshment room/café	1 space / 50 m²	250m²	5	1	<b>Total</b>	<b>172</b>		<b>172</b>	<b>168</b>	<b>Motorcycles</b>	1 space per 10 cars or part thereof	<b>159</b>	<b>16</b>	<b>17</b>	Yes
Use	Rate	Size	Max. Spaces Required	Spaces Proposed																															
Residential	1 bed units @ 0.5 Spaces	139	70	159																															
	2 and 3 bed @ 1 space / unit	89	89																																
Hotel	1 space per 5 units/rooms	38	8	8																															
refreshment room/café	1 space / 50 m²	250m²	5	1																															
<b>Total</b>	<b>172</b>		<b>172</b>	<b>168</b>																															
<b>Motorcycles</b>	1 space per 10 cars or part thereof	<b>159</b>	<b>16</b>	<b>17</b>																															
<b>13. CONTAMINATION OF LAND</b>																																			
<b>Clause 13.1: Zoning &amp; Development Applications</b>																																			
<b>Development</b> b. In relation to the assessment of development applications:	Given the historical use of the site, it is not considered likely that the site is contaminated, Notwithstanding, a preliminary assessment by Douglas Partners (refer to	Yes																																	

<p>i. Council has considered whether the land is contaminated, and</p> <p>ii. If the land is contaminated, Council is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and</p> <p>iii. If the land requires remediation to be made suitable for any purpose for which the development is proposed to be carried out, Council is satisfied that the land will be remediated before the land is used for that purpose.</p>	<p><b>Appendix 10)</b> concludes as follows:-</p> <p><i>“Based on the foregoing it is considered that the site presents a relatively low risk of soil or groundwater contamination. Furthermore, the proposed development includes deep excavation for four basement levels of carparking over the entire site footprint. As such, even if there is any residual soil contamination, it will be appropriately removed as a result of the development”.</i></p>	
<p><b>14. EROSION &amp; SEDIMENT CONTROL</b> <b>Clause 14.3: Procedures</b></p>		
<p>An <i>Erosion/Sediment Control Plan</i> may also be required with the Development Application for a large development that is likely to pose a significant environmental risk. The plan should include diagrams showing the erosion and sediment control measures, their location and type. An detailed <i>Erosion/Sediment Control Plan</i> may also be required to obtain a construction certificate.</p>	<p>Erosion and Sediment Control measures are included within the construction management plan at <b>Appendix 9</b> and can form part of the conditions of consent.</p>	<p>Yes</p>
<p><b>15. STORMWATER DRAINAGE</b> <b>Clause 15.1: Controls</b></p>		
<p>i. New and reconstructed stormwater drainage systems should be designed and constructed to a minimum standard that complies with the technical requirements of the North Sydney Council <i>Performance Guide</i> and <i>Infrastructure Specification Manual</i>.</p>	<p>The proposed stormwater drainage system has been designed to comply with the relevant standards refer to <b>Appendix 8</b>.</p>	<p>Yes</p>
<p><b>19. WASTE MANAGEMENT</b> <b>Clause 19.1 Demolition Waste</b></p>		
<p><b>Project management</b></p> <p>a. Maximise reuse and recycling of demolition materials.</p>	<p>Construction Management Plan details construction methods that will minimise waste refer to <b>Appendix 9</b>.</p>	<p>Yes</p>
<p><b>Waste management plan</b></p> <p>b. Attach a waste management plan to the development application, together with details of onsite sorting, storage areas and vehicle access.</p>	<p>Construction Management Plan details construction methods that will minimise waste refer to <b>Appendix 9</b>.</p>	<p>Yes</p>

Clause 19.2 Construction Waste		
<b>Project management</b> a. Waste generation is minimised and reuse and recycling of construction materials is maximised in construction projects	Construction Management Plan details construction methods that will minimise waste refer to <b>Appendix 9.</b>	Yes
<b>Waste management plan</b> b. Waste management plan submitted with development application		
Clause 19.3 Waste Facilities & Management		
<b>Building design</b> a. Design buildings to encourage waste minimisation (source separation, reuse and recycling).	An Operational Waste Management Plan details construction methods that will minimise waste refer to <b>Appendix 22.</b>	Yes
<b>Waste management plan</b> b. Waste management plan (apartment buildings, attached dwellings, shops, restaurants, commercial and industrial premises).		
<b>Information with development applications</b> c. Information provided with development application demonstrates principles of waste management		
<b>Waste and recycling condition in DAs</b> d. Development conditions to encourage waste minimisation and recycling		

CLAUSE	COMMENT	COMPLY
<b>AREA CHARACTER STATEMENTS</b>		
<b>2. ST LEONARDS/CROWS NEST PLANNING AREA</b>		
<b>2.1 St Leonards Town Centre</b>		
<b>Function</b>		
<b>a. Diversity</b> i. Medium-high rise, mixed use development, boundary to boundary, with setbacks at laneway, public spaces and above podium. ii. A variety of different sized non-residential spaces (eg. showrooms, boutique shops & cafes, suites for medical/legal centres, small offices). iii. A variety of outdoor and indoor community spaces (such as gymnasium, pool and meeting room for residents, gardens, seating or outdoor café space for the public, playground equipment).	The proposal:- <ul style="list-style-type: none"> <li>Provides for a high rise, mixed use development with sufficient setbacks at street level, podium level and above the podium;</li> <li>Provides a non-residential component;</li> <li>Provides a variety of indoor spaces including a cafe/restaurant and indoor swimming pool and gymnasium;</li> <li>Community and entertainment facilities are not explicitly provided but the provision of landscaped open space, public art, covered seating areas and the provision of the indoor swimming pool and gymnasium are considered to be adequate.</li> </ul>	Yes

iv. Community and entertainment facilities including a child care centre and cinema		
<b>b. Public transport</b> <ul style="list-style-type: none"> <li>i. Public transport, cycling and walking are the main forms of transport to the Centre.</li> <li>ii. Pick up and drop off points for public transport and taxi ranks are located close to public spaces and activities, and main building entries.</li> <li>iii. Short stay (ten minute) parking spaces are located close to meeting places.</li> <li>iv. Amount of long stay commuter parking has been minimized.</li> <li>v. Non-residential parking is minimized.</li> </ul>	<p>The subject site significantly benefits from existing and future public transport in the immediate vicinity. The proposed vehicular access responds to the one way traffic east on Atchison Street whilst the proposed bike racks integrate with the existing bike lane.</p> <p>Short stay and commuter parking is not proposed and not considered necessary for the proposal having regard for the close proximity to public transport.</p>	Yes
<b>Environmental Criteria</b>		
<b>d. Noise</b> <ul style="list-style-type: none"> <li>i. Frontages on Pacific Highway and Chandos Street use design features that reduce noise effects and production.</li> </ul>	<p>The proposal does not have frontage to the Pacific Highway or Chandos Street, therefore this clause is not applicable. However, and notwithstanding this, a Noise Report has been prepared by Acoustic Studio and provides a thorough assessment of acoustic considerations of the proposal with particular attention to noise intrusion from traffic noise on Pacific Highway.</p>	Yes
<b>e. Artificial light</b> <ul style="list-style-type: none"> <li>i. No additional roof top advertising in the Centre</li> <li>ii. Buildings are not flood lit</li> <li>iii. A curfew of 11 pm on any lighting of rooftop or podium level facilities and existing signage.</li> <li>iv. Direction, screening and technologies used to prevent light spill to residential buildings</li> </ul>	<p>This clause is not applicable to the proposal.</p> <p>However, it is noted that where feasible, artificial outdoor lighting will be powered through renewable energy sources.</p>	N/A
<b>f. Solar access</b> <ul style="list-style-type: none"> <li>i. Development to the north of Atchison Street and east of Mitchell Street is restricted in height and massing to maintain and improve existing solar access on June 21 between 12pm and 5pm to the proposed open space at the south end of Mitchell Street.</li> </ul>	<p>Solar access is maintained to existing commercial and residential properties, public reserves and streets (refer to the Shadow Analysis at <b>Appendix 4</b> of the EA).</p>	Yes
<b>g. Awnings</b> <ul style="list-style-type: none"> <li>i. Awnings along all street frontages</li> <li>ii. Where additional ground floor setbacks are required full frontage awnings not required but provide canopy style awning between the kerb and building entrance.</li> </ul>	<p>No awnings to the street frontage are proposed however, weather protection is afforded to some areas of public use within the site through the design of the building. The majority of the frontage to Atchison street enjoys all weather protection of the public spaces provided at ground level.</p>	Yes
<b>h. Views</b> <ul style="list-style-type: none"> <li>i. Slot views to the sky between higher buildings</li> </ul>	<p>The development will offer a great range of views, to those future inhabitants on upper levels, significant views of the area will be provided, while those on lower levels will have street outlooks. The proposed development is of such a design that it makes a positive contribution to the legibility of St Leonards</p>	Yes
<b>Quality built form</b>		

<p><b>i. Public spaces and facilities</b></p> <p>i. Public plaza at the closure of Mitchell Street with Pacific Highway.</p> <p>ii. Shared way along Mitchell Street from Atchison Street to properties in Albany Lane.</p> <p>iii. Artworks and water features integrated into design of the plaza - artworks and other features act as windbreaks, particularly at the Pacific Highway end of Mitchell Street.</p> <p>iv. Plaza incorporates space for public entertainment and expression of community identity, large enough to hold an open air performance or market.</p> <p>v. Footpath paving along property frontages in accordance with Council's specifications.</p> <p>vi. Roof top gardens and public facilities that allow public access to district views from higher floors.</p>	<p>A public art sculpture and covered seating is proposed at the Atchison Street frontage of the proposal. The provision of these design features and the proposed site landscaping ensures amenity for occupants and other users of the site.</p> <p>The proposal has been designed to improve the Atchison Street and Atchison Lane frontages and associated streetscapes and to provide usable, aesthetically pleasing and inviting public spaces.</p>	<p>Yes</p>
<p><b>j. Skyline</b></p> <p>i. Roof design presents a varied, composed and interesting skyline when viewed from a regional context.</p>	<p>The proposed development provides a distinctive landmark on the skyline. This is achieved through the splitting of the building mass into two separate vertical elements, further contributed through the utilisation of vertical lines and change of materials on the eastern and western elevations.</p> <p>Horizontal elements are utilised on all elevations through horizontal sun shades and balconies.</p>	<p>Yes</p>
<p><b>k. Thru-site links</b></p> <p>i. A north/south mid block pedestrian link from Chandos to Albany Street via Atchison Street across properties at 67 69 Chandos, 48 and 19 Atchison Street and 26 Albany Street.</p> <p>ii. A north/south mid block pedestrian link from Chandos to Atchison Street across properties at 21 Chandos Street and 14 Atchison Street.</p>	<p>The footprint allows for generous through-site linkages as well as the integration and extension of the recent Atchison Street improvements undertaken by Council. (refer to Architectural plans at <b>Appendix 4</b>)</p>	<p>Yes</p>
<p><b>l. Subdivision</b></p> <p>i. Frontage 20m - 40m, approximate amalgamation of two or three original lots.</p> <p>ii. Where wider than 20m - 40m frontage is broken down by articulation, design and detailing, change in materials and colours.</p>	<p>Not applicable to the proposal.</p>	<p>N/A</p>
<p><b>m. Setbacks</b></p> <p>i. Atchison Street and southern side of Chandos Street, between Mitchell and Oxley Streets setback 3m from street frontage to building alignment for landscaping and outdoor seating - full frontage awnings not required but provide canopy style awning between the kerb and building entrance.</p> <p>ii. Setback 1.5m, at ground level, from</p>	<p>The proposed setbacks are as follows;</p> <ul style="list-style-type: none"> <li>• 1.5 metres from Atchison Lane to the podium;</li> <li>• 3.0 metres from Atchison Street to the podium;</li> <li>• Zero side setbacks at the podium level;</li> <li>• 3.0 metres from Atchison Lane to the above-podium levels;</li> <li>• 4.5 metres from Atchison Street to the above-podium levels;</li> <li>• 3.0 metres at the podium level to the side boundaries;</li> </ul>	<p>Yes</p>

laneway frontage to building alignment.	<ul style="list-style-type: none"> <li>5.0 metres at ground level from Atchison Street;</li> <li>4.0 metres at ground level from Atchison Lane;</li> <li>10.0 metres from the eastern site boundary; and</li> <li>Minimum of 6.25 metres from the western site boundary.</li> </ul> <p>Therefore, the proposed setbacks comply.</p> <p>It is also noted that the proposal has been assessed against SEPP 65 setback requirements and complies with these requirements.</p>	
<p>iii. Setback of 3m, on the street frontage from the building alignment, above podium, except as follows:</p> <p>iv. Atchison Street and southern side of Chandos Street, between Mitchell and Oxley Streets setback 1.5m from the building alignment above podium.</p> <p>v. Setback of 1.5m, on the laneway frontage from building alignment, above podium.</p> <p>vi. Side setback of 3m, above podium.</p> <p>vii. Separation of 6m, above podium, between windows and balconies.</p> <p>viii. Provide retaining walls only where necessitated by slope of site and limit to 1m maximum height.</p>		
<p><b>n. Street frontage podium</b></p> <p>i. Podium of 13m (4 storey)</p>	The proposed podium at the Atchison Street frontage is approximately 7 metres in height and is raised to maintain street character accommodating a human scale and to add visual interest.	Comply with intent
<p><b>o. Laneway frontage podium</b></p> <p>i. Podium of 10m (3 storey) at the laneway frontage</p>	There is no podium at the Atchison Lane frontage.	N/A
<p><b>p. Building design</b></p> <p>i. Balconies not accommodated in setback area.</p> <p>ii. Architectural detailing and ornamentation provides a rich visual texture and a symbolic reference to the history of the place, the building's use or occupant.</p>	<p>Balconies are not accommodated in the setback area and general recessing of the balcony spaces within the façade restricts site lines and further mitigates adverse effects of visual privacy.</p> <p>The proposed architectural detailing and built form is considered to result in an improvement for the public domain by adding visual interest and the balconies associated with the residential portion of the proposal provide a symbolic reference to the building's use.</p>	Yes
<p><b>q. Characteristic building height</b></p> <p>i. Buildings are scaled down significantly from the Forum towards surrounding areas and the lower scale development on Chandos Street, Willoughby Road, Crows Nest Village, the Upper Slopes and Crows Nest Neighbourhood.</p>	<p>Whilst the proposal does not comply with Clause 29 (Building Height) provisions contained within the North Sydney LEP 2001, the proposal does not exceed the height of the Forum.</p> <p>Located at the top of the ridge, the building would form the new focal point of St Leonards;</p> <p>In addition, the it is considered that the proposed building height will not result is any unreasonable overshadowing of the adjoining development in the locality and the modest site cover allows appropriate separation between adjoining buildings and the proposal.</p> <p>Refer to <b>Section 4.15</b> of the EA Report for further discussion regarding building height.</p>	No
<b>Quality urban environment</b>		
<p><b>s. Car parking</b></p> <p>i. Vehicle access from laneways only with carparking underground.</p>	Access to the basement level car park is provided from Atchison Lane.	Yes