

LEICHHARDT DCP 2000 COMPLIANCE TABLE

STANDARD	DETAIL	PROPOSED	COMPLIANCE
Part D Site Specific Controls- Balmain Leagues Club Precinct			
D1.5 Layout and Massing	Development (including balconies) may only occur within the building envelopes as stipulated in the plan.	The proposal has involved a redesign of the original proposal. The building envelopes identified within the DCP have not been adhered to.	No
	There is to be no additional overshadowing after 10:30 AM for any Waterloo Street residential properties on the winter solstice.	Some additional overshadowing will occur.	No
	Limit overshadowing of surrounding properties.	Overshadowing has been limited as far as possible through appropriate siting of tall building elements.	Yes
	Provide a 1.5 metre setback at ground level and an additional 1.5 metre setback above the podium level from the private right of way at the rear of the Darling Street properties.	A set-back has not been provided at ground floor level.	No
	Minimise visual impacts of the development from Darling Street.	The proposed building element to Darling Street is of a consistent height to surrounding buildings to minimise visual impact.	Yes
	Provide a setback or architectural treatment to new buildings along Waterloo Street to enable an appropriate transition to new development.	A lower scale element is provided on Waterloo Street with the taller elements stepped back.	Yes
	The building forms in Waterloo Street should be vertically articulated to reflect the pattern of residential lot development and step with the topography.	The building is articulated by balcony and fenestration treatments.	Yes

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D1.6 Land Use	Residential unit mix shall be consistent with Part 4 Clause 19(6) Diverse Housing and Clause 19(7) Adaptable Housing in Leichhardt Local Environmental Plan 2000.	31 adaptable units are proposed.	Yes
	Noise sensitive areas (such as bedrooms) shall be located away from noise sources.	Bed rooms are located away from Victoria Road as far as possible.	Yes
	Noise sensitive shielding or attenuation techniques shall be provided as part of the design and construction of the building.	Noise attenuation will be introduced in accordance with the recommendations of the Acoustic report.	Yes
	Safe and accessible paths of travel shall be provided from established retail and commercial areas along Darling Street and Victoria Road to the central plaza area.	The proposal includes a variety of paths through and into the site. These paths have been designed to ensure that they are both safe and accessible.	Yes
	The development shall include: (a) Direct pedestrian access to Darling Street	Pedestrian access from Darling Street is available via a new arcade.	Yes
	(b) Pedestrian bridge over Victoria Road accessed directly from the development and via lift and stairs or ramp from both sides of Victoria Road	No pedestrian bridge is proposed. Subject to landowners consent there may be potential to develop a bridge in the future.	No
	(c) Free home delivery from all shops located on site to within a five kilometre radius of the centre	Home delivery arrangements will be arranged by individual retailers as is common practice.	No
	(c) Community bus (minimum 25 seater, accessible & free) operating the same hours as the shops and travelling the major roads of the municipality from East Balmain to Parramatta Road. A travel route map and timetable shall be submitted with any development application	The Balmain Leagues Club will provide a community bus. This bus will be generally for use by club patrons but will also be available for other users of the site.	No

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	(e) Bike facilities for both shoppers and staff - a minimum of 55 bike spaces, with lockers and shower facilities	More than 500 bike spaces are proposed this includes spaces for residents, shoppers and staff.	Yes
	(f) Bike facilities for residents at a rate of 1 per every 5 units plus a minimum of 5 visitor spaces		Yes
	(g) A minimum of six marked car spaces for the exclusive use of car share scheme	One car space is allocated to a car share scheme. Additional spaces will be provided subject to discussions with service providers.	No
	(h) A designated area, in an easily accessible place within the development, for taxis to pick up and drop off.	A taxi pick up / drop off point is provided.	Yes
	(i) Any pedestrian overpass shall not prevent paths of travel along Victoria Road.	No overpass is proposed.	N/A
D1.7 Building Language	The design of the built form is to be developed by the applicant in accordance with Leichhardt Development Control Plan 2000 and in consultation with a Design Review Panel appointed by Council.	An architectural design review panel has been consulted on the project. The design of the built form has been developed in response to a comprehensive site analysis process. It does not conform to the DCP controls.	No
	A Design Statement is to be submitted in support of any development application comprising residential flat development.	An Architectural Design Report has been prepared and accompanies the application.	Yes
	The non-residential component of the building shall have an Australian Building Greenhouse Rating of a minimum of 4 stars.	The building will achieve a minimum 5 star green star rating.	Yes
	The proposal should demonstrate compliance with the objectives for energy efficiency and water conservation as	The building has been designed to achieve a high standard of energy efficiency. It is compliant with the requirements of	Yes

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	provided in State Environmental Planning Policy 65.	SEPP65.	
	Unit depth shall be a maximum of eighteen metres to maximise opportunities for natural ventilation. Where unit depth exceeds eighteen metres, the design must demonstrate how natural ventilation can be satisfactorily achieved particularly in relation to habitable rooms.	The building has been designed to be consistent with the requirements of SEPP65.	Yes
	Living rooms and private open spaces for at least 70% of apartments should receive a minimum of three hours direct sunlight between 9AM and 3PM on the winter solstice.	The proposed development meets the requirements of SEPP65. More than 70 per cent of apartments will receive a minimum of 3 hours sunlight.	Yes
	A maximum of 10 per cent of single-aspect units may have a southerly (SW-SE) aspect.	No south facing units. The proposed development meets the requirements of SEPP65.	Yes
	Balconies should be a minimum area of ten square metres with a minimum depth of 2.4 metres and directly accessible from main living areas.	Some balconies are smaller than the required 10m ² . The proposed development does however meet the requirements of SEPP65 in relation to balcony size.	No
	All roof structures, such a plant, lift overruns and telecommunications equipment shall be integrated into the design of the development and setback a minimum of five metres from any external building facade.	Plant equipment is accommodated within the building envelope. Roof structures, including lift overruns, are well set back within the site to minimise any visual impact.	No
	A minimum articulation zone of four metres shall be provided within the perimeter of the building envelope. Of this articulation zone up to 75 per cent of this zone may contain floor space. However, the remaining 25 per cent articulation space shall not wholly be used for balcony area.	The residential towers are well articulated but do not comply with the minimum 4m articulation zone.	No

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D1.8 Development within the conservation area	The design of infill development is to be addressed as part of a State Environmental Planning Policy 65 Design Statement	A SEPP65 statement accompanies the application.	Yes
	Development within the conservation area shall be restricted to a maximum height of RL52.0 AHD and consistent with adjoining properties with particular respect to height and scale.	Built development to Darling Street is of a consistent scale to adjoining properties but marginally exceeds the height restriction (RL57.72m to top of parapet).	No
	For any major redevelopment proposal on the subject lands, a heritage impact statement is to be provided with development application submitted to Council to assess the impact of the proposed works on the conservation area and heritage items in the vicinity of the proposal.	A heritage impact statement accompanies the application.	Yes
D1.9 Public Domain and central plaza area	New public domain and improvements to existing pedestrian infrastructure are to be provided as illustrated in the plan. Note a Landscape Masterplan with full details of all improvements is required to be lodged with the development application.	Public domain improvements are proposed and are shown on the Landscape Plan which accompanies the application.	Yes
	The plaza area is to have a minimum area of 1,700 square metres and shall be accessible at all times.	The central court is 250m ² . This excludes space surrounding the court to be used for retail activities. Additional communal spaces in the form of passageways connecting to this central space are also provided. Additionally, a community room which will be dedicated for use by the local community at a peppercorn rent is proposed.	No
	A maximum of 500 square metres of the plaza area may be used for retail purposes and must not conflict with paths of travel.		No
	The pedestrian bridge is to be accessed from the southern and northern sides of Victoria Road and allow direct access from Victoria Road via the plaza. The pedestrian bridge is to comply	No pedestrian bridge proposed as part of this application.	N/A

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	with Australian Standard AS 1428.		
	Any advertising on the pedestrian bridge over Victoria Road is to comply with the requirements of State Environmental Planning Policy 64.	No signage proposed. Signage will be addressed by way of a separate development application.	N/A
D1.10 Access and Management	Vehicular access to and from the site is to be provided in accordance with Table 10.1 of the plan.	The introduction of two additional parcels of land have allowed for improved vehicle access to and from the site. An alternative arrangement is therefore proposed.	No
	A Traffic Management Plan that addresses issues relating construction and operation phase of development shall be prepared.		Can comply
	Direct pedestrian movement is to be provided through the central plaza area and is to be unobstructed (with a minimum path width of five metres that is clear of all obstructions).	The podium level has been designed to ensure that through connectivity is maximised.	Yes
	Where buildings or other structural elements overhang the central plaza area or primary pedestrian routes between the plaza area and Darling Street, there shall be a minimum overhead clearance of six metres.	The central court comprises a 5 level atrium. 22.5m clearance is provided.	Yes
	Service areas and loading docks for all land uses (such as deliveries, waste and recycling collection) which require access by heavy vehicles are to be directly accessed from Victoria Road only.	All service areas and loading docks will be accessed from Victoria Road.	Yes
	Access, vehicle circulation, parking, un/loading and service areas are to be wholly separated for residential and non-residential uses.	Separate vehicle access is provided for residential and non-residential uses.	Partly

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	Lifts to/from basement and entry/access points are to be separate for residential/non-residential uses.	Independent residential access is provided.	Yes
	Egress for retail and commercial traffic to be limited to Victoria Road only.	Retail and commercial traffic will enter the site from Victoria Road only.	Yes
	Adequate loading, unloading, waste and recycling collection and management facilities are all provided in a discrete manner, such as to the rear of buildings or within basement levels only. Provision of garbage collection for all uses shall be limited to within the site.	Loading areas and waste rooms are accommodated within the basement. These areas have been designed to meet the requirements of the proposed development.	Yes
D1.11 Traffic Management	The final mix of uses within the development must ensure traffic does not significantly impact the road network in the area.	Traffic impact assessments have been undertaken to support the proposed development. The assessments conclude that the proposed development will not result in significant adverse impacts on the surrounding network.	Yes
	Subject to Roads and Traffic Authority and local traffic authority approval where necessary, the development is to incorporate (if not already provided) the following: (a) Extension of existing dual and right turn bay from Victoria Road eastbound into Darling Street	An additional lane including right turn bay (weekends only) from Victoria Road has been added since the adoption of the DCP.	N/A
	(b) Deceleration lane (~60m) into the development	Dedicated slip lane into the development provided.	Yes
	(c) Relocation of the southbound Darling Street bus stop (subject to State Transit Authority approval).	The proposal does not involve the removal or relocation of the existing bus stops on Darling Street.	No

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D.1.12 Parking	That at the time any Development Application is lodged any:- (a) further reduction in on-site parking; or (b) compensation for loss of on-street parking from Darling Street; be addressed as part of the Traffic Management Plan.	The proposal involves the loss of existing parking spaces on Darling Street and from the existing publically used car park within the site (owned by the proponent). The removal of parking spaces on Darling Street will improve traffic flows. Alternative public parking will be available within the site.	Yes
	That retail and commercial traffic ingress and egress from Waterloo Street be restricted to peak hour (peak hour as determined by the RTA for the area).	Non-residential vehicle access is from Victoria Road only.	N/A
	Car Parking rates as follows: <ul style="list-style-type: none"> ▪ Lounge and bar - 5 spaces / 100m² gfa ▪ Dining and auditorium - 1 space/ 10 seats or 4 spaces / 100m² gfa whichever is less. ▪ Commercial - 1.5 parking spaces / 100m² gfa ▪ Gymnasium - 4.5 parking spaces / 100m² gfa ▪ Professional consulting room - 2 parking spaces / 100m² gfa ▪ Residents - Total number of car spaces for residents and/or visitors to dwellings shall equate to the 	Car parking has been provided in accordance with the DCP requirements. Further details are provided in the Parking report in Appendix F.	Yes

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	<p>minimum in the DCP2000</p> <ul style="list-style-type: none"> Visitors - 0.6 spaces / 1 bedroom, 0.9 spaces / 2 bedroom, and 1.1 spaces / 3 or more bedrooms. Restaurant, café or other refreshment rooms - 5 parking spaces / 100m² of gross floor area plus 2.5 parking spaces / 100m² of outdoor/semi-outdoor seating areas. Shops and other retail - 1.5 parking spaces / 100m² gfa Uses not defined above- 1.5 parking spaces / 100m² gfa 		
	Retain separate parking and servicing areas for residential and non-residential uses on site. Appropriate security measures are to be made on site for residential parking areas.	Resident parking is provided within basement levels 7 and 8, with access from Waterloo Street. Separate parking is provided for the commercial component of the development within basement levels 2 to 6. Separate waste facilities for the residential and commercial components are also provided.	Yes
	Wholly separate un/loading areas from parking areas and pedestrian routes.	A separate loading area, including separate access by servicing and loading vehicles, is provided.	Yes
	No parking permits will be issued to workers or residents.	Parking is accommodated on-site in accordance with Council's maximum standards. The level of parking provided recognises the site's proximity to excellent public transport facilities.	Noted