

WOOLLAHRA DEVELOPMENT CONTROL PLAN 2015 COMPLIANCE TABLE

Control	Proposal
Chapter F2 – Educational Establishments	
C1 Development incorporates a high standard of architectural design, materials and detailing appropriate to the building type and location.	COMPLIES – The proposal demonstrates a high standard of architectural design, materials and detailing appropriate to the building type and location, as outlined in Appendix C and D.
C2 The development has a clearly distinguishable street entry point which contributes to the streetscape.	COMPLIES – The proposal will continue to maintain clearly distinguishable street entry points which contribute to the streetscape. Further the entrance to the new AFC will improve the streetscape by positively addressing the street.
C3 Development on the boundary provides a sympathetic transition in terms of height, scale, bulk and materials.	COMPLIES – The proposal has been designed in order to provide a sympathetic transition in terms of height, scale, bulk and materials to the boundaries, and will largely fit within the existing building envelopes.
C4 Development with a gross floor area of at least 1,000m ² achieves a minimum 4 star NABERS rating.	COMPLIES – The proposal will achieve a NABERS Energy rating of 4.5 Stars.
C5 Development is designed to provide for best practice environmentally sustainable design outcomes.	COMPLIES – The proposal has been designed in order to provide for best practice environmentally sustainable design outcomes, refer to Appendix D and O.
F2.3 – Siting of development	
C1 Development complies with the street setback controls that apply to the precinct or centre where the centre is proposed.	N/A – Cranbrook school is effectively on an island. The only adjoining neighbours are at the corner of Victoria Road and New South Head Road. There is no established setback in the area of the School to be redeveloped. As such, the new setbacks are the result of an urban context analysis to ensure that the proposal's relationship and interface with the public domain will be a positive contribution to the area from an urban form perspective.
C2 Non-street fronting rear and side setbacks of the building are setback so that sunlight is provided to adjoining residential properties: a) to 50% or 35m ² (with minimum dimension 2.5m), whichever is smaller of the main ground level private open space of adjacent properties; and b) for a minimum of two hours between 9am and 3pm on June 21.	N/A – No non-street fronting setbacks on the site will be affected.
C3 Where existing buildings overshadow greater than that specified in C2, sunlight access is not further reduced.	
C4 Rear and side setbacks of the building are setback to maintain the amenity of the adjoining development, taking into account privacy and noise generation.	COMPLIES – Cranbrook school is effectively on an island. The only adjoining neighbours are at the corner of Victoria Road and New South Head Road which will not be affected.
C5 Development provides visual privacy to adjoining properties by appropriate design, vegetative screening, window and door offset, location of external areas such as roof top terraces, screening devices, separation distances and the like.	COMPLIES – The proposal has been designed to be sensitive to the properties to the east, and fits largely within the existing building envelopes.
C6 Development is sited so significant views and vistas from the public domain are maintained.	COMPLIES – The proposal has been designed to fit largely within the existing building envelopes to ensure that significant views and vistas from the public domain are maintained.
C7 Development provides for view sharing from surrounding properties.	COMPLIES – the proposal will maintain view sharing principles from surrounding properties.
F2.4 – Heritage conservation	
C1 The location and design of development does not detract from a heritage item.	COMPLIES – Refer to Heritage Impact Statement at Appendix H.

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<p>C2 Siting of new development: a) when viewed from the public domain— preserves existing views to and from the heritage item. b) when viewed from surrounding residences—enables a sharing of views to and from the heritage item.</p> <p>C3 Fences that have heritage significance are conserved. Development in the vicinity of these fences responds to the heritage significance with a sympathetic design and finish.</p> <p>C4 Development responds sympathetically to the heritage significance of items and heritage conservation areas in terms of architectural style and design, colours, materials, proportions and scale.</p>	
F2.5 – Open spaces	
C1 Existing open spaces are retained.	COMPLIES – Existing open spaces are to be retained and improved.
C2 Vehicle access and parking is not permitted on any part of the site considered as open space.	COMPLIES – Vehicle access and parking will not be to any part of the site considered as open space, with basement car parking provided.
C3 New educational establishments and major development of existing establishments provide open spaces and maximise the use of existing open spaces, having regard to an overall plan for the siting, amenity impacts, usability and accessibility of such spaces.	COMPLIES – the proposal seeks to maximise the use of existing open space.
C4 Playgrounds are provided on site.	COMPLIES – Playgrounds are provided in other locations on the site.
C5 Sports fields are provided on site, where possible.	COMPLIES – the proposal includes the redevelopment of the Hordern Oval.
F2.6 – Traffic, parking and access	
C1 The educational establishment does not unreasonably impact on the surrounding road network, specifically in relation to pedestrian safety and vehicle traffic. Note: A traffic and pedestrian management plan may be required to demonstrate impacts.	COMPLIES – The proposal will improve the surrounding road network, specifically in relation to pedestrian safety and vehicle traffic.
C2 Pedestrian access is provided to all frontages that adjoin the public domain.	COMPLIES – Pedestrian access will continue to be provided to all frontages that adjoin the public domain.
C3 Pedestrian access is segregated from vehicular access with clearly defined paths.	COMPLIES – the proposal will help improve the segregation of vehicular and pedestrian access to the site.
C4 Equitable access is provided in accordance with Part E of this DCP, Chapter E1 Parking and Access.	COMPLIES – Equitable access to the site is to be provided.
C5 Pedestrian areas are at key entry points to accommodate concentrations of pedestrians, e.g. pick up time.	COMPLIES – The proposal will improve pedestrian areas are at key entry points to accommodate concentrations of pedestrians, such as at the 'kiss and ride' facility in the internal driveway.
C6 For a new educational establishment or major development of an existing establishment—an internal driveway for vehicles is provided for picking-up and dropping-off students.	COMPLIES – A 'kiss and ride' facility will be provided in the internal driveway.
C7 Development complies with the parking requirements in Part E of this DCP, Chapter E1 Parking and Access.	COMPLIES – Development complies with the parking requirements of the DCP.
C8 Provision is made on-site for service and emergency vehicles.	COMPLIES – The proposal includes dedicated space on-site for service and emergency vehicles.
C9 Bicycle parking is provided.	COMPLIES – The proposed development includes bicycle storage facilities for approximately 52 bikes in the AFC. Change facilities are provided.

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C10 For secondary and tertiary establishments—dedicated secure bicycle parking is provided at the following rates: a) 5% of staff numbers ¹ ; b) 10% of full time student numbers; at a central location and with associated change rooms and showers.	COMPLIES – The proposed development includes bicycle storage facilities for approximately 52 bikes in the AFC. Change facilities are provided. In addition to the 80 existing bike spaces provided on campus, the total bike parking provision on site of 132 spaces exceeds the 118 spaces as required by the DCP.
F2.7 – Planting, fencing and hard surfaces	
C1 Significant trees on the site are retained.	COMPLIES – Refer to Appendix N.
C2 Development does not damage significant trees located on land adjoining the site.	COMPLIES – No trees on adjoining land will be impacted.
C3 Landscaping provides shade for play, screening of buildings, an improved microclimate, soil stabilisation, and visual quality.	COMPLIES – Refer to Appendix E
C4 The landscape design is coordinated with, or has suitable regard to: a) the local streetscape; b) site conditions; c) on-site building design and open spaces; and d) type, scale and location of adjoining development.	
C5 Existing vegetated areas which contribute to the public realm are retained. These areas include, but are not limited to: a) Kincoppal (foreshore bush land); b) Vaucluse Public School (open space adjacent to Cambridge Avenue); and c) Glenmore Public School (vegetated strip adjacent to Glenmore Road).	
C6 Planting or fencing does not block significant views or open spaces from adjacent public domain or private property.	
C7 At least 50% of fencing is open to facilitate views and vistas of open spaces from the public domain.	
C8 Refer to Section F2.4 Heritage conservation above.	
F2.8 – Community use	
C1 Buildings are flexibly designed and capable of being used for a variety of purposes.	COMPLIES – The proposal has been designed with flexibility in mind to enable capability for a variety of purposes and uses.
C2 The design of the facility incorporates the principles of Crime Prevention Through Environmental Design.	COMPLIES – The proposal has been designed to be consistent with the principles of CPTED.
C3 Lighting, noise, hours of operation, and intensity of use does not detrimentally impact on adjacent properties.	COMPLIES – The lighting, noise, hours of operation, and intensity of use associated with the Learn to Swim school will not detrimentally impact on adjacent properties, and will not be intensified from existing practices.
C4 Pedestrian and vehicular access to the community use does not significantly impact on the surrounding road network.	COMPLIES – Vehicular access will be to the underground car park off Rose Bay Avenue which will reduce parking pressures on the surrounding road network.
C5 Parking and servicing associated with the community use is accommodated on site, and does not unreasonably impact on the adjoining uses.	