

## Warringah Residential Development Control Plan 2011

This table of compliance relates to land at Unit 2, 345 Condamine Street, Manly Vale. The proposed development is for the fit out and use of the existing dwelling on the site as health consulting rooms.

Provisions	Comments	Compliance
<b>Part C - Siting Factors</b>		
<b>C2 Traffic, Access and Safety</b> <b>Vehicular Access</b> <ul style="list-style-type: none"> <li>Applicants shall demonstrate that the location of vehicular and pedestrian access meets the objectives.</li> <li>Vehicle access is to be obtained from minor streets and lanes where available and practical.</li> </ul> <b>On-site loading and unloading</b> <ul style="list-style-type: none"> <li>Facilities for the loading and unloading of service, delivery and emergency vehicles are to be: appropriate to the size and nature of the development; screened from public view; and designed so that vehicles may enter and leave in a forward direction.</li> </ul>	<p>The proposed development seeks to utilise the site's existing vehicular and pedestrian access off King Street as demonstrated by the Architectural Plans that accompany this application.</p> <p>The location of the existing vehicular and pedestrian access was considered acceptable in the issuing of development consent for the existing residential development.</p> <p>Vehicle access to the site is obtained from King Street rather than the busy Condamine Street, which is a classified road.</p> <p>The proposed development is for a small-scale health consulting room that will not generate significant loading and unloading requirements. Furthermore, the proposed development is not expected to generate significant waste and</p>	<b>Yes</b>

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	therefore general waste and recycling will be collected via Northern Beaches Council's regular bin connection services. Any medical waste will be collected by a private contractor vehicle that will be capable of utilising existing on-street car parking.	
<b>C3 Parking Facilities</b> <ul style="list-style-type: none"> <li>The following design principles shall be met: <ul style="list-style-type: none"> <li>Garage doors and carports are to be integrated into the house design and to not dominate the façade. Parking is to be located within buildings or on site.;</li> <li>Laneways are to be used to provide rear access to carparking areas where possible;</li> <li>Carparking is to be provided partly or fully underground for apartment buildings and other large scale developments;</li> <li>Parking is to be located so that views of the street from front windows are not obscured; and</li> <li>Where garages and carports face the street, ensure that the garage or carport opening does not exceed 6 metres or 50% of the building width, whichever is the lesser.</li> </ul> </li> <li>Off street parking is to be provided within the property demonstrating that the following matters have been taken into account: <ul style="list-style-type: none"> <li>the land use;</li> <li>the hours of operation;</li> <li>the availability of public transport;</li> <li>the availability of alternative car parking; and</li> <li>the need for parking facilities for courier vehicles, delivery / service vehicles and bicycles.</li> </ul> </li> </ul>	<p>There are two (2) existing car parking spaces on the site, being the garage and driveway. These spaces are to be utilised by staff of the proposed development. The design principles for parking facilities would have been considered in the design of the existing development and considered acceptable in the issuing of development consent for a dual occupancy.</p> <p>The car parking spaces for the proposed development are located wholly within the site's boundaries.</p> <p>A Transport Engineering Letter prepared by GTA Consultants accompanies this application, which concludes that the proposed development will not</p>	<p><b>No</b></p> <p>But the proposal is considered satisfactory for the stated reasons.</p>

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<ul style="list-style-type: none"> <li>▪ Carparking, other than for individual dwellings, shall <ul style="list-style-type: none"> <li>▫ Avoid the use of mechanical car stacking spaces;</li> <li>▫ Not be readily apparent from public spaces;</li> <li>▫ Provide safe and convenient pedestrian and traffic movement;</li> <li>▫ Include adequate provision for manoeuvring and convenient access to individual spaces;</li> <li>▫ Enable vehicles to enter and leave the site in a forward direction;</li> <li>▫ Incorporate unobstructed access to visitor parking spaces;</li> <li>▫ Be landscaped to shade parked vehicles, screen them from public view, assist in micro-climate management and create attractive and pleasant places;</li> <li>▫ Provide on site detention of stormwater, where appropriate; and</li> <li>▫ Minimum car parking dimensions are to be in accordance with AS/NZS 2890.1.</li> </ul> </li> <li>▪ Carparking is to be provided in accordance with Appendix 1 which details the rate of car parking for various land uses. Where the carparking rate is not specified in Appendix 1 or the WLEP, carparking must be adequate for the development having regard to the objectives and requirements of this clause. The rates specified in the Roads and Traffic Authority's Guide to Traffic Generating Development should be used as a guide where relevant.</li> <li>▪ Adequate provision for staff, customer and courier parking, and parking and turning of vehicles with trailers must be provided if appropriate to the land use.</li> <li>▪ Where appropriate, car parking which meets the needs of people with physical disabilities must be provided in accordance with the relevant Australian Standard.</li> </ul>	<p>be expected to materially affect existing parking demand in the locality.</p> <p>The existing development on the site is a residential dwelling that is part of a dual occupancy. The approved car parking arrangements for this use will be utilised as part of the proposed development.</p> <p>In accordance with Appendix 1, health consulting rooms are required to provide three (3) car parking spaces per room that it used to see patients. However, there are circumstances in which this amount may be reduced.</p> <p>Strict compliance with the car parking rate for health consulting rooms would require a total of six (6) car parking spaces based on the provision of one (1) health consulting room and one (1) treatment room. However, it is not expected that the rooms would be concurrently used at all times, and on-street parking surveys undertaken by GTA Consultants indicate the</p>	

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	availability of adequate on-street car parking in the site's vicinity. In the case of the proposed development, the Traffic Engineering letter therefore concludes that the parking exception in accordance with Appendix 1 is appropriate.	
<b>C4 Stormwater</b> <ul style="list-style-type: none"> <li>Stormwater runoff must not cause downstream flooding and must have minimal environmental impact on any receiving stormwater infrastructure, watercourse, stream, lagoon, lake and waterway or the like.</li> <li>The stormwater drainage systems for all developments are to be designed, installed and maintained in accordance with Council's Water Management Policy.</li> </ul>	The existing stormwater management design for the existing development is to remain unaffected by the proposed development. Furthermore, the amount of hard stand is not proposed to be increased and the proposed development is not of a nature or scale that would cause downstream flooding or environmental impacts on water.	<b>Yes</b>
<b>C5 Erosion and Sedimentation</b> <ul style="list-style-type: none"> <li>All developments which involve the disturbance of land must install and maintain erosion and sediment controls until the site is fully stabilised.</li> <li>Any erosion and sedimentation is to be managed at the source.</li> <li>Erosion, sediment and pollution controls including water discharge from the site must comply with Council's Water Management Policy.</li> </ul>	Erosion and sediment control measures are proposed at the construction stage of the development. These measures are shown on Sheet No. 04/04 of the submitted Architectural Plans.	<b>Yes</b>

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<ul style="list-style-type: none"> <li>An Erosion and Sediment Control Plan must be prepared in accordance with Landcom's Managing Urban Stormwater: Soil and Construction Manual (2004) for all development which involves the disturbance of up to 2500m<sup>2</sup> of land.</li> <li>Soil and Water Management Plan must be prepared in accordance with Landcom's Managing Urban Stormwater: Soil and Construction Manual (2004) for all development which involves the disturbance of more than 2500m<sup>2</sup> of land.</li> </ul>		
<b>C8 Demolition and Construction</b> <ul style="list-style-type: none"> <li>All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the Waste Management Guidelines and all relevant Development Applications must be accompanied by a Waste Management Plan.</li> </ul>	A Waste Management Plan (WMP) has been prepared in accordance with the Northern Beaches Council's WMP template for the proposed development to accompany the application.	<b>Yes</b>
<b>C9 Waste Management</b> <ul style="list-style-type: none"> <li>All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the Waste Management Guidelines and all relevant Development Applications must be accompanied by a Waste Management Plan.</li> </ul>	A WMP has been prepared in accordance with the Northern Beaches Council's WMP template for the proposed development to accompany the application.	<b>Yes</b>
<b>Part D Design</b>		
<b>D13 Front Fences and Front Walls</b> <ul style="list-style-type: none"> <li>Fences, including side fences, located within the street setback area are to be compatible with the existing streetscape character.</li> <li>Where a solid fence is required it is to be articulated to provide visual interest and set back to allow for landscaping to soften and screen the appearance of the fence.</li> <li>Fences located within the front building setback area are to complement the existing streetscape character.</li> </ul>	The proposed development seeks to maintain the existing fencing and gate along King Street, which were considered acceptable as demonstrated by the issuing of development consent.	<b>Yes</b>

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<ul style="list-style-type: none"><li>Fences are to be constructed to allow casual surveillance, except where there is excessive noise.</li><li>Gates are not to encroach over the property boundary when opening or closing.</li><li>Fences should complement the architectural period of the building.</li></ul>				
<p><b>D23 Signs</b></p> <ul style="list-style-type: none"><li>Signs are to be sited and designed so that they do not adversely impact on the amenity of the streetscape and the surrounding locality. In particular, signs are not to dominate or obscure other signs or result in visual clutter.</li><li>Signs are to be compatible with the design, scale and architectural character of the building or site on which they are to be replaced.</li><li>Signs are not to obscure views of vehicles, pedestrians or potentially hazardous road features or reduce the safety of all users of any public road (including pedestrians and cyclists).</li><li>Signs should not be capable of being confused with, or reduce the effectiveness of, traffic control devices.</li><li>Signs are not to emit excessive glare or cause excessive reflection.</li><li>Signs should not obscure or compromise important views.</li><li>Signs displayed on dwellings are to be attached to the ground floor façade of the dwelling, unless the land is located on a main road or the dwelling is not visible from the street, in which case the sign may be attached to a front fence.</li><li>Signs shall meet the following criteria:</li></ul> <table><tr><td>Home Business / Home Occupation/ Home Industry and Health Consulting Rooms (signs associated with)</td><td>No greater than 600cm² in area; Not more than 1 sign shall be erected; and The sign is to indicate the name and occupation of the business.</td></tr></table> <ul style="list-style-type: none"><li>The following signs are not considered appropriate and are discouraged:<ul style="list-style-type: none"><li>Flashing or moving signs on all land other than the carriageway of a public road</li></ul></li></ul>	Home Business / Home Occupation/ Home Industry and Health Consulting Rooms (signs associated with)	No greater than 600cm² in area; Not more than 1 sign shall be erected; and The sign is to indicate the name and occupation of the business.	<p>The proposed signage includes one (1) building identification sign on the existing front fence. This sign is of a small scale and the only one of its type proposed and therefore will not dominate or obscure other signs and will not result in visual clutter in the locality.</p> <p>The siting of the sign on the front fence, which is setback from the street, will ensure that it does not obscure views of vehicles, pedestrians or potentially hazardous road features. The sign does not protrude above the front fence and therefore will not obscure or compromise key views.</p> <p>The proposed building identification sign does not include any illumination. Therefore, it will not emit excessive glare and is not capable of being confused with</p>	
Home Business / Home Occupation/ Home Industry and Health Consulting Rooms (signs associated with)	No greater than 600cm² in area; Not more than 1 sign shall be erected; and The sign is to indicate the name and occupation of the business.			

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<ul style="list-style-type: none"><li>▫ Pole or pylon signs, unless there is no building on the site, or the building is not visible from the street or public domain; this does not include identification, interpretive, directional and advance warning signs described as Exempt Development, or a sign erected by the Council for the display of community information;</li><li>▪ Signs on or above the roof or parapet of a building.</li><li>▪ A-frame and temporary signs located on public land, including:<ul style="list-style-type: none"><li>▫ Signs on motor vehicles which are not able to be driven with the sign displayed</li><li>▫ Balloons or other inflatable objects used for the purpose of advertising which are placed on or above roof level</li><li>▫ Illuminated signs in residential zones</li></ul></li></ul>		<p>any traffic control devices in the locality.</p> <p>The area of the business identification sign is 590cm<sup>2</sup> (0.59m<sup>2</sup>).</p> <p>A directional sign is proposed on the southern elevation of the building and will only be visible from within the site given that the existing fence acts as a screen. This directional signage will not result in any adverse impacts in terms of road safety, glare or important views in the locality.</p>	
Part H Appendices			
Appendix 1 Car Parking Requirements		Refer to above Part C3 response.	Yes
Health consulting rooms	<p>3 spaces per room used to see patients.</p> <p>This may be reduced if not all rooms will be in concurrent operation, or if convenient on-street parking is available, providing that the use of such parking does not adversely affect the amenity of the adjacent area.</p>		